



Burwood^{Inc.1874}
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Attachments Paper
Burwood Council Extraordinary Meeting
Wednesday 29 January 2025
6:00 PM

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Reports to Council

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Prepared by Ethos Urban
For Burwood Council
17 January 2025
2240417

Croydon Housing Investigation Area (HIA)

Response to Public Exhibition Feedback: Masterplan Options

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Executive Summary

Following the public exhibition of the Draft Croydon Housing Investigation Area (HIA) Masterplan in October-December 2024, Burwood Council have reviewed the feedback received from the public and developed two new masterplan options for the Croydon HIA. These two options are in addition to the NSW Government TOD proposal as well as the Draft Masterplan exhibited in 2024.

This document outlines the four masterplan options for Council's consideration at its January 2025 Council Meeting.

The four options are as follows:

- **Option 1: NSW Government TOD proposal**
 - This option illustrates the potential built form outcome should the TOD Program provisions proposed by the NSW Government be adopted as is.
- **Option 2: Council exhibited alternative Masterplan within HIA**
 - This option assumes that the Draft Masterplan as exhibited in 2024 is adopted as is.
- **Option 3: A refined Council alternative Masterplan redistributing density within HIA**
 - This option redistributes density within the HIA to provide a comparable yield to Option 2.
 - It locates density close to Croydon Station and at the north-western portion of the HIA, close to the Burwood Town Centre.
- **Option 4: A refined reduced-density Masterplan near Croydon Station, unmet targets redistributed to Burwood North Masterplan**
 - This option considers an overall reduction in density and only locates density close to Croydon Station.
 - This option does not provide the number of dwellings required by the TOD Program. Additional dwellings will need to be provided elsewhere (e.g. Burwood North), subject to discussion with the NSW Government.

Terms and Abbreviations

ADG	Apartment Design Guide
DCP	Development Control Plan
DPHI	Department of Planning, Housing and Infrastructure
FSR	Floor Space Ratio
GFA	Gross Floor Area
HCA	Heritage Conservation Area
HOB	Height of Building
HIA	Housing Investigation Area
LEP	Local Environmental Plan
LGA	Local Government Area
NSW	New South Wales
PLC	Presbyterian Ladies' College
TOD	Transit Oriented Development

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1 Option 1: NSW Government TOD proposal

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Option 1: NSW Government TOD proposal

Overview

- Assumes TOD Program provisions proposed by the NSW Government is adopted as is - excludes heritage items, includes lots within Heritage Conservation Areas (HCAs).
- Assumes existing 3:1 FSR (8 storeys) along Grosvenor Street is retained, 2.5:1 FSR (6 storeys as per TOD Program provisions) for all other lots within 400m radius of Croydon Station.
- Assumes ground level non-residential use on lots currently zoned E1 Local Centre is excluded from potential residential capacity.
- Refer to **Section 5: Notes and Assumptions** for further information.

Overall Yield

Residential Capacity (within 400m radius of Croydon Station in Burwood LGA)	
Estimated no. of existing dwellings	583
Estimated no. of existing dwellings retained	2
Potential no. of new dwellings	3,830
Potential new residential GFA capacity (at 90 sqm GFA per dwelling)	344,727 m ²
Potential total no. of dwellings	3,832
Potential total population (at 2.5 people per dwelling)	9,581
Potential net increase in no. of dwellings	3,249

LEGEND

- Croydon HIA
- Cadastre
- Burwood Town Centre
- Inner West LGA
- Railway & Station
- 400m Radius from Station
- 800m Radius from Station
- Heritage Item
- Heritage Conservation Area
- Existing Schools
- Existing Public Open Space
- Major Road
- Existing Primary Active Transport Route
- Planned Active Transport Route
- Proposed Primary Active Transport Route

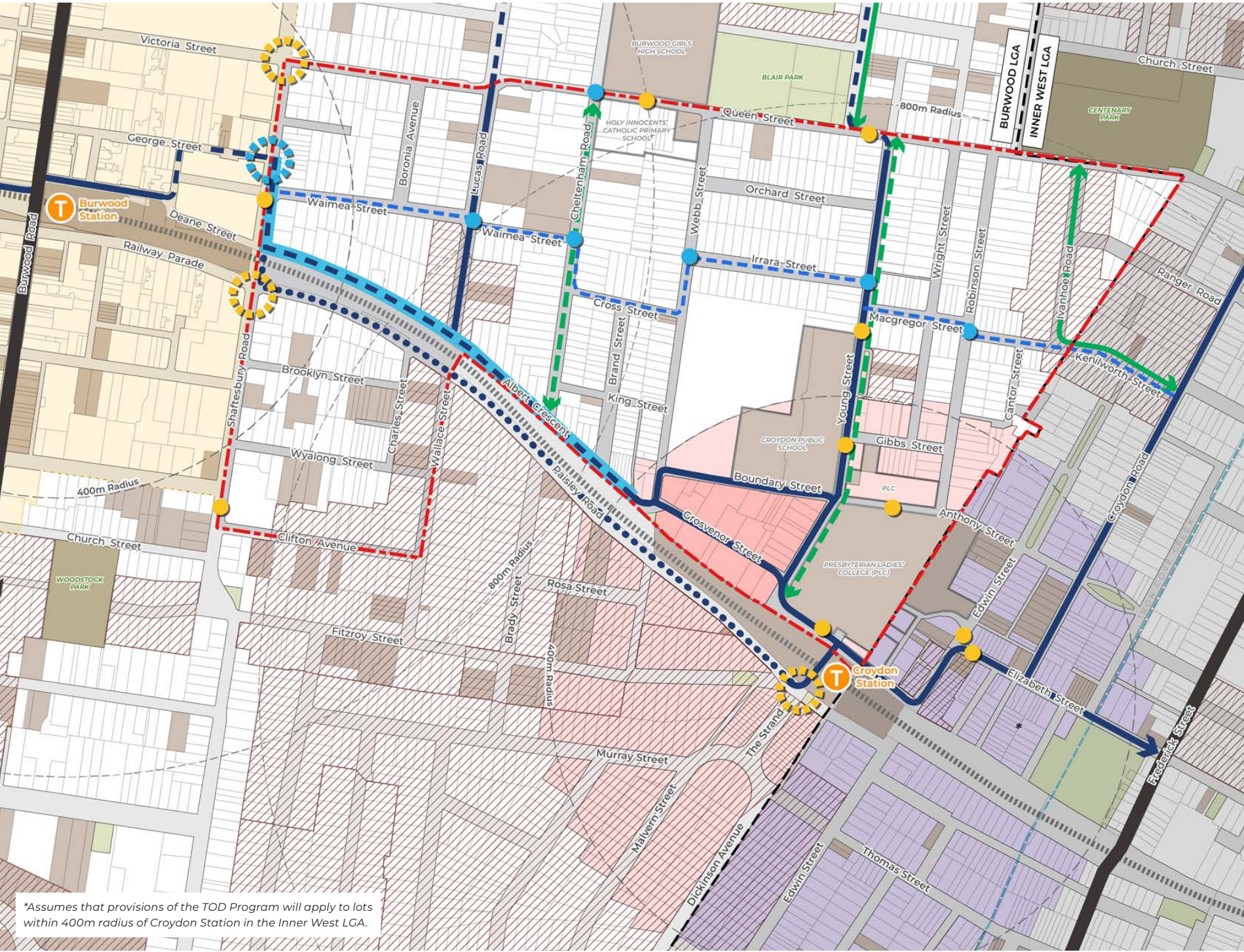
 Proposed Dedicated Active Transport Route Proposed Secondary Active Transport Route Existing Green Street Proposed Green Street Signalised Crossing Pedestrian Crossing Proposed Signalised Crossing Proposed Pedestrian and Bicycle Crossing 3:1 FSR (Up to 8 Storeys) 2.5:1 FSR (Up to 6 Storeys) Inner West LGA - Potential 2.5:1 FSR (Up to 6 Storeys)*

Figure 1. Option 1 - Structure Plan

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Indicative 3D Massing



Figure 2. Option 1 - Indicative 3D Massing

- LEGEND
- | | | |
|-------------------------------|----------------------------|-------------------------------|
| Croydon HIA | Heritage Item | Existing Buildings |
| Railway & Station | Heritage Conservation Area | Indicative Building Envelopes |
| 400m/800m Radius from Station | Existing Public Open Space | |

Building Height



- LEGEND
- | | |
|-----------------------------------|------------------------------------|
| Croydon HIA | Indicative Building Heights |
| Local Government Area | Up to 8 Storeys |
| Railway & Station | Up to 6 Storeys |
| Existing Schools | 2 Storeys |
| Existing Public Open Space | |
| Maximum Building Height (Storeys) | |

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Density

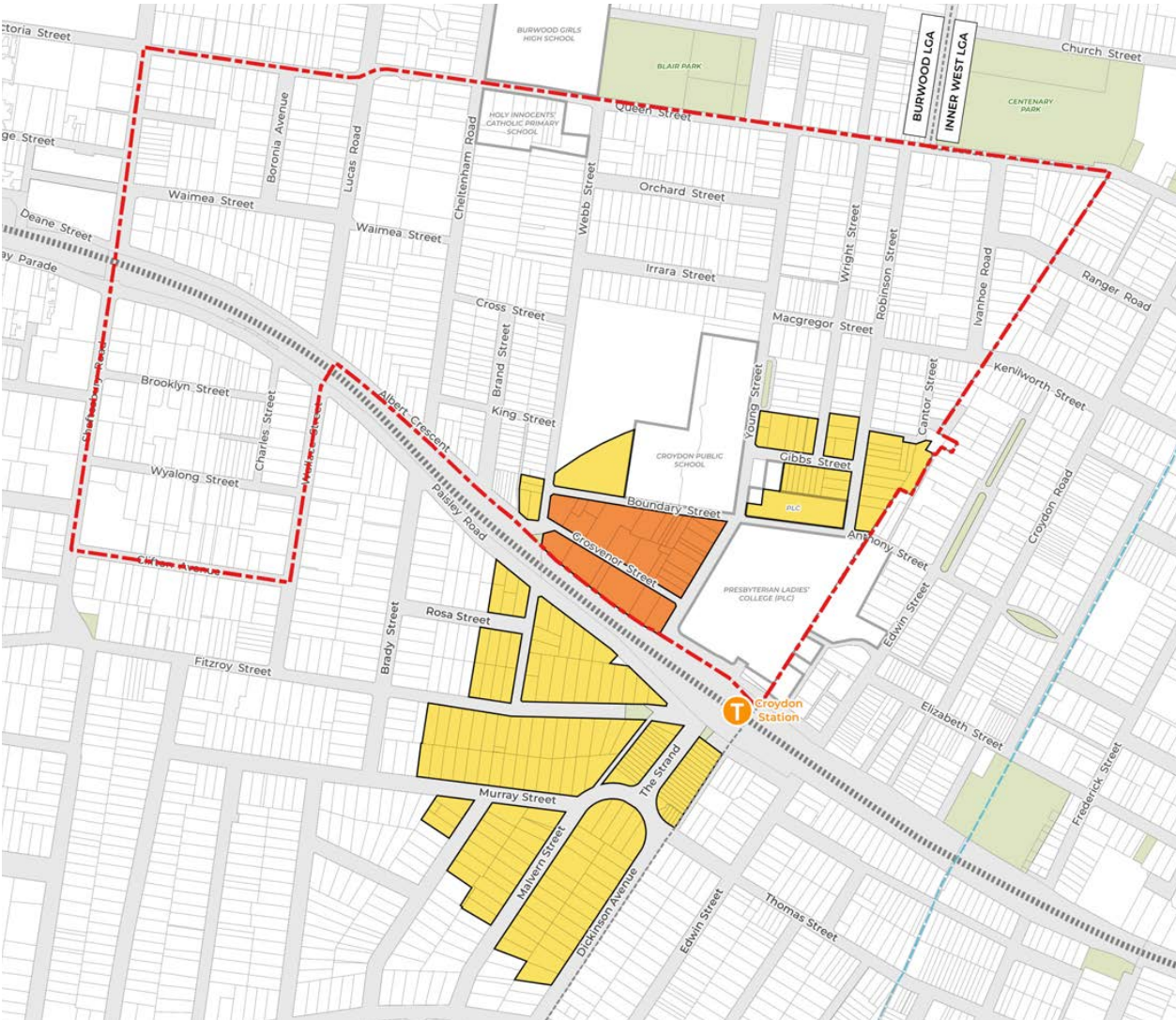
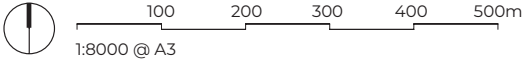


Figure 4. Option 1 - Density



LEGEND

- Croydon HIA
- Local Government Area
- Railway & Station
- Existing Schools
- Existing Public Open Space
- 3:1 FSR
- 2.5:1 FSR

Indicative Site Amalgamation

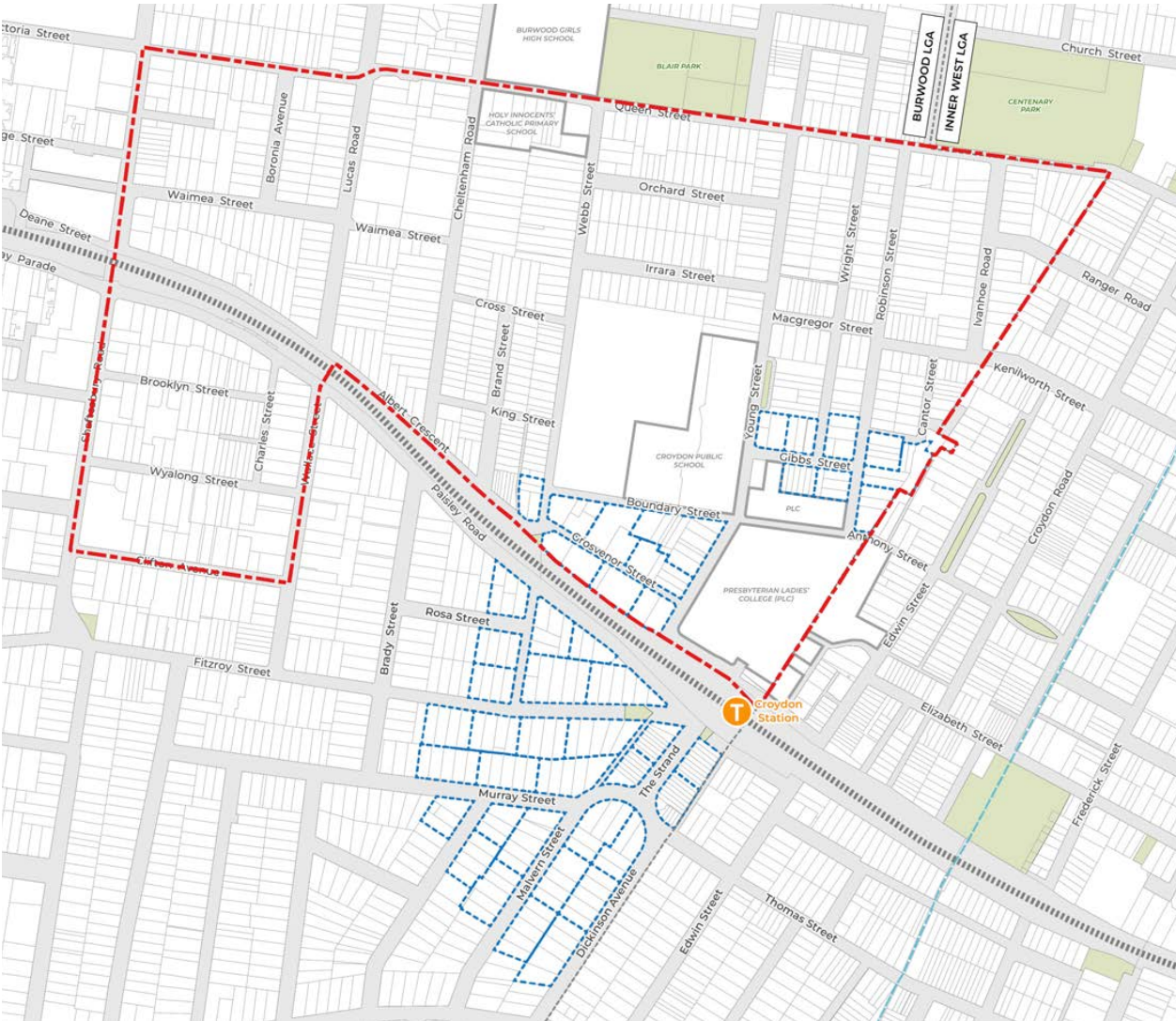
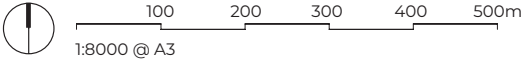


Figure 5. Option 1 - Indicative Site Amalgamation



LEGEND

- Croydon HIA
- Local Government Area
- Railway & Station
- Existing Schools
- Existing Public Open Space
- Indicative Site Amalgamations (DCP)

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Proposed LZN

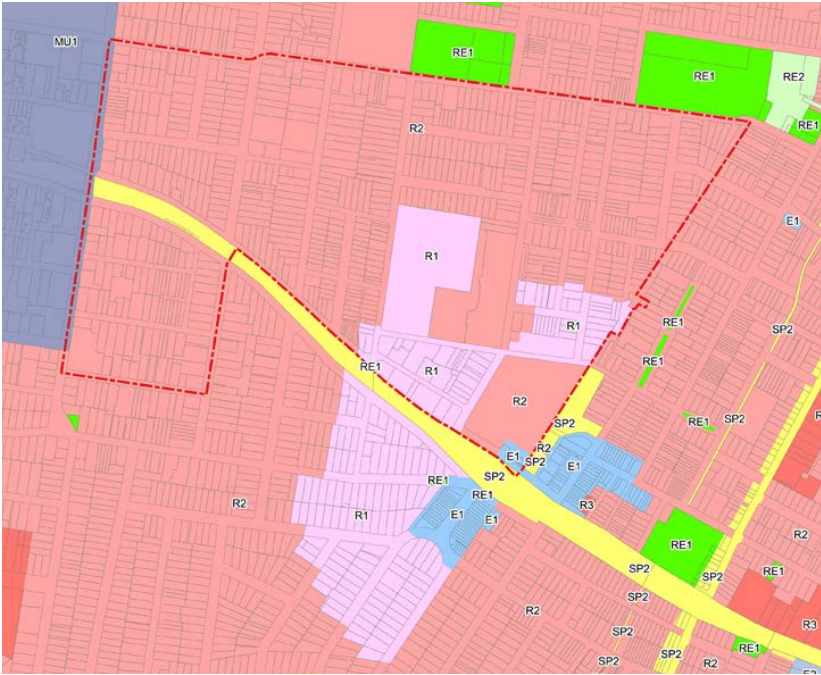
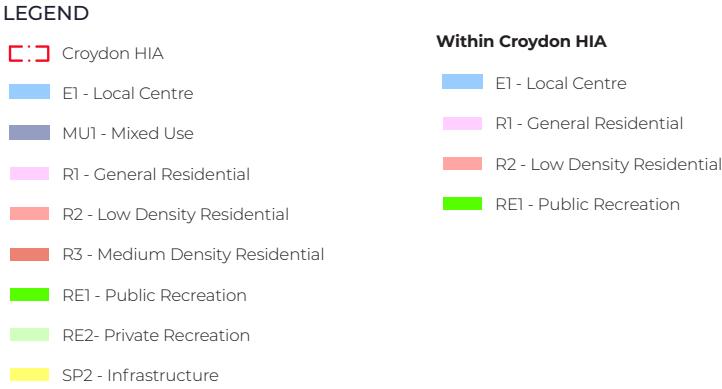


Figure 6. Option 1 - Proposed LZN Map



Proposed HOB

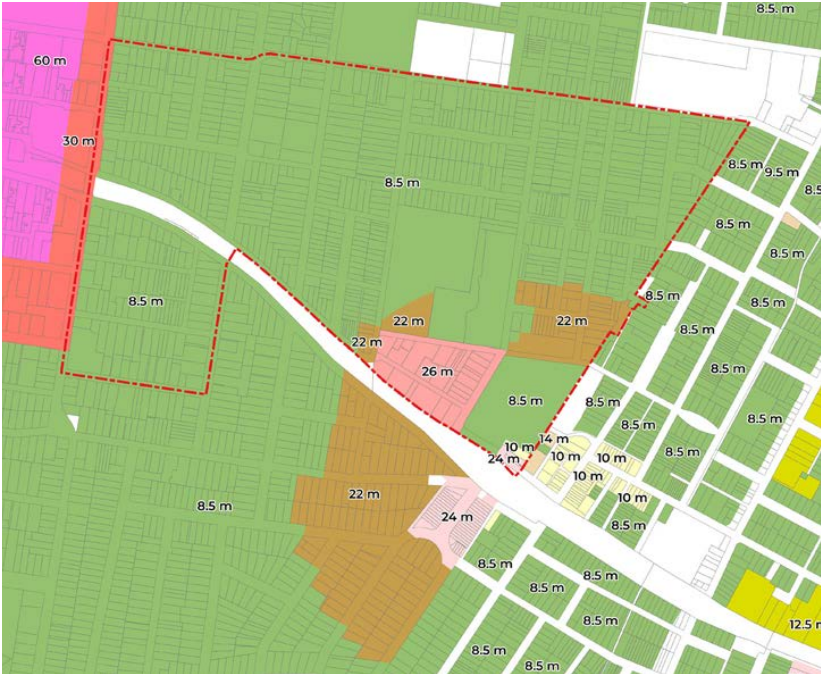
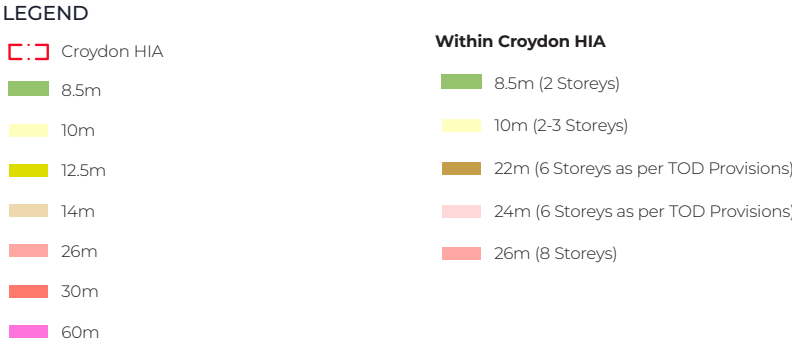


Figure 7. Option 1 - Proposed HOB Map



Proposed FSR

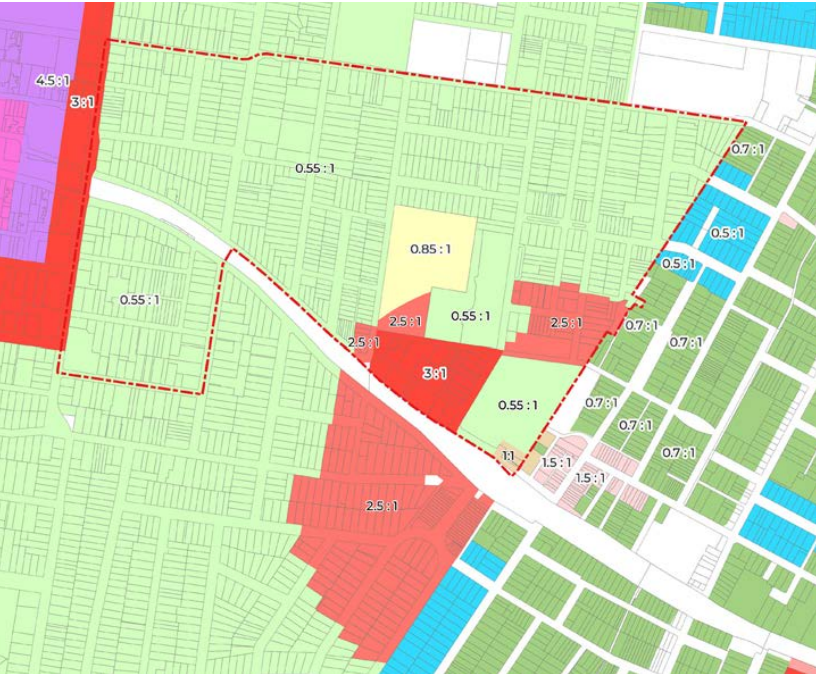
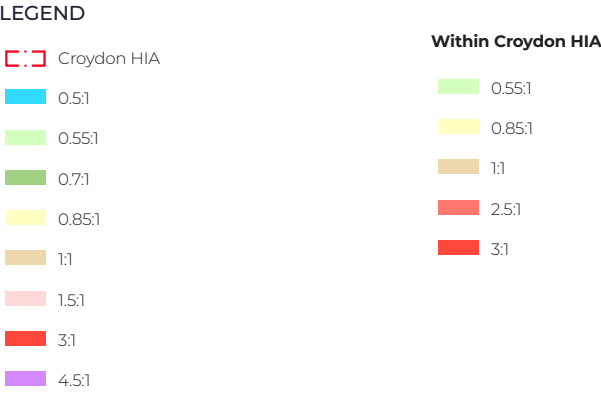


Figure 8. Option 1 - Proposed FSR Map



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Shadow Diagrams



Figure 9. Option 1 - June 21 - 9am



Figure 10. Option 1 - June 21 - 10am



Figure 11. Option 1 - June 21 - 11am



Figure 12. Option 1 - June 21 - 12pm



Figure 13. Option 1 - June 21 - 1pm



Figure 14. Option 1 - June 21 - 2pm



Figure 15. Option 1 - June 21 - 3pm

LEGEND

- Croydon HIA
- Railway & Station
- 400m/800m Radius from Station
- Heritage Item
- Heritage Conservation Area
- Existing Public Open Space
- Existing Buildings
- Indicative Building Envelopes

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2 Option 2:

Council exhibited alternative
Masterplan within HIA

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Option 2:

Council exhibited alternative Masterplan within HIA

Overview

- No change to the Draft Masterplan as exhibited.
- Refer to **Section 5: Notes and Assumptions** for further information.

Overall Yield

Residential Capacity (within HIA)	
Estimated no. of existing dwellings	1,759
Estimated no. of existing dwellings retained	1,299
Potential no. of new dwellings	4,111
Potential new residential GFA capacity (at 90 sqm GFA per dwelling)	369,990 m²
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

LEGEND

- Croydon HIA

Cadastre

Burwood Town Centre

Inner West LGA

Railway & Station

400m Radius from Station

800m Radius from Station

Heritage Item

Heritage Conservation Area

Existing Schools

Existing Public Open Space

Major Road

Existing Primary Active Transport Route

Planned Active Transport Route

Proposed Primary Active Transport Route

Proposed Dedicated Active Transport Route

Proposed Secondary Active Transport Route

Existing Green Street

Proposed Green Street

Proposed Shared Way

Proposed Pedestrian Through-site Link

Signalised Crossing

Pedestrian Crossing

Proposed Signalised Crossing

Proposed Pedestrian and Bicycle Crossing

Proposed Open Space

Areas for Future Investigation

Potential Future Public Open Space

6:1 FSR (Up to 30 Storeys)

4:1 FSR (Up to 25 Storeys)

3:1 FSR (Up to 15 Storeys)

2.5:1 FSR (Up to 8 Storeys)

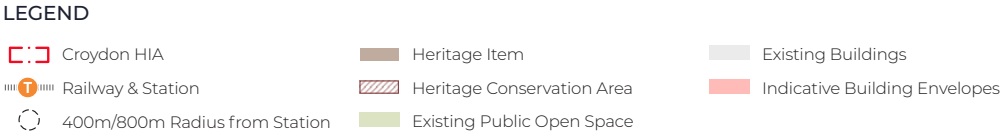
Inner West LGA - Potential 2.5:1 FSR (Up to 6 Storeys)*
-
- Figure 16. Option 2 - Structure Plan
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- Page 12

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Indicative 3D Massing



Figure 18. Option 2 - Indicative 3D Massing



Building Height



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Density

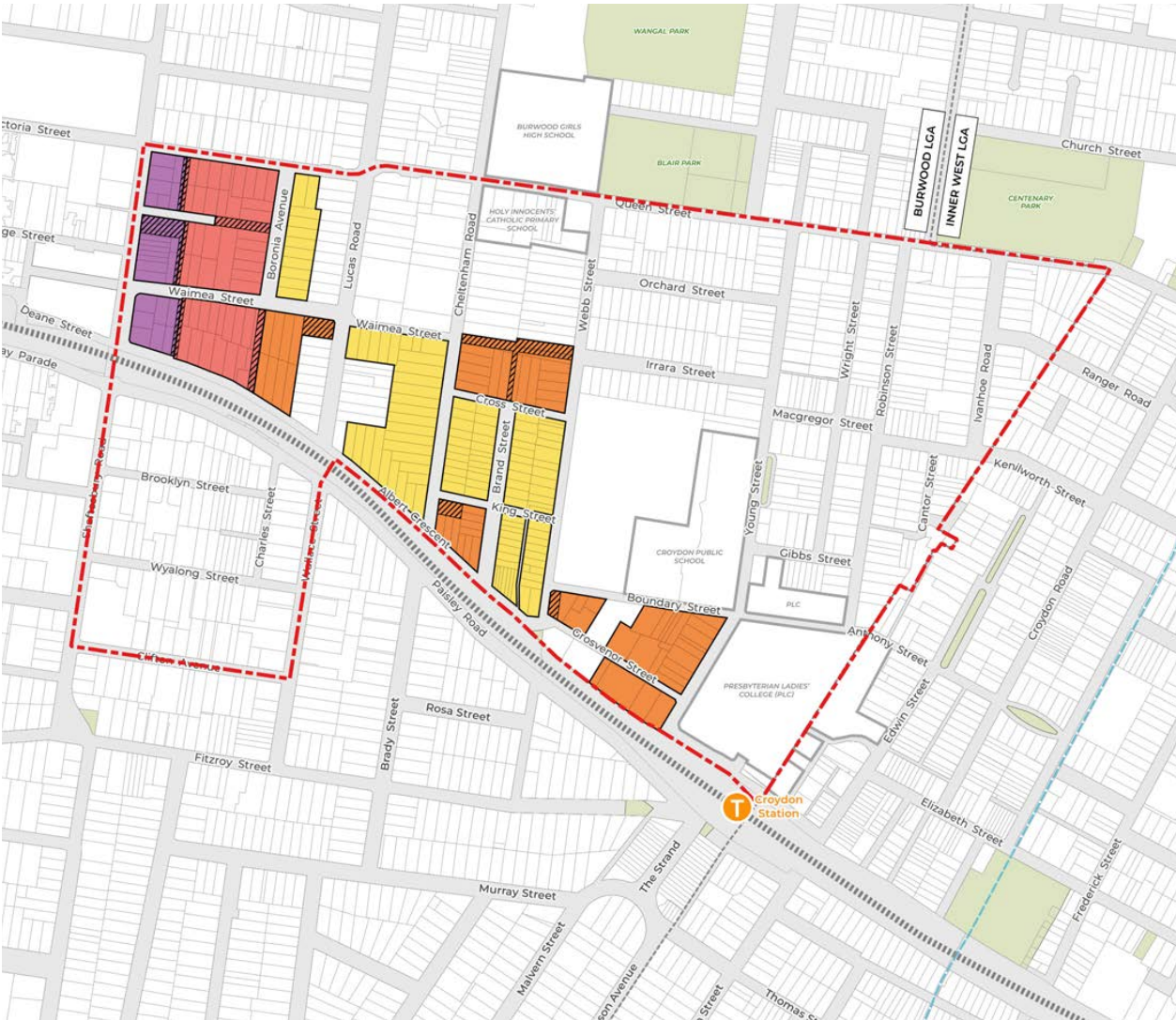


Figure 19. Option 2 - Density

- LEGEND
- Croydon HIA
 - Local Government Area
 - Railway & Station
 - Existing Schools
 - Existing Public Open Space
 - 6:1 FSR
 - 4:1 FSR
 - 3:1 FSR
 - 2.5:1 FSR
 - Proposed Open Space, Pedestrian Through-site Link and/or Shared Way

Indicative Site Amalgamation



Figure 20. Option 2 - Indicative Site Amalgamation

- LEGEND
- Croydon HIA
 - Local Government Area
 - Railway & Station
 - Existing Schools
 - Existing Public Open Space
 - Proposed Amalgamations for Key Sites (LEP)
 - Indicative Site Amalgamations (DCP)
 - Proposed Open Space
 - Proposed Shared Way
 - Proposed Pedestrian Through-site Link

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Proposed LZN

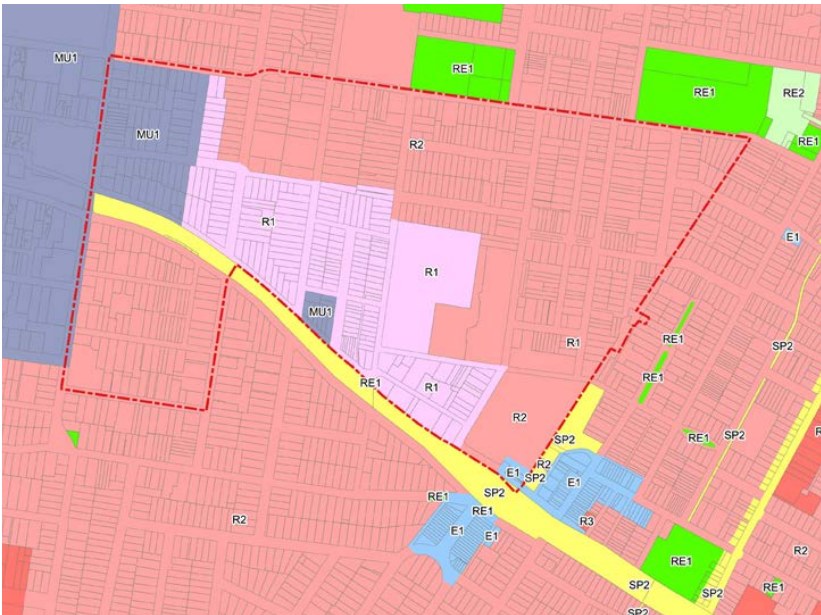


Figure 21. Option 2 - Proposed LZN Map

LEGEND	
Croydon HIA	
E1 - Local Centre	E1 - Local Centre
MU1 - Mixed Use	MU1 - Mixed Use
R1 - General Residential	R1 - General Residential
R2 - Low Density Residential	R2 - Low Density Residential
R3 - Medium Density Residential	R3 - Medium Density Residential
RE1 - Public Recreation	RE1 - Public Recreation
RE2 - Private Recreation	
SP2 - Infrastructure	

Proposed HOB

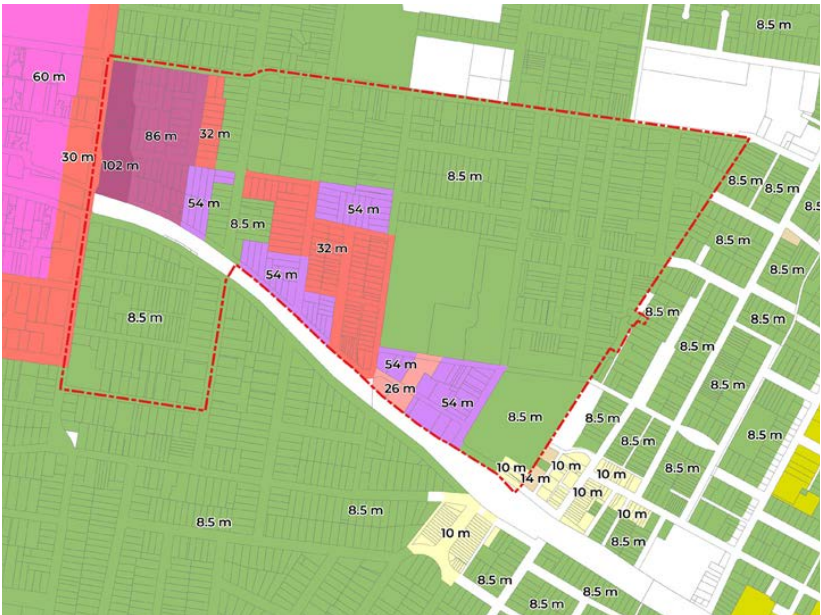


Figure 22. Option 2 - Proposed HOB Map

LEGEND	
Croydon HIA	
8.5m	8.5m (2 Storeys)
10m	10m (2-3 Storeys)
12.5m	
14m	
26m	26m (8 Storeys)
30m	32m (8 Storeys)
60m	54m (15 Storeys)
	86m (25 Storeys)
	102m (30 Storeys)

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Proposed FSR

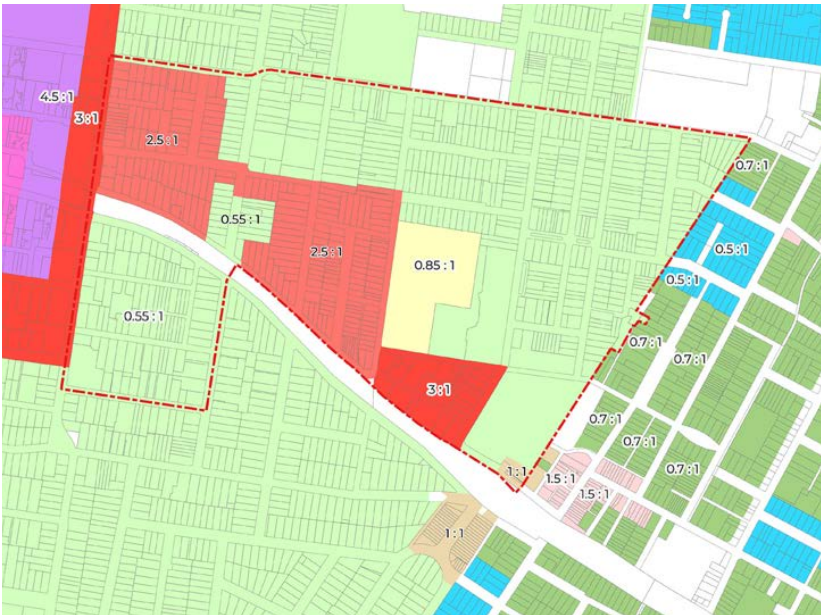


Figure 23. Option 2 - Proposed FSR Map

LEGEND

- Croydon HIA
- 0.5:1
- 0.55:1
- 0.7:1
- 0.85:1
- 1:1
- 1.5:1
- 2.5:1
- 3:1
- 4.5:1

Within Croydon HIA

- 0.55:1
- 0.85:1
- 1:1
- 2.5:1
- 3:1

Proposed Incentive FSR



Figure 24. Option 2 - Proposed Incentive FSR Map

LEGEND

- Croydon HIA
- 3:1
- 4:1
- 6:1

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Shadow Diagrams



Figure 25. Option 2 - June 21 - 9am



Figure 26. Option 2 - June 21 - 10am



Figure 27. Option 2 - June 21 - 11am



Figure 28. Option 2 - June 21 - 12pm



Figure 29. Option 2 - June 21 - 1pm



Figure 30. Option 2 - June 21 - 2pm



Figure 31. Option 2 - June 21 - 3pm

LEGEND

- Croydon HIA
- Railway & Station
- 400m/800m Radius from Station
- Heritage Item
- Heritage Conservation Area
- Existing Public Open Space
- Existing Buildings
- Indicative Building Envelopes

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3 Option 3:

A refined Council alternative
Masterplan redistributing density
within HIA

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Option 3:

A refined Council alternative Masterplan redistributing density within HIA

Overview

- This option redistributes density within the HIA to provide a comparable yield to Option 2. It locates density close to Croydon Station and at the north-western portion of the HIA, close to the Burwood Town Centre.
- This option assumes development capacity on the PLC sites with heritage items on the PLC sites to be retained. Appropriate built form response that considers the interface with these heritage items to be provided, subject to future studies and detailed design.
- Refer to **Section 5: Notes and Assumptions** for further information.

Overall Yield

Residential Capacity (within HIA and along The Strand)	
Estimated no. of existing dwellings	1,790*
Estimated no. of existing dwellings retained	1,071*
Potential no. of new dwellings	4,288*
Potential new residential GFA capacity (at 90 sqm GFA per dwelling)	385,886 m ² *
Potential total no. of dwellings	5,359*
Potential total population (at 2.5 people per dwelling)	13,397*
Potential net increase in no. of dwellings	3,569*

LEGEND

- Croydon HIA

Cadastre

Burwood Town Centre

Inner West LGA

Railway & Station

400m Radius from Station

800m Radius from Station

Heritage Item

Heritage Conservation Area

Existing Schools

Existing Public Open Space

Major Road

Existing Primary Active Transport Route

Planned Active Transport Route

Proposed Primary Active Transport Route

Proposed Dedicated Active Transport Route
- Proposed Secondary Active Transport Route

Existing Green Street

Proposed Green Street

Signalised Crossing

Pedestrian Crossing

Proposed Signalised Crossing

Proposed Pedestrian and Bicycle Crossing

3.5:1 FSR (Up to 10 Storeys)

2.5:1 FSR (Up to 6 Storeys)

1.5:1 FSR (Up to 4 Storeys)

1.5:1 FSR (Up to 4 Storeys)*

10m landscaped setback**

Inner West LGA - 2.5:1 FSR (Up to 6 Storeys)***

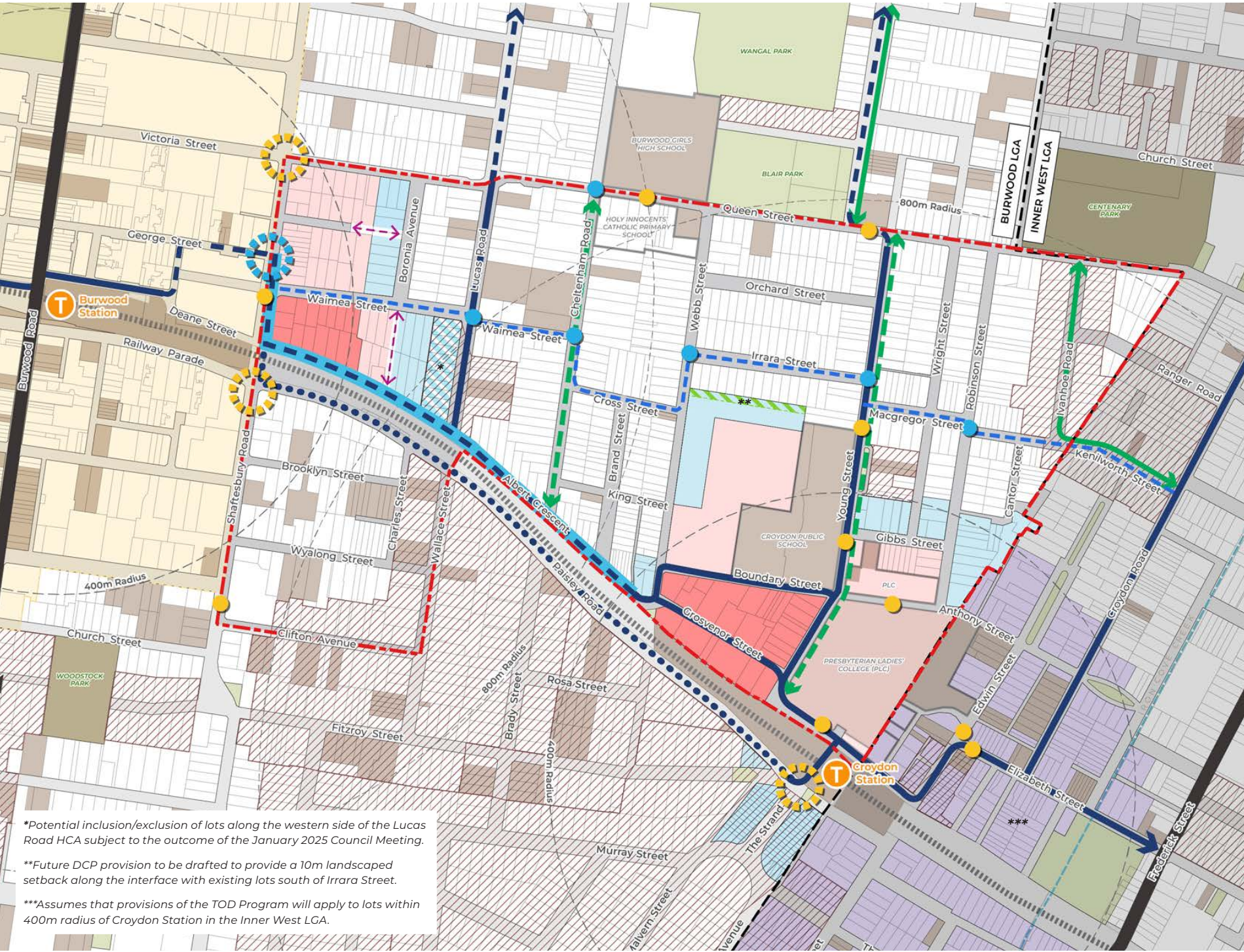


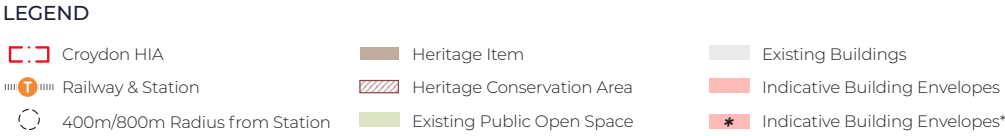
Figure 32. Option 3 - Structure Plan

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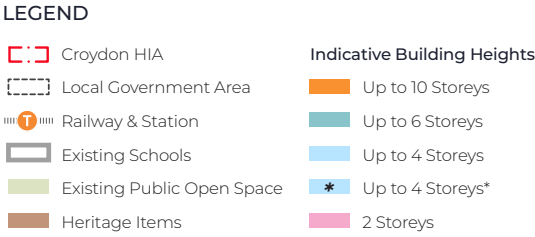
Indicative 3D Massing



Figure 34. Option 3 - Indicative 3D Massing



Building Height



*Potential inclusion/exclusion of lots along the western side of the Lucas Road HCA subject to the outcome of the January 2025 Council Meeting.

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Density

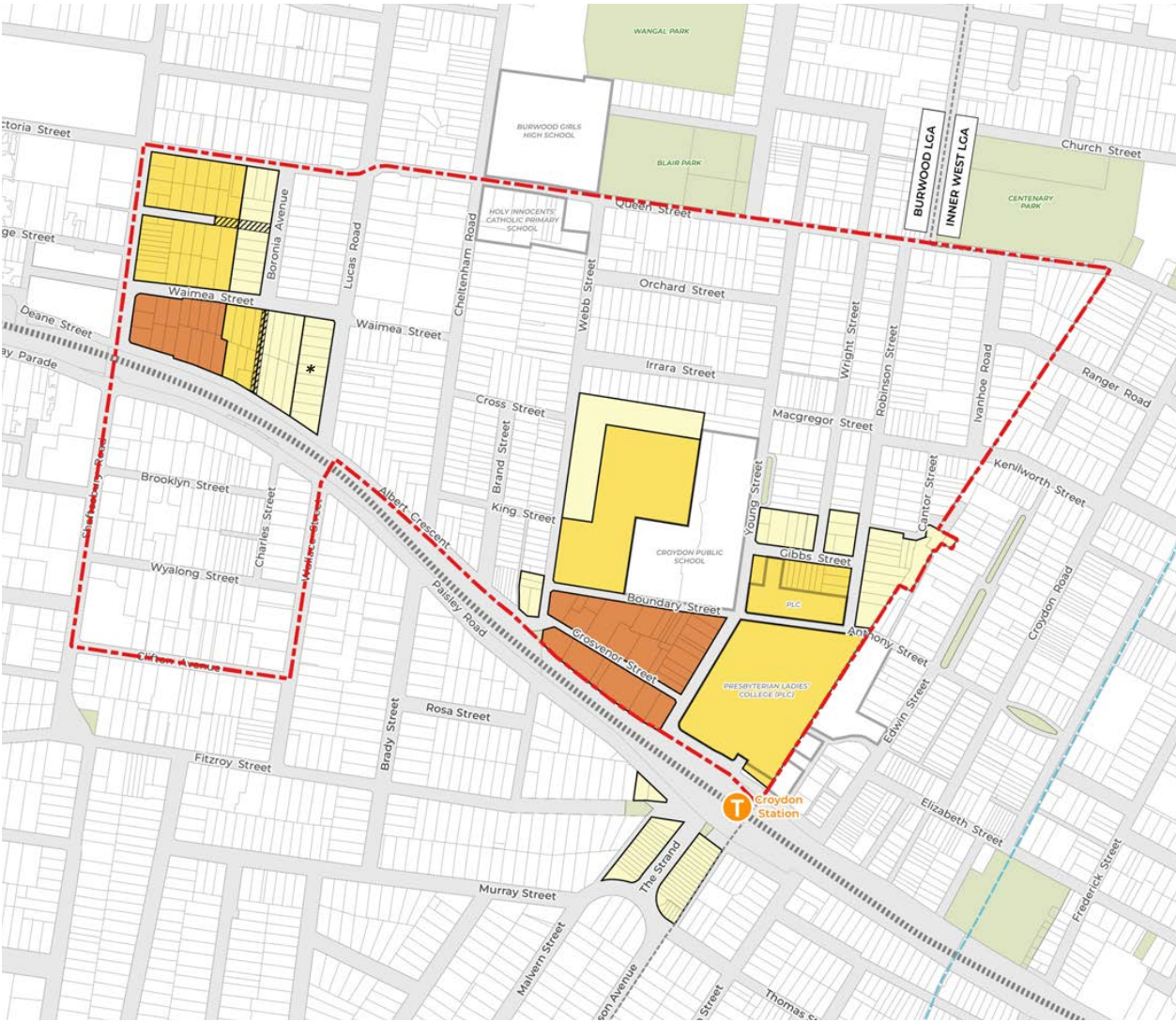


Figure 35. Option 3 - Density

- LEGEND
- Croydon HIA
 - Local Government Area
 - Railway & Station
 - Existing Schools
 - Existing Public Open Space
 - 3.5:1 FSR
 - 2.5:1 FSR
 - 1.5:1 FSR
 - 1.5:1 FSR*
 - Proposed Shared Way

*Potential inclusion/exclusion of lots along the western side of the Lucas Road HCA subject to the outcome of the January 2025 Council Meeting.

Indicative Site Amalgamation

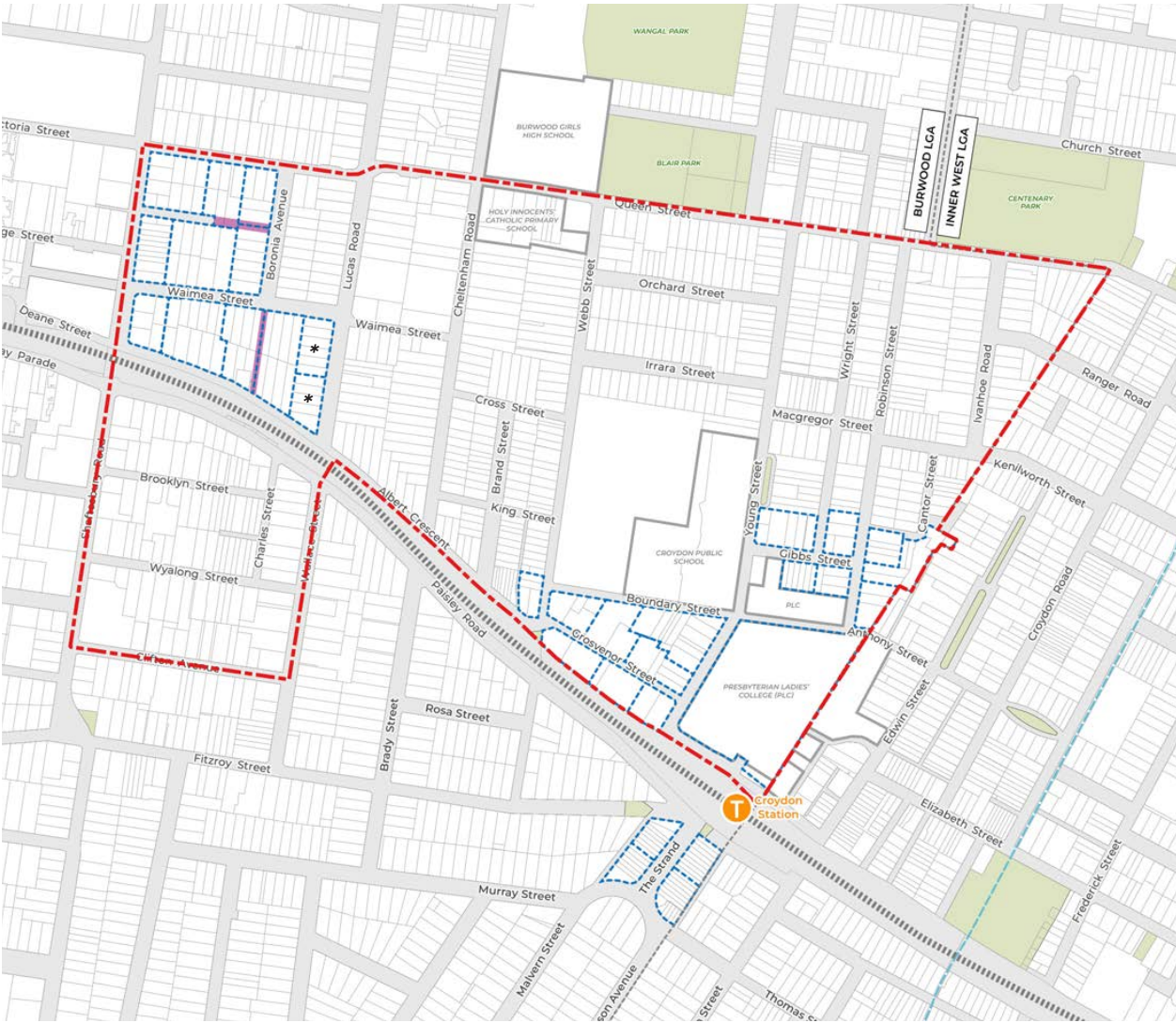


Figure 36. Option 3 - Indicative Site Amalgamation

- LEGEND
- Croydon HIA
 - Local Government Area
 - Railway & Station
 - Existing Schools
 - Existing Public Open Space
 - Indicative Site Amalgamations (DCP)
 - Indicative Site Amalgamations (DCP)*
 - Proposed Shared Way

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Proposed LZN

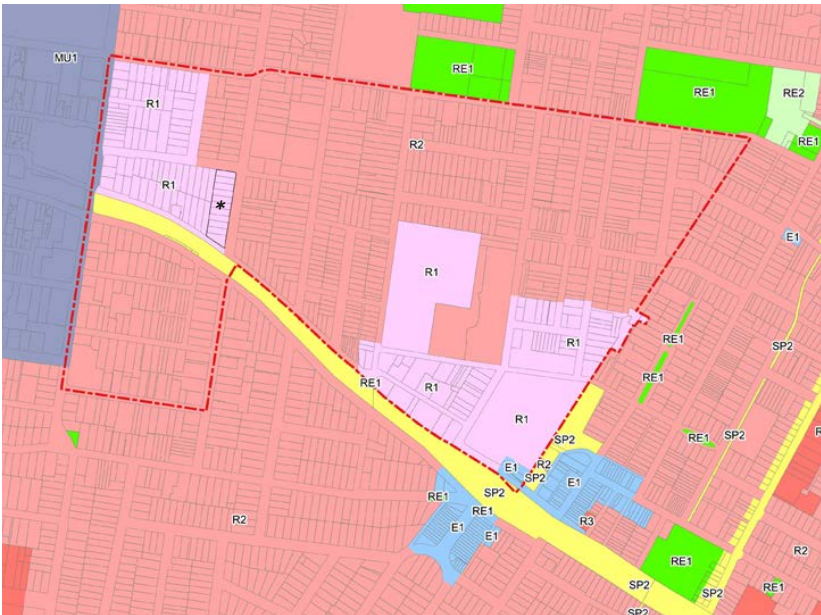


Figure 37. Option 3 - Proposed LZN Map

LEGEND	
Croydon HIA	Within Croydon HIA* and along The Strand
E1 - Local Centre	E1 - Local Centre
MU1 - Mixed Use	R1 - General Residential
R1 - General Residential	R1 - General Residential*
R2 - Low Density Residential	R2 - Low Density Residential
R3 - Medium Density Residential	RE1 - Public Recreation
RE1 - Public Recreation	
RE2- Private Recreation	
SP2 - Infrastructure	

Proposed HOB



Figure 38. Option 3 - Proposed HOB Map

LEGEND	
Croydon HIA	Within Croydon HIA* and along The Strand
8.5m	8.5m (2 Storeys)
10m	19m (4 Storeys)
12.5m	19m (4 Storeys)*
14m	22m (6 Storeys as per TOD Provisions)
26m	38m (10 Storeys)
30m	
60m	

Proposed FSR

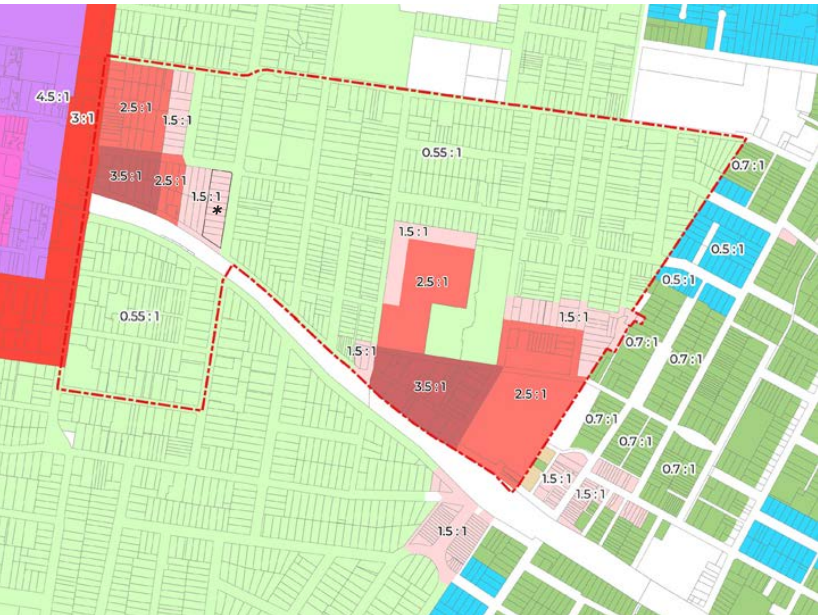


Figure 39. Option 3 - Proposed FSR Map

LEGEND	
Croydon HIA	Within Croydon HIA* and along The Strand
0.5:1	0.55:1
0.55:1	1.5:1
0.7:1	1.5:1*
0.85:1	2.5:1
1:1	3.5:1
1.5:1	
3:1	
4.5:1	

**Potential inclusion/exclusion of lots along the western side of the Lucas Road HCA subject to the outcome of the January 2025 Council Meeting.*

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Shadow Diagrams



Figure 40. Option 3 - June 21 - 9am



Figure 41. Option 3 - June 21 - 10am



Figure 42. Option 3 - June 21 - 11am



Figure 43. Option 3 - June 21 - 12pm



Figure 44. Option 3 - June 21 - 1pm



Figure 45. Option 3 - June 21 - 2pm



Figure 46. Option 3 - June 21 - 3pm

LEGEND

- Croydon HIA
- Railway & Station
- 400m/800m Radius from Station
- Heritage Item
- Heritage Conservation Area
- Existing Public Open Space
- Existing Buildings
- Indicative Building Envelopes
- Indicative Building Envelopes*

*Potential inclusion/exclusion of lots along the western side of the Lucas Road HCA subject to the outcome of the January 2025 Council Meeting.

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4 Option 4:

A refined reduced-density Masterplan near Croydon Station, unmet targets redistributed to Burwood North Masterplan

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Option 4 : A refined reduced-density masterplan near Croydon Station, unmet targets redistributed to Burwood North Masterplan

Overview

- This option considers an overall reduction in density and only locates density close to Croydon Station.
- This option assumes development capacity on the PLC sites with heritage items on the PLC sites to be retained. Appropriate built form response that considers the interface with these heritage items to be provided, subject to future studies and detailed design.
- This option does not provide the number of dwellings required by the TOD Program. Additional dwellings will need to be provided elsewhere (e.g. Burwood North), subject to discussion with the NSW Government.
- Refer to **Section 5: Notes and Assumptions** for further information.

Overall Yield

Residential Capacity (within HIA and along The Strand)	
Estimated no. of existing dwellings	1,790
Estimated no. of existing dwellings retained	1,234
Potential no. of new dwellings	2,989
Potential new residential GFA capacity (at 90 sqm GFA per dwelling)	268,977 m ²
Potential total no. of dwellings	4,223
Potential total population (at 2.5 people per dwelling)	10,557
Potential net increase in no. of dwellings	2,433

LEGEND

- Croydon HIA

Cadastre

Burwood Town Centre

Inner West LGA

Railway & Station

400m Radius from Station

800m Radius from Station

Heritage Item

Heritage Conservation Area

Existing Schools

Existing Public Open Space

Major Road

Existing Primary Active Transport Route

Planned Active Transport Route

Proposed Primary Active Transport Route

Proposed Dedicated Active Transport Route

Proposed Secondary Active Transport Route

Existing Green Street

Proposed Green Street

Signalised Crossing

Pedestrian Crossing

Proposed Signalised Crossing

Proposed Pedestrian and Bicycle Crossing

3.5:1 FSR (Up to 10 Storeys)

2.5:1 FSR (Up to 6 Storeys)

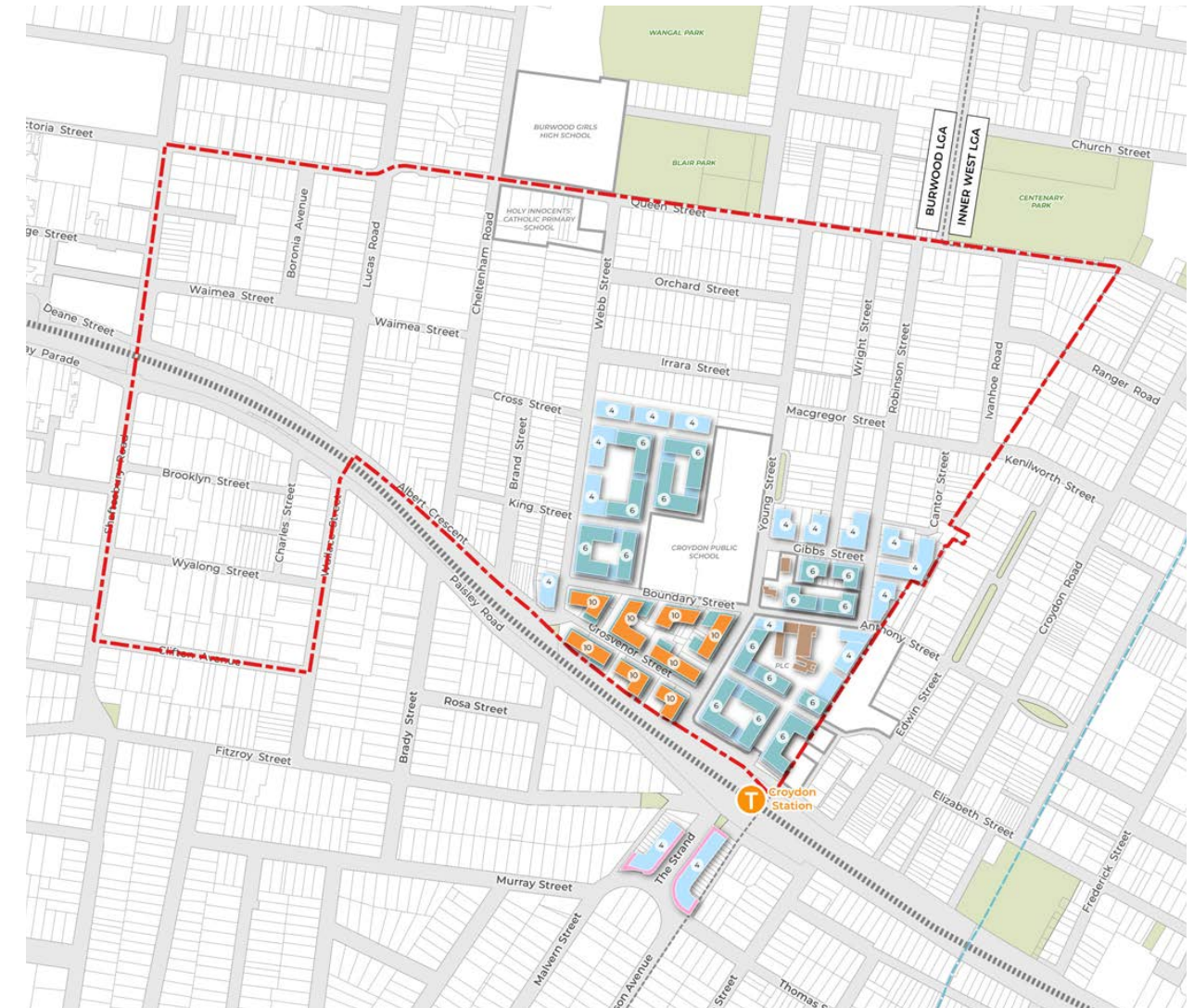
1.5:1 FSR (Up to 4 Storeys)

10m landscaped setback*

Inner West LGA - 2.5:1 FSR (Up to 6 Storeys)**
-
- Figure 47. Option 4 - Structure Plan
- *Future DCP provision to be drafted to provide a 10m landscaped setback along the interface with existing lots south of Irrara Street.

**Assumes that provisions of the TOD Program will apply to lots within 400m radius of Croydon Station in the Inner West LGA.
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Building Height



LEGEND










- Legend:**

 - Croydon HIA
 - Local Government Area
 - Railway & Station
 - Existing Schools
 - Existing Public Open Space
 - Maximum Building Height (Storeys)
 - Heritage Items

Indicative Building Heights

 - Up to 10 Storeys
 - Up to 6 Storeys
 - Up to 4 Storeys
 - 2 Storeys

LEGEND

- | | | | | | |
|---|-------------------------------|---|----------------------------|---|--------------------------------|
|  | Croydon HIA |  | Heritage Item |  | Existing Buildings |
|  | Railway & Station |  | Heritage Conservation Area |  | Indicative Building Envelopes |
|  | 400m/800m Radius from Station |  | Existing Public Open Space |  | Indicative Building Envelopes* |

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Density

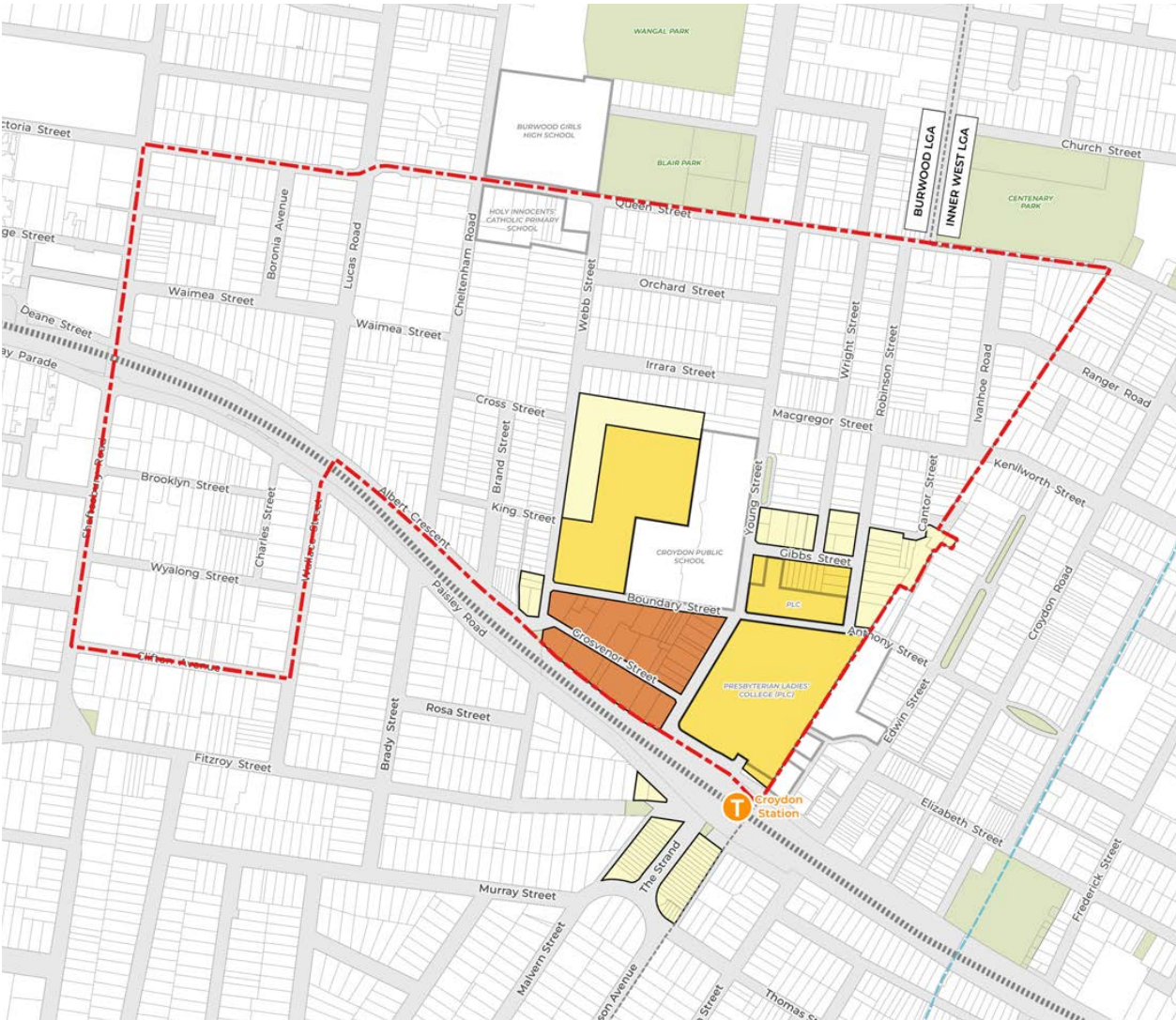


Figure 50. Option 4 - Density

- LEGEND
- Croydon HIA
 - Local Government Area
 - Railway & Station
 - Existing Schools
 - Existing Public Open Space
 - 3.5:1 FSR
 - 2.5:1 FSR
 - 1.5:1 FSR

Indicative Site Amalgamation

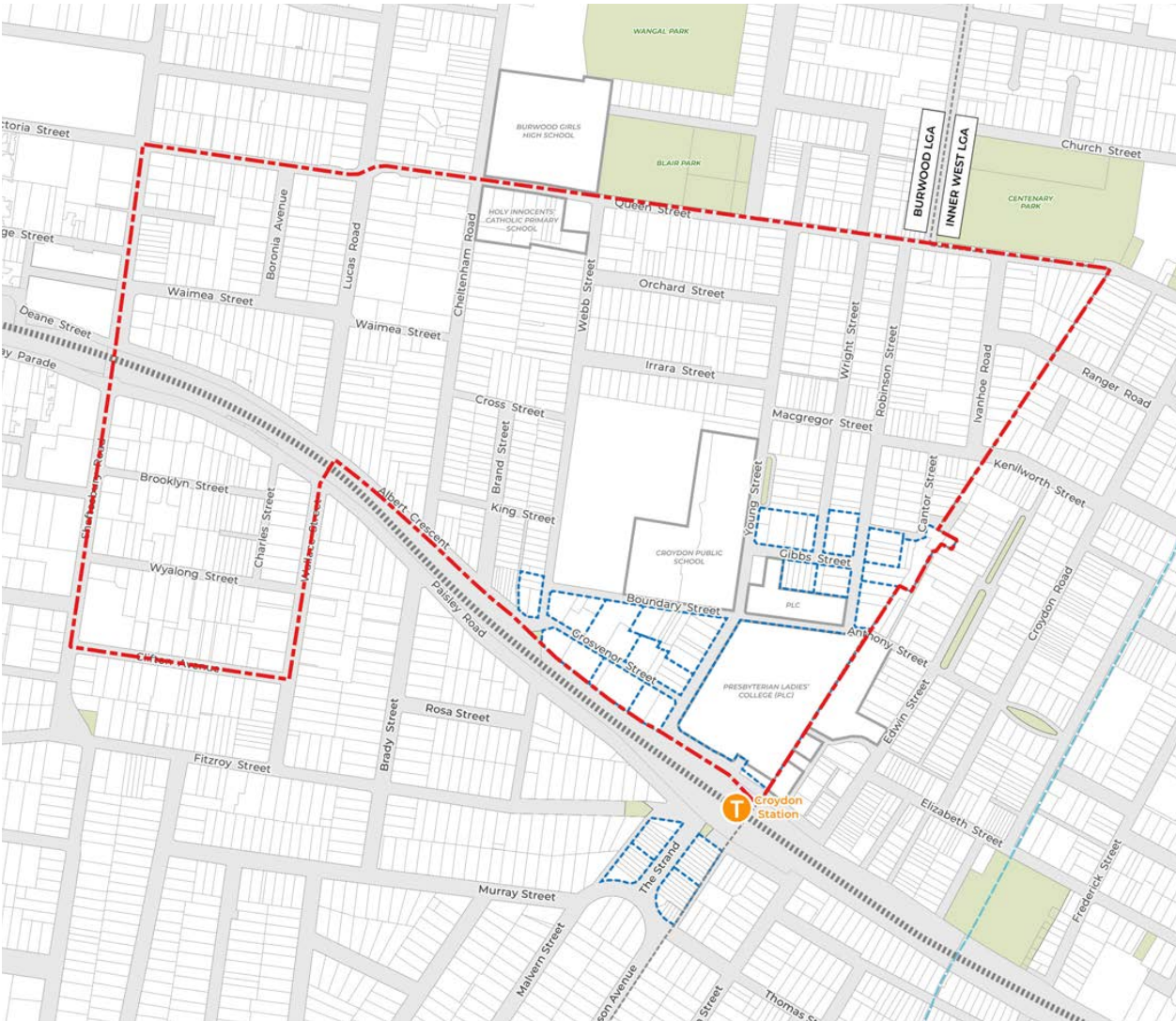


Figure 51. Option 4 - Indicative Site Amalgamation

- LEGEND
- Croydon HIA
 - Local Government Area
 - Railway & Station
 - Existing Schools
 - Existing Public Open Space
 - Indicative Site Amalgamations (DCP)

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Proposed LZN

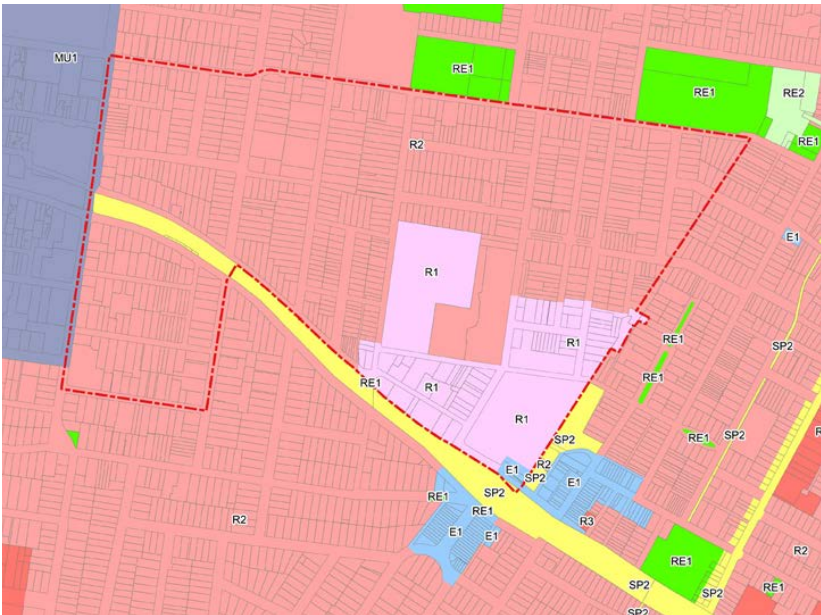
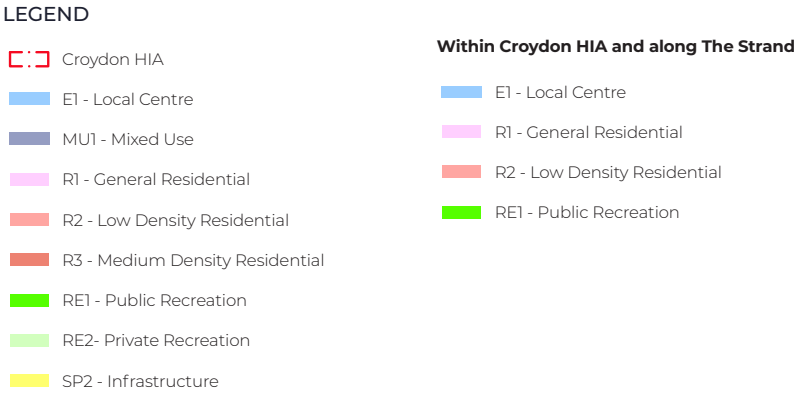


Figure 52. Option 4 - Proposed LZN Map



Proposed HOB



Figure 53. Option 4 - Proposed HOB Map



Proposed FSR

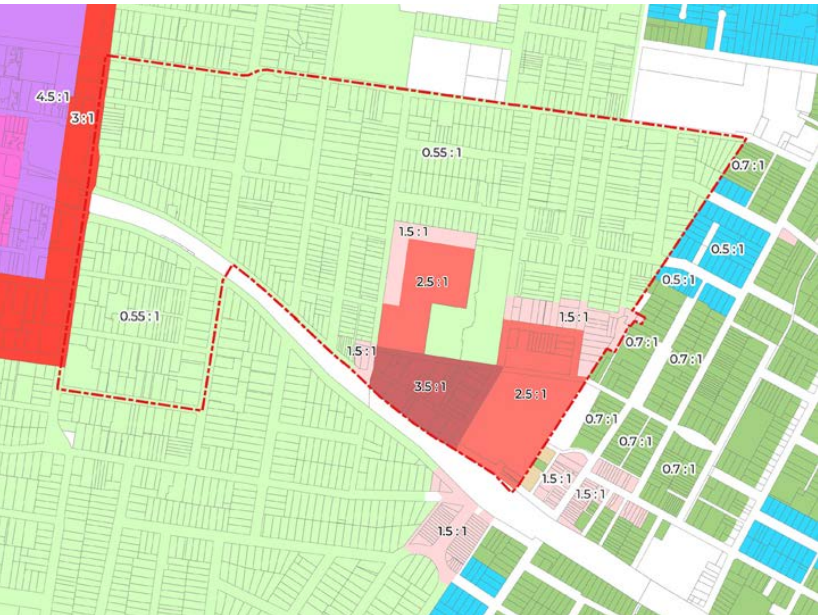
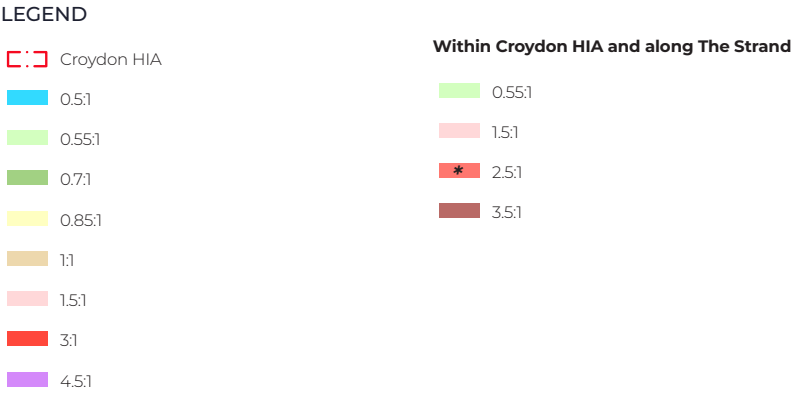


Figure 54. Option 4 - Proposed FSR Map



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Shadow Diagrams



Figure 55. Option 4 - June 21 - 9am



Figure 56. Option 4 - June 21 - 10am



Figure 57. Option 4 - June 21 - 11am



Figure 58. Option 4 - June 21 - 12pm



Figure 59. Option 4 - June 21 - 1pm



Figure 60. Option 4 - June 21 - 2pm



Figure 61. Option 4 - June 21 - 3pm

LEGEND

- Croydon HIA
- Railway & Station
- 400m/800m Radius from Station
- Heritage Item
- Heritage Conservation Area
- Existing Public Open Space
- Existing Buildings
- Indicative Building Envelopes

DRAFT

5 Notes and Assumptions

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Notes and Assumptions

Yield

- The potential residential capacity of each option has been calculated based on the following assumptions:
 - 90 sqm GFA average apartment size
 - 2.5 people per dwelling
- Excludes assumed ground level non-residential use on lots currently zoned E1 Local Centre.

Built Form

- All building envelopes shown are indicative only. They do not represent the final proposed buildings and are subject to change and future detailed design. All potential future buildings will need to be designed to ensure that they meet the objectives of the ADG and future DCP provisions to provide good amenity and design outcomes.
- Proposed building heights and number of storeys have been calculated based on the following assumptions:
 - 4.0m minimum floor-to-floor height for ground level residential use.
 - 4.5m minimum floor-to-floor height for ground level non-residential use.
 - 3.2m minimum floor-to-floor height for residential use above ground level.
 - 4.5m lift overrun, rooftop plant and structures associated with rooftop communal open space.

Options 3 and 4

- PLC Sites (10 College Street and 1 Boundary Street)
 - Assumes development capacity on the PLC sites with heritage items on PLC sites to be retained. Appropriate built form response that considers the interface with these heritage items to be provided, subject to future studies and detailed design.
- Hampton Court Site (30 Webb Street)
 - Future DCP provision to be drafted to provide a 10m landscaped setback along the northern edge of this site to provide an appropriate transition between the proposed 4 storey built form to the existing 1-2 storey dwellings to the north (lots south of Irrara Street).
- The Strand
 - Existing 2 storey facades along The Strand proposed to be retained with upper two levels set back from the 2 storey street wall to retain the existing streetscape character.
 - Potential development along The Strand will be subject to a future precinct-specific master plan as per October 2024 Council resolution.
- Proposed 1.5:1 FSR (4 storeys)
 - Potential development with a minimum 2.5:1 FSR (6 storeys) has been deemed feasible by DPHI and is a requirement under the TOD Program. The feasibility of development below 2.5:1 FSR has not been tested by DPHI.
 - The total number of potential dwellings in this option will be reduced should DPHI deem 1.5:1 FSR (4 storeys) as being unfeasible / not accept it on the basis that it does not the minimum 2.5:1 FSR (6 storeys) requirement of the TOD Program.

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6 Precedents

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Precedents

4 Storeys



Figure 62. Treehouse, Beaconsfield by Squillace Architects
Source: Squillace Architects

6 Storeys



Figure 64. 81 Foveaux Street, Surry Hills by SJB
Source: Dare Property Group

10 Storeys



Figure 66. Chateau, Castle Hill by PTW
Source: PTW



Figure 63. Aristocrat, Rose Bay by PBD Architects
Source: PBD Architects



Figure 65. Wellington on the Park, Waterloo by Fox Johnston
Source: Brett Boardman



Figure 67. Wynyard Central, Auckland by Architectus
Source: Architectus

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Burwood
Inc.1874

Engagement Outcomes Report

Post-Exhibition of Alternative Croydon TOD Masterplan

January 2025

Burwood . Burwood Heights . Croydon . Croydon Park . Enfield . Strathfield

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1. Introduction and Background

In December 2023, the NSW Government launched the Transport-Oriented Development (TOD) Program as part of the National Housing Accord. The Croydon TOD Precinct spans the Burwood and Inner West Local Government Areas (LGAs), with confidential dwelling yield requirements allocated to each Council.

Council successfully advocated for the protection of heritage areas, resulting in the deferral of Croydon's inclusion in the NSW Government's TOD Program until January 2025. This provided time for a localised planning process to address housing and growth needs.

On 11 April 2024, the Minister for Planning and Public Spaces formalised the deferral. However, TOD provisions were included in Chapter 5 of the SEPP (Housing), which was gazetted on 29 April 2024 and became effective on 13 May 2024. These provisions apply to other TOD precincts and establish a framework for implementation.

In line with Council resolutions from February and March 2024, early community engagement in Croydon took place from 11 April to 17 May 2024. During this period, 2,248 letters were distributed to property owners and occupiers, and a dedicated section was launched on the Participate Burwood website. The engagement aimed to identify preliminary community issues, concerns, and opportunities for development, particularly regarding potential housing locations. Feedback was collected via a pin-drop map on the Participate Burwood website, where participants identified areas of interest.

The Housing Investigation Area (HIA) was selected to meet housing targets while preserving heritage areas. This selection was informed by initial community feedback, Council's commitment to heritage preservation, the Burwood Housing Strategy 2020, and planning principles, including connecting centres, transitioning densities, enhancing liveability, and improving public spaces. Following the adoption of the HIA, notification letters were sent to property owners within and near the identified area. This engagement was an initial step and did not replace the broader two-month consultation conducted from October to December 2024. During this consultation, over 6,000 notification letters were distributed to property owners and occupiers within the HIA and surrounding areas.

On 22 October 2024, Council resolved to commence the formal public exhibition of an alternative draft Masterplan for four weeks, starting on 23 October 2024, with specific engagement measures for the Lucas Road Heritage Conservation Area (HCA). In November 2024, the consultation period was extended by an additional four weeks, including more drop-in sessions, concluding on 22 December 2024. The exhibition followed a Stakeholder Engagement Strategy aligned with Burwood Council's Community Engagement Strategy 2023–2026. This strategy incorporated face-to-face and digital methods to maximise participation and enhance community engagement. Although the DPHI Transit-Oriented Development – Guide to Strategic Planning suggested consultation periods of as little as two weeks, Council extended its formal engagement to two months.

In early October 2024, over 6,454 letters were sent to property owners and occupiers within the HIA and surrounding areas, informing them of the October 2024 Council meeting and the public exhibition of the alternative Masterplan. Updates were made to the Participate Burwood website, including exhibition documents, explanatory information, a short video, and FAQs. Notifications were shared through Council's e-newsletter, social media, signage in public spaces, and 12 face-to-face drop-in sessions across Croydon and Burwood.

Additional engagement efforts included door-knock surveys, letter consultations for the Lucas Road HCA, outreach to local schools, utility providers, emergency and health services, and government organisations. Postcard drops and door-knock surveys were conducted at multiple locations to ensure participation from residents in the HIA and surrounding areas, especially those affected by proposed density changes.

This report details Council's engagement process to date under the TOD Program and highlights key issues from the recent formal exhibition period. Written submissions received via email, letters, and the Participate Burwood platform, as well as feedback from face-to-face engagements, have been considered in this report.

During the two-month exhibition period, 744 submissions were received, comprising:

- 743 individual written submissions from the public, including property owners, residents, and consultants.
- One formal submission from a state government agency.

Analysis of the 743 formal submissions received during Stage 2 Community Engagement reveals the following key outcome:

	Number of submissions supportive of relevant plan	Percentage of submissions supportive of relevant plan
Masterplan	273	37%
TOD	173	23%
Hybrid	148	20%
Other*	149	20%
TOTAL	743	100%

* Other denotes feedback in complete objection to the exhibited alternative draft Masterplan or indicated no clear position for support or against the proposal

Table 1: Breakdown of feedback in response to exhibited alternative draft Masterplan

All written submissions, with identifying details and inappropriate content redacted and duplicates removed, are provided in a separate attachment to this report.

The purpose of the public exhibition was to gather feedback, enabling Council to endorse a Masterplan as an alternative response to the NSW TOD Proposal for submission to DPHI for approval.

This report is structured as follows:

- *Section 1: Introduction and Background*
- *Section 2: Alternative Draft Masterplan Engagement Activities*
- *Section 3: Summary of Formal Submissions*
- *Section 4: Agency submissions*
- *Section 5: Response to formal submissions*
- *Section 6: Door knock survey responses*

2. Stage 1- Early Community Engagement

On 25 June 2024, Council endorsed a Housing Investigation Area (HIA) to the northern side of the rail corridor between Croydon and Burwood Town Centres and a precinct to the south side adjacent to Shaftsbury Road. The adopted Croydon Housing Investigation Area is outlined in Figure 1 below.

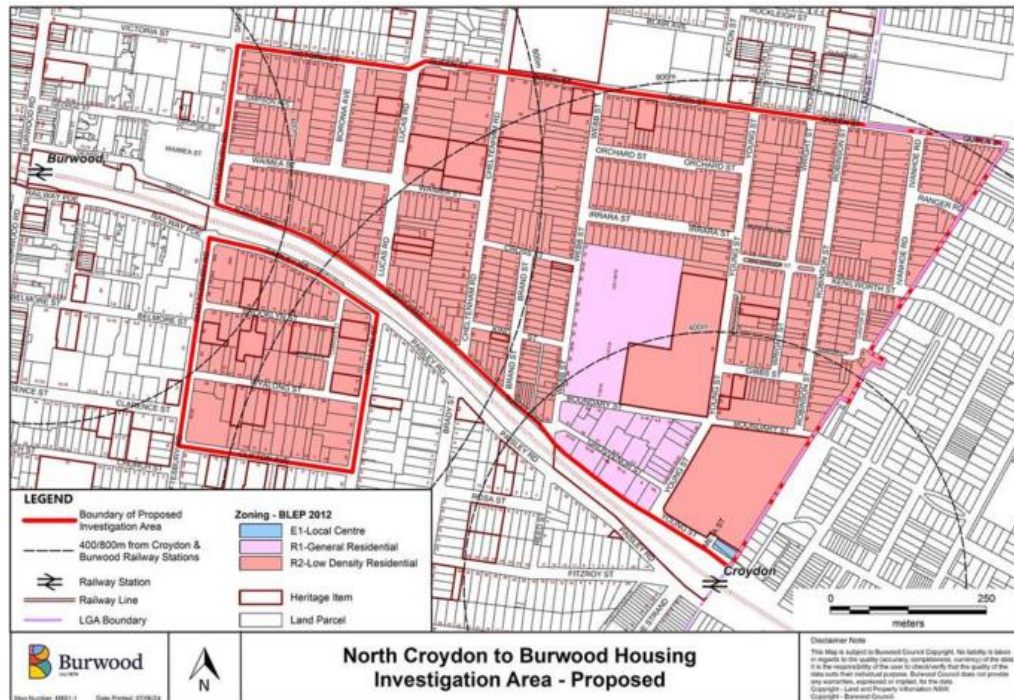


Figure 1: Croydon Housing Investigation Area adopted by Council on 25 June 2024

As per the Council resolutions from February and March 2024, Council began early engagement with the Croydon community from 11 April to 17 May 2024. During this period, 2,248 letters were sent to property owners and occupiers in Croydon, and a dedicated section was established on the Participate Burwood website. A map showing the areas covered by the letters is included in Figure 2.

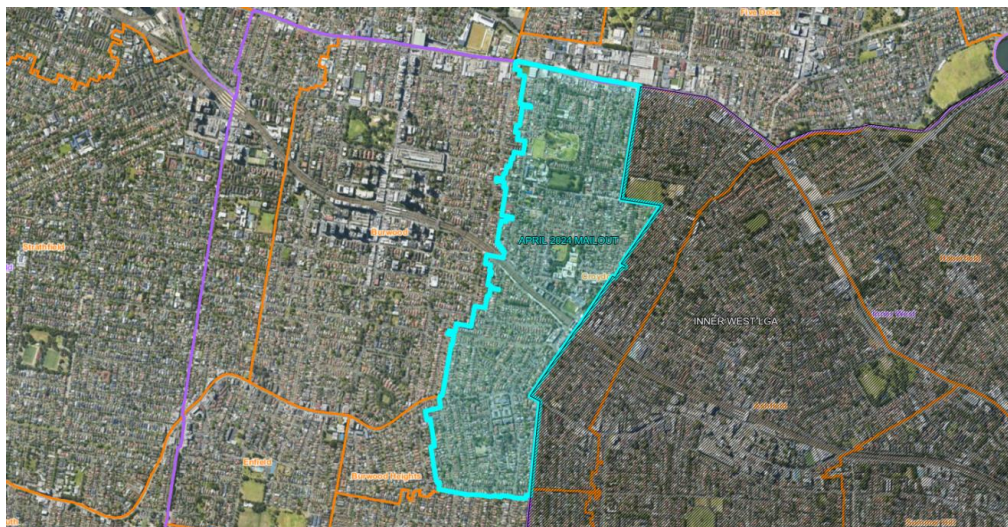


Figure 2: Extent of letters to residents for Stage 1 engagement (April 2024)

The engagement aimed to identify preliminary community issues, concerns, and opportunities for future development, particularly regarding potential housing locations. Feedback was collected through a pin-drop map on the Participate Burwood website, where participants highlighted areas of interest.

The HIA selection aimed to meet housing targets while preserving heritage areas. It was aligned with initial high-level community feedback, Council's determination to protect heritage areas, the Burwood Housing Strategy 2020, and general planning principles of connecting centres, transitioning densities, enhancing liveability, and improving public spaces.

This engagement served as an initial preliminary step and did not replace the more extensive two-month consultation from October to December 2024, during which 6,454 notification letters were issued to owners and occupiers within the HIA and surrounding areas.

The initial feedback, along with the Burwood Housing Strategy 2020 and planning principles, informed the identification of the Housing Investigation Area (HIA), which was adopted by Council in June 2024. Following the adoption, notification letters were sent to property owners within and adjacent to the HIA area (see Figure 3).

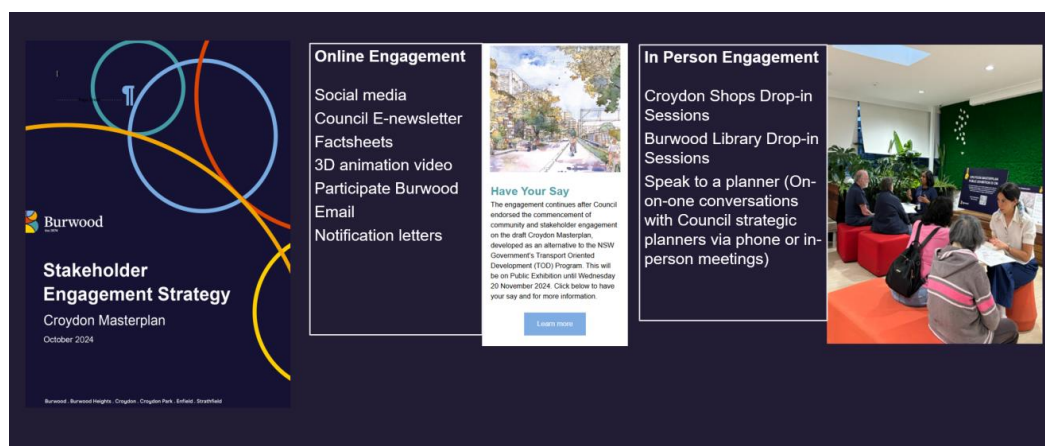


Figure 3: Extent of letters to residents for post HIA adoption notification

3. Stage 2- Detailed Community Engagement of Alternate Masterplan

On 22 October 2024, Council resolved to commence the formal public exhibition of an alternative draft Masterplan for four weeks, starting on 23 October 2024, with specific engagement requirements for the Lucas Road Heritage Conservation Area (HCA). In November 2024, the consultation period was extended by an additional four weeks, including further drop-in sessions, concluding on 22 December 2024.

The exhibition followed a project-specific Stakeholder Engagement Strategy, aligned with Burwood Council's Community Engagement Strategy 2023-2026, using both face-to-face and digital methods to maximise participation and ensure enhanced community engagement.



It should be noted that while the DPHI Transport-Oriented Development – Guide to Strategic Planning provided to assist Council in preparing an alternative to the NSW TOD proposal stipulated that consultation periods may be limited to two weeks, the formal and detailed engagement program undertaken by Council extended over a two-month period.

In early October 2024, 6,454 letters were sent to property owners and occupiers within the HIA and surrounding areas to inform them of the October 2024 Council meeting and the public exhibition of the alternative Masterplan. A dedicated section was created on the Participate Burwood website, and details were also shared through Council's e-newsletter. A map showing the areas covered by the letters is included in Figure 14.

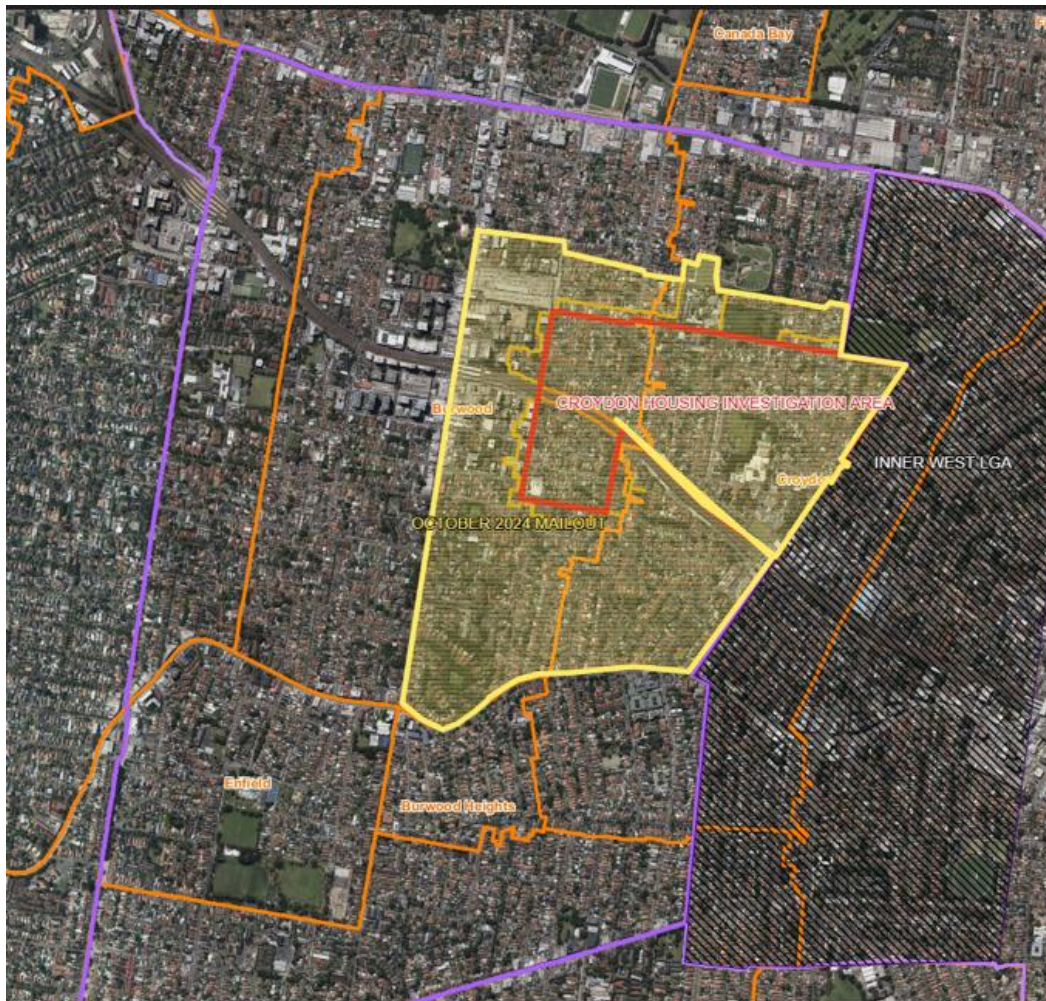


Figure 4: Mail out catchment for alternative draft Masterplan public exhibition notification (within yellow boundary)

Following Council's resolution on 22 October 2024 to commence the formal public exhibition of the alternative draft Masterplan the following actions were undertaken:

Tool/Technique	Description
Letters to affected landowners and occupiers within Croydon HIA and vicinity	6,454 individual letters mailed to landowners, dated 14 & 15 October 2024
16 Letters to agencies, utilities and institutions advising of alternative draft Masterplan exhibition period, including dates for community drop-in sessions	Dated 25 October 2024. See Section 4 for a full list of agencies notified.

Tool/Technique	Description
Letter to properties in Lucas Road Heritage Conservation Area	Two consultations via door knock/letter box drop in Lucas Road HCA as per Council resolution of 22 October 2024 seeking feedback on inclusion in masterplan; dated 5 November 2024. See Appendix 2.
Letter to additional properties on western side of Lucas Road, between Victoria Street and Waimea Street	13 letters distributed via door knock/letter box drop also seeking feedback on inclusion in masterplan; dated 13 November 2024. See Appendix 2.
Letter to properties identified as public open space in alternatedraft Masterplan	20 letters distributed via door knock/letter box drop to advise that compulsory acquisition would not take place; dated 13 November 2024. See Appendix 2.
Notification in Council E-news	Updates on the Draft Croydon Masterplan were provided to community as part of Council's E-newsletter on multiple occasions. Details of the e-newsletters are enclosed in Appendix 10.
Post cards in English, Chinese, Nepali and Korean	700 postcards were left in letterboxes of unattended properties during door-knock surveys. Postcards provides a snapshot on seeking feedback with QR code to Participate Burwood website.
FAQs	FAQs relating to TOD and the alternative draft masterplan were made placed on Participate Burwood webpage to assist with understanding of the exhibited material.
Information video	Short video on Participate Burwood web page summarising the masterplan, using simplified language and visual content, available on YouTube throughout the entire exhibition period (Appendix 7)
Signage Boards	Seven (7) A0 signage boards (Appendix 5) were placed strategically in the public domain in Croydon and Burwood. This material provided details to view the Masterplan on Council's <i>Participate Burwood</i> web page and make a submission.
Poster boards	Five (5) A1 poster boards (Appendix 9) for presentation at community drop-in sessions. This material comprised of images and details from the alternative draft Masterplan document to give high-level information (Appendix 7).
Information Factsheet	A4 sized fact-sheet handed out at community drop-in sessions (Appendix 4).
Participate Burwood	Online forum on Participate Burwood web page – See Section 3.2 of the Engagement Outcomes Report for details.
Social Media Posts	Messages on Burwood Council LinkedIn and Facebook pages, advising of the initial exhibition period followed by an update of extended engagement period (Appendix 8).

Tool/Technique	Description
Community drop-in sessions	12 Community drop-in sessions were organised as discussed in Section 2.1 of the Engagement Outcomes Report.
Translation services	<ul style="list-style-type: none"> Multilingual Council staff were present at drop-in sessions to assist with any translation needs in Chinese, Vietnamese, Nepalese, Tamil, Spanish, Italian, and Persian languages. Last page of all notification letters detailed language services available at Council. Formal translation services were also available on-call during community drop-in sessions held on 19 November, 5 December & 11 December.
Door-knock survey	<ul style="list-style-type: none"> On 2, 3, 4, 17 and 18 December 2024 Council officers knocked at the doors of certain areas within the study area and undertook a snapshot survey. 'Sorry we missed you' letters were left for unattended properties (Appendix 6). On 20 December Council officers door knocked 15 properties on Irrara Street and 28 properties on Webb Street.
Letters to affected landowners and occupiers within Croydon HIA and vicinity	1,056 individual Mayoral letters mailed regarding extension to exhibition period, dated 27 November 2024

Table 3: Engagement methods during public exhibition of the draft Croydon Masterplan

Community Consultation interactions from the engagement program are outlined as follows:

Tool/Technique	Response
Participate Burwood	17,376 views 12 April 2024 – 15 January 2025
Information video	888 views on YouTube (as of 15/1/25)
Community Drop-In Sessions (24 Oct - 11 Dec, 2024)	524 attendees
Formal Community Submissions	743 formal submissions
Door Knock Surveys	175 completed
Utility & Infrastructure Providers Responses	0
Health Provider Responses	1 formal submission
Emergency and Health Services Responses	0

Table 4: Snapshot of engagement interaction outcomes

2.1 Community Drop-in sessions

Twelve (12) community drop-in sessions in total were held at The Strand, Croydon and The Terrace / Conference Room, Level 1, Burwood Council to present information about the alternative draft Masterplan, answer questions and receive feedback. The community drop-in sessions were held on weekday evenings after work hours and on weekends.

The community drop-in sessions were attended by Council planning staff and Council's masterplan design consultants were present at the last two sessions to answer questions and provide clarification to community members who turned up.

Date	Time	Location
24 October 2024	5-7pm	The Strand, Croydon
26 October 2024	10am-12pm	The Strand, Croydon
29 October 2024	6-8pm	The Terrace, Burwood Library, Burwood
30 October 2024	5-7pm	The Strand, Croydon
2 November 2024	12-2pm	The Terrace, Burwood Library, Burwood
2 November 2024	2-4pm	The Strand, Croydon
7 November 2024	6-8pm	The Terrace, Burwood Library, Burwood
9 November 2024	2-4pm	The Strand, Croydon
16 November 2024	12-2pm	The Terrace, Burwood Library, Burwood
19 November 2024 **	4-5pm	Conference Room, Burwood Library
19 November 2024	6-8pm	The Terrace, Burwood Library, Burwood
5 December 2024	6-8pm	The Terrace, Burwood Library, Burwood
11 December 2024	6-8pm	The Terrace, Burwood Library, Burwood

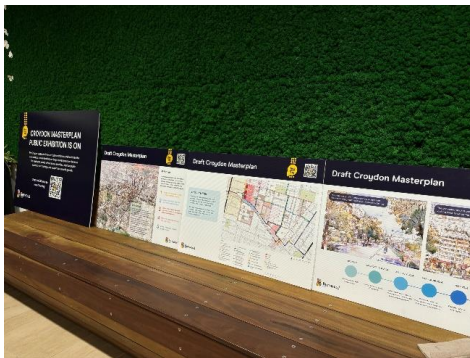
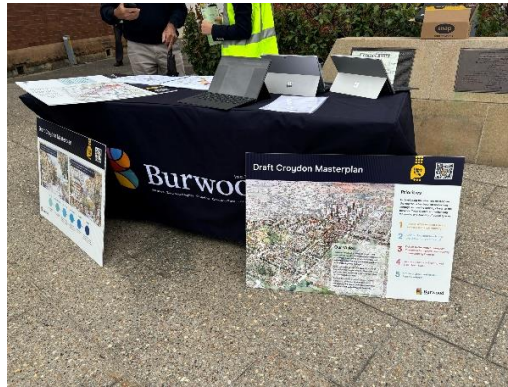
Table 5: Community drop-in sessions held during public exhibition period

During the first ten (10) Community drop-in sessions, the community members directly discussed the alternative draft masterplan with Council officers. Fact sheet leaflets, masterplan information boards, and a hard copy of the masterplan document were used to assist with the discussions. The final two Community drop-in sessions, held at The Terrace, Level 1, Burwood Council included a general presentation on background, current status, and next steps in the masterplan process, and opportunities to ask questions 1:1 with Council planners and masterplan design consultants Ethos Urban.

** A dedicated briefing session was held for residents and property owners of the Lucas Road HCA to discuss residents' views on the potential inclusion of their properties in the alternative draft Masterplan. General sentiments ranged from concern about very tall buildings in proximity to the properties reducing the significance of the HCA to including all properties in the HCA rather than selected properties based on resident preference.



Drop-in session at The Strand in Croydon



Drop-in session at The Terrace at Burwood Library



2.2 Digital Engagement

A detailed sets of key planning documents, background information relating to NSW Government's TOD Program and relevant other supporting documents were publicly exhibited on Council's 'Participate Burwood' online forum during the exhibition from 23 October 2024 to 22 December 2024. A comprehensive list of exhibit materials are outlined below:

Document Library

- a. Council Report – 22 October 2024
- b. Draft Croydon Housing Investigation Area Masterplan
- c. Draft LEP Amendments Table with explanations
- d. Stakeholder Engagement Plan for Draft Croydon Masterplan
- e. Council Report – 25 June 2024
- f. Draft Croydon Masterplan – Appendix A
- g. Draft Croydon Masterplan – Appendix B – Case for Change Report
- h. Draft Croydon Masterplan – Appendix C – Social Infrastructure & Open Space Needs
- i. Draft Croydon Masterplan – Appendix D – Transport Statement
- j. Draft Croydon Masterplan – Appendix E – Heritage Analysis & Recommendations
- k. Draft Croydon Masterplan – Appendix F – Flood & Services Utilities Findings and Recommendations
- l. DPHI – Transport Oriented Development Guide to Strategic Planning

- m. Letter from the Minister for Planning & Public Spaces
- n. Community Notification of Meeting and Consultation Letter – Croydon Masterplan
- o. Council Report 13 August 2024
- p. Council Minutes 13 August 2024
- q. Council Report 25 June 2024 – Proposed Croydon Housing Investigation Study Area
- r. Council Report 13 February 2024 – Council Submission on TOD Program - Croydon
- s. Council Minutes – 13 February 2024 – TOD SEPP Croydon
- t. Burwood Council Letter to Department of Planning, Housing and Infrastructure – TOD SEPP Submission
- u. Council's Submission to TOD SEPP

Links

- Amendment to Housing SEPP - TOD Provisions - NSW Legislation (<https://legislation.nsw.gov.au/view/pdf/asmade/epi-2024-135>)
- NSW Government's Transport Oriented Development Program (<https://www.planning.nsw.gov.au/policy-and-legislation/housing/transport-oriented-development-program>)
- NSW Government's announcement on housing crisis (<https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>)

FAQs

1. What does the deferral from the TOD SEPP mean?
2. What is the Transport Oriented Development Program?
3. What is a State Environmental Planning Policy (SEPP)?
4. What is the TOD SEPP?
5. Why has Croydon been selected?
6. Why are we doing this work?
7. Why are we seeking feedback from the community?
8. Why a 1km radius from Croydon Railway Station?
9. Does this work extend to the Inner West Council side of Croydon?
10. What is a Heritage Conservation Area?
11. What is a Masterplan?
12. What is community infrastructure?

2.3 Key observations from Participate Burwood

Croydon Housing Investigation Area
12 April 2024 – 15 January 2025

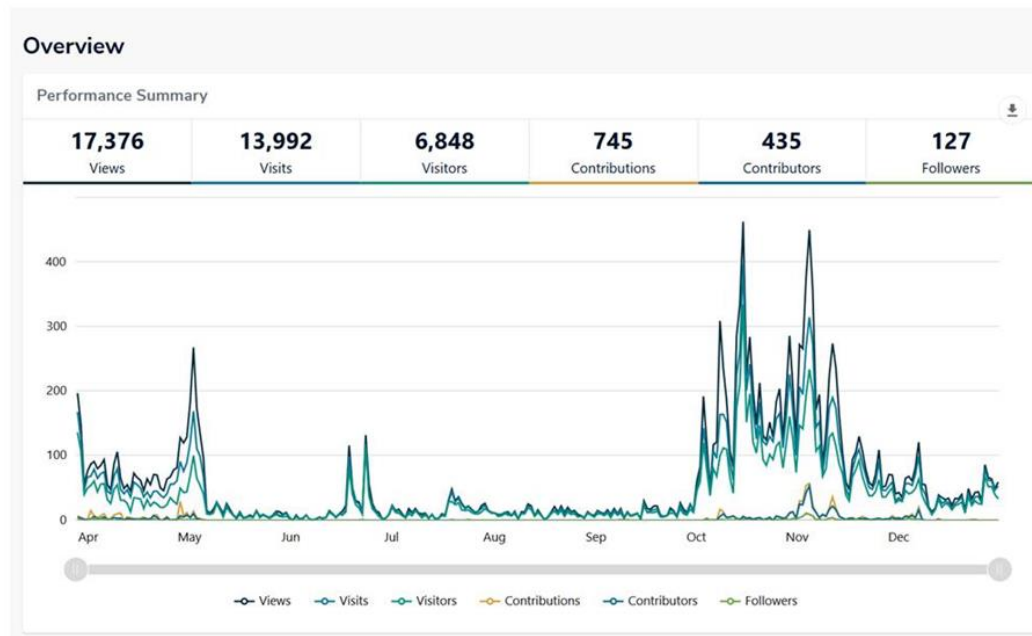


Figure 5: Participate Burwood Performance Report, 12 April 2024 - 15 January 2025

During the public exhibition period of 23 October-23 December 2024, the following observations were made of *Participate Burwood* platform in relation to community participation on the draft Croydon Masterplan:

- the Participate Burwood forum received 3,972 unique visitors;
- there were a total of 7,982 visits to the website;
- 360 visitors made submissions;
- Some visitors made multiple submissions resulting into 533 total contributions.
- 90.46% of the visitors were visiting the site for the first time and 9.54% visitors have made more than one visit.
- The peak contribution times were recorded during the end of October 2024; and also on 20th and 25th November 2024.
- The information from the website was downloaded 2.863 times;
- The most downloaded document was *2 Draft Croydon Housing Investigation Area Masterplan.pdf* with a total of 693 downloads.

4. Summary of submissions

This section provides summary of submissions received via Council's two main platforms used for collating community responses on the exhibited Masterplan:

- Formal correspondences to Council received as letters and emails; and
- Online submissions received via *Participate Burwood*.

Methodology adopted on numbering submission received

The following methodology was adopted for a review and analysis of the submissions:

It should be noted that all submission received during the submission period are being considered whether they provide identifiable information, anonymous or out of area.

Step 1: Allocate a unique submission number to submissions received.

- Allocate a unique submission number to every individual submitter who provided a name. Where the individual, with the same name, has returned with an 'additional' submission, the second submission was treated as 'additional information' and considered under the original submission number assigned to that individual submitter who provided a name.
- Allocate a unique submission number to every anonymous submitter who did not provide a name, regardless of whether an address was provided or not.
- Petitions counted as one (1) unique submission

Where the same individual provided a name in any submission, this has been consolidated and counted as one unique submission.

Step 2: Categories submissions into various themes based on the matters noted in the submissions.

Step 3: Identify key themes resulting from the submissions.

Step 4: Categories unique submissions based on the residential addresses noted in the submissions

Step 5: Present outcomes of the submissions for selected streets on the basis of responses from the residents residing on those streets

3.1 Formal Submissions

Council received approximately 743 formal submissions during the public exhibition. This number represents the total unique submissions (including combining of repeat submissions as one unique submission). The analysis of these submissions are detailed as follows:

Total number of formal submissions	743	
Key themes mentioned in submissions (emails and letters)	Number of submissions mentioning theme	Percentage of submissions mentioning theme
Density	650	87.5%
Height	619	83.3%
Heritage	322	43.3%
Engagement	285	38.4%
Transport/Traffic	283	38.1%
Open Space/Infrastructure	211	28.4%
Parking	86	11.6%
Site Amalgamation	80	10.8%
Privacy	28	3.8%
Overshadowing	26	3.5%

Table 6: Key themes from unique submissions expressed as number and percentage of total formal correspondence

	Number of submissions supportive of relevant plan	Percentage of submissions supportive of relevant plan
Masterplan	273	37%
TOD	173	23%
Hybrid	148	20%
Other*	149	20%

Table 7: Support for TOD vs. Masterplan vs. Other expressed as a number and percentage of formal correspondence

5. Agency submissions

The following key Government service, infrastructure providers and adjoining Councils have been consulted as part of the exhibition of the draft Croydon Masterplan to better understand how the outcomes may impact on the provision of future infrastructure and services within the Burwood LGA and across the Inner West Region.

- Minister for Education and Early Learning, NSW Department of Education & Training
- Principal, Presbyterian Ladies College, Croydon
- Principal, Croydon Public School
- Ausgrid Property Group
- Jemena Gas
- Burwood Police Station
- Minister for Emergency Services (Fire & Rescue NSW)

- NSW Ambulance
- NSW Fire & Rescue
- NSW Police Force
- NSW State Emergency Services
- Shelter NSW
- Sydney Local Health District
- Sydney Water
- Transport for NSW
- Transport Asset Holding Entity of NSW
- Inner West Council
- Metropolitan Aboriginal Land Council

The following section summarises submissions provided from State agencies and other institutions in relation to the draft Croydon Masterplan. Council's responses to these submissions are also included. A copy of the submissions from State agencies and other institutions is included at Appendix 1.

Submission from NSW Sydney Local Health District

The NSW Sydney Local Health District outlined its support for the exhibited alternative draft Masterplan as it sensitively responds to heritage and parklands to create a more liveable and activated community. The following matters are requested to be considered holistically across the LGA to ensure the continued health and wellbeing of its community:

- The cumulative impact of new rezoning and development plans across the LHD, including Burwood North Masterplan, and developments in neighbouring Councils
- Inclusion of dedicated health and community services in future developments.
- The proposed open space is not proportionate to the uplift proposed. Larger parks in nearby LGAs are already at capacity and hard to access. Recommend enhanced connectivity to open spaces, especially via active transport.
- 15% of new dwellings to be designated as affordable housing and 5% as social housing.
- The narrow streets and reduced parking rates will risk congestion, affecting emergency vehicle access. Need to provide designated parking for healthcare professionals.
- Railway corridor developments to consider noise and vibration risks and incorporate mitigation strategies.

Council response: The matters raised are noted and will be subject to more detailed consideration and assessment at design and implementation stages. Council is in the process of developing its Active Transport Strategy, which will ensure connectivity outcomes within the HIA and broader LGA. Affordable housing requirements for the Croydon masterplan are stipulated by the NSW Government at 2%, however further consideration will be given in the future development of Council's LGA-wide Affordable Housing Strategy. Noise and vibration issues along with land use allocation are matter for consideration at DA stage.

6. Submission Themes

Detail and responses to the key submission themes is outlined below:

Theme 1: High-Density development

Submissions opposing the alternative draft Masterplan raised the following concerns in relation to density:

- Buildings 30-25 storey high within Shaftesbury Road Precinct will detrimentally affect the existing neighbourhood character, overall mobility along Shaftesbury Road and irreversible impact on the Lucas Road HCA.
- Existing infrastructure will strain and traffic congestion along Shaftesbury Rd and within the HIA exacerbated.
- Adverse implications on residential amenity, such as loss of privacy, increased overshadowing, overlooking, and safety concerns (for students walking to schools).
- Insufficient green space provisions and loss of tree canopies.
- Submissions note that approval in principle from Sydney Water that development can build over and adjacent to sewerage infrastructure would be appropriate for the proposed residential uplift.
- Submissions from Shaftesbury Road Precinct are divided in their opinion as some residents supported the proposed uplift up to 30 storeys whereas others opposed, citing safety hazards, traffic congestion, and inadequate infrastructure to support the expected growth. Submissions requested Shaftesbury Road widening to accommodate two lanes in both directions to support the anticipated traffic congestion.
- Density concerns raised by Lucas Road residents in the context of heritage conservation value of Lucas Road HCA are discussed in Issue 7 of this section.
- Some submission expressed that the proposed density fails to meet the TOD SEPP's intent for moderate-density development around Croydon Station. Submissions note that excessive density will cause environmental, economic, and strategic issues.
- A majority of residents in Boronia Road objected the proposed density citing the reason that the cumulative impact of the masterplan and potential relocation of Burwood RSL north of Railway line will further exacerbate residential amenity in Shaftesbury Precinct.
- Residents from Waimea Street are divided in their opinions with some supporting a hybrid options and others supporting the exhibited Masterplan.
- A majority of residents in Cheltenham Road also objected the proposed density.

Submissions supporting the alternative draft Masterplan made the following comments:

- Some residents from Shaftesbury Road supported the proposed density with the view that the additional new housing will young people to move into the area, share and implement their ideas to help shape the future of the area.
- The proposed density facilitates housing being developed and is strategically positioned much better, with the highest density housing as mixed-use, being located adjacent to and as an extension to high-density Burwood Strategic Centre.
- Increased density and more housing variety will enable long-term residents to downsize and their children have access to affordable housing within the vicinity of where they grew up.
- Increased density and provision of additional dwellings could address the housing affordability issues and provide options for young people who wish to enter the property market.
- Increase the proposed FSR allowances to encourage swift development to address housing demands and affordability issues.
- Submissions representing the properties along Grosvenor Street discussed the proposed development controls for the site and the feasibility of the intended open space dedication (via lot consolidation) in the context of a recently approved DA.

Council response: In reviewing the concerns raised in relation to proposed density impacts, further analysis and two additional design options (identified as Option 3 & 4 in the cover report)

propose reconsidered, redistributed, and reduced density across the HIA to alleviate cumulative impacts on residential amenity. Both additional design options propose reduction in heights and densities to that in the alternative draft Masterplan as exhibited, with Option 3 meeting DPHI's dwelling targets whilst Option 4 is below the required target number but with unmet yield requirements proposed to be distributed to the Burwood North Masterplan area. The additional design option responses to density have been prepared taking into consideration comments received during the public consultation period.

Theme 2: Height of Buildings

Submissions opposing the masterplan raised the following concerns in relation to height:

- Taller building such as those up to 25-30 storeys are inconsistent with the TOD principles.
- Taller buildings are appropriate to be located along railway corridor as the overshadowing would fall on the railway corridor.
- Submissions objected the proposed 15 storey height at the intersection of Waimea and Webb Streets.
- Submissions objected the proposed 8 storey development along Boronia Street citing the lack of appropriate interface for Lucas Road HCA.
- It is more appropriate to locate 4-6 storey apartments in a medium density setting to provide a suitable interface to residents.
- Gradual height transitions are required to reduce heritage impact and visual impacts of new higher density developments.
- Submissions expressed that lack of variation in building heights will result in increased overshadowing and overlooking.
- Taller buildings located adjacent to existing schools pose a privacy and safety risk to school students.

Council response: In reviewing the concerns raised in relation to proposed heights, further options (identified as Option 3 & 4 in the cover report) analyses proposes distribution of height limits and density across the HIA to alleviate cumulative impacts on residential amenity. Both additional design options propose reduction in heights and densities to that in the alternative draft Masterplan as exhibited, with Option 3 meeting DPHI's dwelling targets whilst Option 4 is below the required target number. The additional design option responses to reduced heights and height transitions have been prepared taking into consideration comments received during the public consultation period.

Theme 3: Traffic and Transport

Submissions opposing the masterplan raised the following concerns in relation to traffic and transport:

- Densities within Shaftesbury Road Precinct will further exacerbate current traffic conditions along Shaftesbury Road including areas around the schools. The cumulative impacts of this will overwhelm local streets, leading to severe traffic delays and reduced mobility, in particular during peak hours.
- Access to Burwood station is already congested and additional dwellings in Burwood will only further exacerbate this problem Croydon station is currently underutilised; concentrating development near Croydon Station could reduce the congestion around Burwood Station.
- Local roads within the study area too narrow to accommodate additional vehicles resulting in congestion and bottlenecks

- Comprehensive traffic modelling is required to thoroughly assess impacts and address traffic capacity, safety and mobility concerns.
- The railway crossing points are already congested. Increasing density without widening or increasing lanes will worsen the current traffic congestions.
- Shaftesbury Road to be expanded to cope with the additional traffic generated by the proposed uplift.
- Concern about ability for heavy vehicles to access roads during the construction periods.

Council response: Comments and concerns regarding traffic, transport, and parking impacts were raised in relation to concerns or objections about the proposed densities, which would lead to congested local roads in the HIA, especially narrow roads that would exacerbate traffic conditions on Shaftesbury Road. The masterplan's traffic statement concludes that the proposed measures—including new crossing points, improved east-west connections, and additional cycleways—are suitable to accommodate future travel demands arising from the development of the HIA. Further technical analysis will be undertaken to investigate the feasibility of other key measures. Although the DPHI has advised Council not to consider infrastructure provision in the masterplan, the proposed locations for development uplift have been considered in the context of the TOD's principles, ensuring proximity to transport nodes and centres of activity. The inclusion of maximum parking rates will help reduce traffic generation.

Theme 4: Parking

Submissions opposing the Masterplan raised the following concerns in relation to parking:

- Increased development will further restrict on-street parking on some local streets, which are narrow with already restricted on-street parking, some only allowing one vehicle at a time.
- Loss of street parking spaces will occur due to provision of wider driveways and bin collection areas for high-rise developments.
- Parking is already an issue for residents, which will further exacerbate with additional densities being proposed.
- The narrow streets and reduced parking rates will risk congestion, affecting emergency vehicle access.

Submissions supporting the exhibited Masterplan noted the following:

- Support for the proposed maximum off-street car parking provisions in order to reduce use of private vehicles.
- Support for active transport strategy to encourage walking in cycling for local activities and minimise private car use and demand for less parking.
- Support for road closures for private vehicles to encourage walking, cycling and bus only zones to reduce future parking demands.

Council response: The vision is for future development to align with transit-oriented development principles where walking and cycling are prioritised over car use, this include the application of maximum car parking rates. As such, on-street parking provisions would be considered in the context of locating development uplift in locations that offer other transport options like walking, cycling, public transport and car sharing to enable parking spaces for those who need to drive. Both additional design options propose reduction in heights and densities to that in the alternative draft Masterplan as exhibited, thereby reducing potential impacts of increased parking requirements associated with greater uplift. The development of parking policies that reflect

proximity to transport hubs and alignment with Council's Active Transport Strategy will be considered at implementation stage which will address a number of concerns including emergency vehicle access.

Theme 5: Heritage Conservation

Submissions raised the following concerns in relation to heritage:

- **Railway South Precinct:** Although submissions support Council's intent to preserve HCAs south of the railway corridor, including the Railway South Precinct and Malvern & Cintra Estate HCAs, submissions suggested that further opportunities should be explored within the Railway South Precinct to incorporate residential uplift to ensure future dwellings are closer to Croydon station. This is consistent submissions supportive of certain development within a 400m radius from Croydon Station, consistent with the intent of the State Government's TOD in order to reactivate areas within 400m radius from the railway station.

Submissions also highlight that the lack of density uplift in Railway South Precinct means all future affordable housing resulting from the density uplift will be in the areas where the uplift is currently being proposed and Railway South Precinct will miss out on this opportunity. Some level of residential uplift south of the railway line will rejuvenate the areas surrounding the station for new commercial opportunities to support the area.

Opposite comments were also made recommending that through careful planning the Railway South Precinct could also get some level of appropriate uplift without detrimentally impacting on heritage significance, to ensure that Croydon, South of the railway line also deliver affordable housing opportunities for future residents given its proximity to both Croydon and Burwood stations.

- **Heritage value of Malvern Hill and Cintra Estate HCAs:** A number of submissions received during the exhibition highlighted the heritage significance of Malvern Hill and Cintra Estate. Submissions supported and appreciated the intent of the Masterplan towards protecting the existing HCAs.
- **The Strand:** A number of submissions received during the exhibition highlighted the heritage significance of The Strand, however a number made reference to The Strand location and need for revitalisation with opportunities for character sympathetic development being able to be undertaken at the location, as such an option in revised Options 3 & 4 in the cover report is provided for Councils consideration in uplift inclusion to 4 storeys with location specific character DCP controls to be development in accordance with the October 2024 council resolution.
- **Lucas Road HCA:** Submissions note that the proposed 8-15 storey apartment development is incompatible with the heritage setting and streetscape that the HCA aims to protect. Further, the proposed 8-15 storey heights on the curtilages of the HCA provides an insufficient height transition, cause adverse amenity issues and would lead to potential loss in property value.

The submissions received indicated that Lucas Road HCA residents are divided in their views regarding the future of the street. Some of their submissions provided recommendations, as follows:

- The masterplan be amended to adopt a more gradual height increase westwards, to better preserve the area's heritage; or
 - In the absence of the above, Council provide residents with relocation options due to the negative impact on property values; or
 - Remove the HCA provision from Lucas Street and incorporate within the study area to achieve the same development uplift in the vicinity.
- **The Strand:** A number of submissions from both the northern and southern side of the rail corridor suggested that development uplift was an opportunity to revitalise The Strand to create a more vibrant and activated town centre. The Strand's proximity to Croydon train station made it an ideal location and that it would be possible to deliver infill development whilst respectfully facilitating heritage conservation.

Council response: Council acknowledges the concerns around the impact on heritage items and heritage conservation areas, particularly on the Lucas Road Heritage Conservation Area. Heritage analysis and recommendations provided by TKD Architects (exhibited as part of alternative Draft Masterplan), in addition to a second heritage review by Truman Heritage reconfirmed heritage significance of Lucas Road HCA.

A dedicated community engagement session was had with residents of the Lucas Road HCA and feedback from this as well as through written submissions and door-knock survey engagement have been considered in the development of additional design options.

The two additional design options (identified in the cover report at Options 3 & 4) consider a balanced response to residential uplift whilst minimising impacts to heritage conservation, ensuring a more appropriate transition in heights in relation to the Lucas Road HCA. Future uplift is contained to only 4 storeys along the western edge of the Lucas Road HCA. Future uplift is not proposed in areas directly to the north, east and south of the Lucas Road HCA.

Further, development application stage will provide additional opportunities for a detailed assessments of future proposals in the vicinity of heritage conservation areas. Sites containing heritage items will continue to be assessed under Clause 5.10 Heritage Conservation to ensure the proposed development in the vicinity of HCAs and heritage items.

Council also notes community feedback on consideration of future heritage listings which will be undertaken as a separate heritage review in the future.

Given the refined design options with reduced heights adjacent to the HCA in Option 3 and removal of any uplift in the vicinity in Option 4, it is recommended to Council, in accordance with the heritage reports that the area not be included in any uplift. However an option in revised Options 3 & 4 in the cover report is provided for Councils consideration in applying uplift inclusion to 4 storeys to the western side of Lucas Road HCA with location specific character DCP controls to be development if Council wishes to proceed in an alternate way to the report recommendation.

Theme 6: Community Engagement

Submissions raised the following concerns in relation to community engagement:

- Community engagement on the alternative draft Masterplan lacked transparency to Croydon north residents in relation to the revised HIA study area.
- Amendments to the original TOD study area seem to be influenced by those residents directly affected by impacts to the Malvern Hill HCA. At the time of the TOD announcement in December 2023 and subsequent community and Council advocacy, most people from north of the railway corridor (outside of the 400m TOD radius) did not provide any response as they considered any impacts only affecting the areas within the 400m radius from Croydon station.
- Submissions expressed that the alternative draft masterplan area included areas in Burwood and is misleading by referencing it to Croydon.
- Original exhibition period from 23 Oct – 20 Nov 2024 inadequate and extension of time needed for affected residents to properly understand implications of HIA Masterplan and make submissions - many residents in the HIA were unaware of the original TOD impact if Council is unable to provide DPHI with an alternative option by 31 January 2025 deadline.
- Request for additional community engagement sessions and additional signs to be placed in and around Burwood Station/western side of HIA Masterplan boundary.
- Submissions also expressed that Croydon TOD straddles Burwood and Inner West local government areas yet there has been no collaboration between Burwood and Inner West Council to evenly distribute the dwellings. The Inner West Council area should be responsible for the other 50% of the Croydon TOD area. It is unfair that the Burwood Council area is required to take on 100% responsibility for the Croydon TOD proposed increase in housing and population.

Council response: Council's endorsement of the Croydon HIA was communicated to residents via a letter dated 30 June 2024. Sections 1& 2 of this report summarise the extent of the community engagement undertaken by Council, from the initial Stage 1 Engagement to determine the HIA to the Stage 2 Engagement that comprised the public exhibition of the alternative draft Masterplan. The following actions were undertaken in response to concerns raised in community submissions and feedback about the alternative draft Masterplan exhibition:

- **Extension of the public exhibition period:** Originally from 23 October to 20 November 2024, extended by Council at its meeting on 26 November 2024 to conclude at midnight 22 December 2024.
- **Inclusion of Burwood in alternative draft Masterplan:** On 25 June 2024, Council endorsed a Housing Investigation Area (HIA) located on the northern side of the rail corridor between the Croydon and Burwood Town Centres, as well as a precinct south of the corridor near Shaftsbury Road.
- In accordance with Council resolutions from February and March 2024, early engagement with the Croydon community was conducted from 11 April to 17 May 2024. During this time, 2,248 letters were distributed to property owners and occupiers in Croydon, and a dedicated section was launched on the Participate Burwood website. This engagement sought to identify preliminary community issues, concerns, and opportunities for future development, particularly regarding potential housing locations. Feedback was gathered via a pin-drop map on the Participate Burwood website, where participants identified areas of interest.

- The selection of the HIA was designed to meet housing targets while preserving heritage areas. This approach was informed by initial high-level community feedback, Council's commitment to heritage preservation, the *Burwood Housing Strategy 2020*, and overarching planning principles, including connecting centres, transitioning densities, enhancing liveability, and improving public spaces. Following the adoption of the HIA, notification letters were sent to property owners within and adjacent to the identified area.
- This engagement was an initial step and did not replace the broader two-month consultation conducted from October to December 2024. During this later consultation, 6,454 notification letters were issued to property owners and occupiers within the HIA and surrounding areas.
- The Investigation Area (HIA) of Council report (shown below) makes a graphical representation of areas identified for medium density uplift by the Housing Strategy.

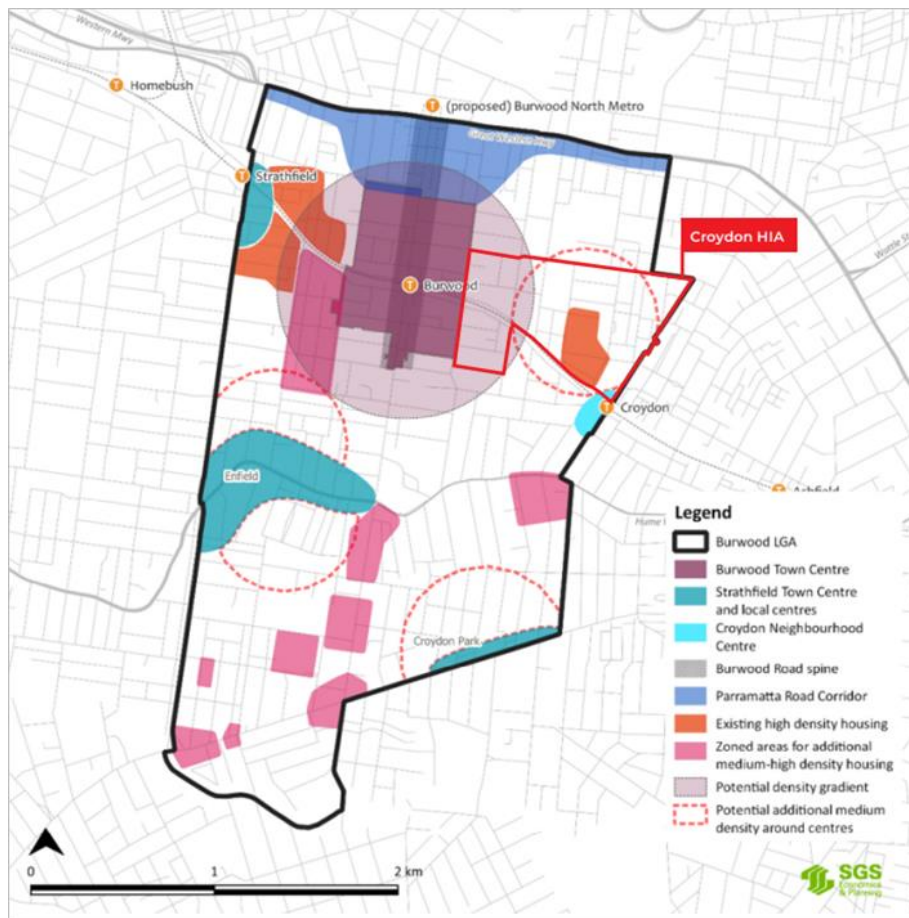


Figure6: Croydon HIA part of area identified for potential uplift under Burwood Housing Strategy 2020

- **Communications with the Inner West Council:** Council has been liaising with the Inner West Council seeking to identify the IWC approach in delivering the intended dwelling target for the area. No information has been made available to Burwood Council on Inner West Council's progress on the Croydon TOD requirement. As part of exhibition of the draft alternative Masterplan, a notification letter was sent to the Inner West Council. No response has been received by Council.

- According to a report tabled at the Inner West Council (IWC) meeting on 3 December 2024, the Minister for Planning and Public Spaces informed IWC in April 2024 that the TOD Program for the Croydon Station precinct was deferred until January 2025, similar to Burwood. However, the report indicates that IWC has opted to prepare a Local Environmental Plan for the entire LGA, encompassing precincts near train stations, light rail stops, and main streets, rather than creating a Croydon-specific masterplan. As a result, and in line with the Transit-Oriented Development – Guide to Strategic Planning, the TOD provisions for the IWC portion of the Croydon TOD precinct are expected to be activated by the NSW Government in due course.
- **Additional community engagement sessions:** Section 2 of this Engagement Outcomes Report details additional community drop-in sessions, community presentations and other direct engagement sessions with technical experts, and door knock surveys undertaken to provide further opportunities for community participation.
- **Additional signage at Burwood Station:** Additional signs advising the community of the alternative draft Masterplan were placed in Burwood and at Burwood Station as identified by the submissions.
- **Postcards:** 700 postcards were handed at community drop-in sessions and left in letterboxes during door knock survey, with details to view the Masterplan on Participate Burwood web page and make a submission.

Theme 7: Preference for Croydon TOD over exhibited draft Croydon Masterplan

Table 2 indicates community preference for either the Croydon TOD / alternative draft Masterplan /or a hybrid option. Submissions raised the following key points as the main reasons in their selection of a preferred option:

- The TOD approach would support smaller-scale development, preserving inclusivity and reducing displacement risks for elderly and non-English-speaking communities.
- Developing areas further from transport nodes (400-800m) could increase car dependency and worsen congestion.
- HCAs in Croydon are significant and therefore requires a certain level of protection against overdevelopment. There are, however, suitable areas for development uplift within 400m radius from Croydon Station and town centre, including The Strand, that need to be further explored, as the intent of the TOD is to create future dwellings closer to transport and infrastructure provisions.
- Croydon currently lacks housing diversity due to the existing HCAs. However, the right density in Croydon will assist sustainable development of the area.
- The exhibited masterplan proposes high-density buildings up to 30 storeys compared which is inconsistent with the TOD Principles.
- The proposed density of the exhibited Masterplan facilitates housing being developed and is strategically positioned much better, with the highest density housing as mixed-use, being located adjacent to and as an extension to high-density Burwood Strategic Centre.
- Submissions also stated that both Croydon TOD and exhibited draft Croydon Masterplan represented two distinctly opposite development options. Submissions suggested that other hybrid options would also need be explored to reconsider the exhibited density and height to bring a balanced option that would respond to issues raised in the submissions.

- The hybrid option should also take consideration to address the 'missing middle' –medium density housing such as terraces and low-to mid-rise apartments to address both housing targets and community concerns.

Council response: In response to submissions requesting additional information on the original TOD, Attachment 1 to the post exhibition Council report on the alternative draft masterplan includes a 3D model representation to demonstrate the impact of the TOD on the existing HCAs and surrounding areas.

In considering the submissions and analysis of key issues, two alternate, viable responses have been developed which propose concentrating uplift within proximity to both Croydon and Burwood stations, including uplift at The Strand which was recommended and supported in submissions.

Council also contacted IWC to discuss the Croydon TOD and approach undertaken by Burwood Council. IWC at the time advised it was working on the Croydon TOD, however no details were shared with Council or released publicly. IWC did not meet DPHI's deadline for a localised planning response and it is anticipated that the TOD provisions to come into force whilst their new LEP is developed.

Theme 8: Site Amalgamation

Submissions raised concerns that the proposed amalgamation of the lots may lead to forced acquisitions causing anxiety among homeowners about decline in property values and potential loss of properties. Submissions also noted that where landowners decide not to sell their properties, the area might have an incompatible mix of high-rise 1-2 storey dwellings, impacting residential amenity and the streetscape. Other submissions raised concerns on feasibility of the proposal in the context of requiring amalgamation of multiple lots.

Council response: The exhibited alternative draft masterplan included an implementation plan to ensure specific lot amalgamation pattern is achieved to realise a minimum lot size, the intended built forms and a dedication of open space to meet the open space requirements as intended by the exhibited alternative draft masterplan. 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 deliver optimal public benefits. 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.

The land dedication (not acquisition) for open space provision is intended to be achieved through commercial agreements between landowners, enabling the consolidation of land in line with a proposed amalgamation pattern for the intended densities.

If landowners do not reach an agreement for amalgamation, the higher yields and open space envisaged in the exhibited alternative draft masterplan may not be realised immediately and will depend on future agreements between landowners.

Sites are not proposed for compulsory acquisition as part of the alternative draft masterplan. In terms of a mix of development type affecting consistency of existing streetscape, it is common in areas undergoing transition to have a mix of high rise as well as single and two storey houses.

Council has also considered matters regarding feasibility concerns which has been considered by the revised development options.

Theme 9: Increased Open Space and Community Infrastructure

Submissions raised the following in relation to open space and infrastructure need:

- There is a lack of public open space in the Burwood LGA and despite the proposed increase in density, the provision of essential public infrastructure has not been adequately addressed by the masterplan.
- The extent of the proposed open space does not meet the minimum required standard for open space need.
- The proposed pocket parks are too small in size and will not provide a meaningful use to the community.
- Burwood Council lacks plans for comparable community amenities. In the absence of proposals for new libraries, gymnasiums, aquatic centres, community centres, or arts and cultural facilities raises significant concerns about the quality of life and equitable access to services for incoming population under future masterplans. The existing community facilities will not be able to cope with extent of the uplift proposed.

Submissions supporting the masterplan made the following comments:

- Submission received from a State agency notes that the masterplan sensitively responds to creating of parklands to create a more liveable and activated community. However, the proposed open space is not proportionate to the uplift proposed. As the larger parks in nearby LGAs are already at capacity and hard to access, an enhanced connectivity to open spaces, especially via active transport is recommended.
- Although the masterplan intends to increase the extent of public open space, the requirement of lot consolidation may affect feasibility of the proposal.
- A solar access modelling is also required to support the masterplan for ADG compliance and impact on the open spaces.
- Instead of small pocket parks, potentially a large centrally located open space could be a big community win.

Council Response: The alternative draft Masterplan as exhibited makes provision for land dedication for the purposes of public open space, as well as through-site links, active transport corridors, small pocket parks and plazas to improve residential amenity and enhanced public domain outcomes.

Proposed new north-south cycle connections and green streets will improve the pedestrian experience and movement across the HIA and enhance the amenity of local streets to access key destinations such as Burwood Town Centre, Blair Park and Centenary Park.

The Burwood LGA is undergoing an unprecedented level of transformation due to its significance as a Strategic Centre under the Sydney Regional Plan and the arrival of the new Burwood North Metro Station. Council continues to actively explore various opportunities and mechanisms to secure relevant community and cultural facilities as part of developing masterplans like the exhibited Croydon TOD alternative, future redevelopments, either via Voluntary Planning Agreements (VPA) or specific requirements embedded in Council's planning controls. An example

of this is the delivery of the new Burwood Urban Park Arts and Cultural Centre secured through a VPA as part of the proposed Burwood Place development.

Another example is the Enfield Aquatic Centre Redevelopment & Library Pod, transforming the existing facility into a state-of-the-art facility to meet the growing needs of the Burwood community.

The following link provides further information on these projects:

<https://www.nsw.gov.au/grants-and-funding/western-sydney-infrastructure-grants-program/project-information/burwood-lga>

Council will continue to explore opportunities with State and Local agencies/organisations for potential sharing of the existing open spaces for community access in future to ensure the demands are met. In relation to the NSW Government TOD proposal and new Options 3 & 4 in the cover report, additional open space is not identified and will need to be reviewed as part of a review of Councils Infrastructure Contributions Plan.

Issue 10: Affordable Housing

Submissions raise concern about Croydon's lack of affordable housing and that the nominated 2% affordable housing to be delivered within the proposed uplift areas is not enough. The implications of not including residential uplift south of Croydon station means that all affordable housing will be concentrated to the north of the rail corridor which does not ensure equitable access across the LGA.

Submissions noted that affordable housing to be located in proximity to train station including the South of Croydon Station and uplift & revitalisation of the Stand.

Submissions that acknowledged a need for more housing to address housing crisis and affordability issue for future generation were in favour of a considered uplift that focused on density and height increase around train stations and within a walking distance of train stations.

Council response: Council has considered the submissions received. Council's revised design options intends to address the issues raised in the submissions by allocating future density and height increase around train stations and within a walking distance of train stations. The 2% affordable housing component to all the identified options is set by the NSW Government as part of the TOD program, which can potentially increase over time. Accessible locations for affordable housing will be considered further in the future development of Council's Affordable Housing Strategy and be publicly exhibited for community feedback.

Other issues identified in the submissions are summarised in the table below:

Comment	Council response
<p>Building Diversity: Submissions raised the following concerns in relation to building diversity:</p> <ul style="list-style-type: none"> • The proposed rezoning of R2 Low Density land to R1 General Residential 	<p>Council response: Dual occupancies are permitted on land zoned R1 General Residential and R2 Low Density Residential pursuant to Burwood LEP 2012.</p> <p>Additional design options as discussed in the Council Report of 29 January 2025</p>

Comment	Council response
<p>will prohibit dual occupancies in the rezoned area.</p> <ul style="list-style-type: none"> • There is a greater need for low to mid-rise housing diversity, given the planned revitalisation of the Parramatta Road Corridor and Burwood North Precinct will deliver large numbers of high-density housing - recommend reducing proposed heights and improve the diversity of buildings typologies. 	<p>propose reduced densities and building heights for Council's consideration that will facilitate a diversity of building typologies and enable the retention of some existing low-density dwellings.</p>
<p>Disruption during construction phase: Submissions raised issues that the proposal would cause prolonged noise, traffic congestion, and vibrations from construction activities that will disrupt the residential amenity for an extended time.</p>	<p>Council response: Matters relating to construction phases and associated issues will be considered in detail at implementation stage and through Development Application assessment and determination with appropriate conditions of consent requiring Plans of Management to be developed and enforced during construction and operational phases of the development(s). Furthermore, regulators have powers under the Environmental Planning Assessment Act 1979, Local Government Act 1993 and the Protection of the Environment Operations Act 1997 to address non-compliances with construction requirements.</p>
<p>Community discontent: Submissions expressed community discontent due to the limited consultation that has occurred regarding the South Railway Precinct's exclusion and confirmation of the revised study area.</p>	<p>Council response: The exclusion of the South Railway Precinct's from future investigation was a decision of Council at the October 2024 Council meeting. Notwithstanding, submissions were still open to be made in relation to this area in the exhibition period from 23 October 2024 up to 22 December 2024.</p>
<p>Capacity of existing schools: Submissions raised concerns on the impact the proposed uplift on the capacity of schools within the area; and whether the Masterplan was supported by the Department of Education.</p>	<p>Council Response: Educational establishments including schools are under the jurisdiction of the NSWG.</p> <p>Any implications arising from the dwelling uplift under DPHI's approved Croydon Masterplan will need to be coordinated by the State Government with the Department of Education and the TfNSW to ensure the projected population growth appropriately</p>

Comment	Council response
	correlates with future school and transport infrastructure.
<p>Proposed dwelling numbers: Submissions requested information on the specific dwelling target set by the NSWG for the Croydon TOD Precinct and the intended split between Burwood Council and IWC.</p>	<p>Council response: The TOD program spans the boundary between the Burwood and Inner West LGAs. Each Council has been assigned confidential dwelling yield requirements which Council has been advised not to disclose to public by the State Government.</p> <p>Whilst Council is unable to provide detail of the NSW Government dwelling capacity requirements, as part of the cover report an indication of the TOD capacity can be seen through modelling undertaken by Councils consultants, this is available in the cover report.</p>
<p>Decline in property values, potential rate rise and burden associated with relocation: Submissions note that high-rise developments are expected to reduce property values and undermine the community's desirability, which is rooted in its quiet and secluded environment.</p> <p>Submissions raised concerns that due to the imminent overshadowing and other adverse amenity impacts, landowners eventually would need to sell their properties as the intended developments start changing the characteristics of the area. Submissions highlight owners' anxiety that they are currently unable to contemplate relocation as a viable option due to the financial burden and other personal issues.</p> <p>Submissions raised concerns that residents are not supportive of potential rate rise and/or property tax due to the proposed uplift.</p>	<p>Council response: Council notes the submission. Council however is required by the NSW Government to either accept a dwelling capacity uplift as part to the NSW Government TOD proposal for Croydon or prepare an alternate masterplan. As such Councils role is required in terms of providing dwelling capacity in planning controls. Unfortunately, variations in property values as a result of a market issue that Council is unable to direct or control.</p> <p>The revised development options presented in the post exhibition Council Report address the key concerns raised by the community surrounding proposed density and height and proposes a more scaled down options which distributes the dwelling targets closer to the train stations and areas within 800m radius from the train stations would have minimal impacts.</p>
<p>Overshadowing and privacy concerns: Overshadowing and privacy concerns are associated with concerns on the height of buildings which has been</p>	<p>Council response: The revised development options presented in the post exhibition Council Report address matters</p>

Comment	Council response
<p>covered in the previous section of this report under density and height components.</p> <p>Submissions are concerned that the proposed height of buildings will create significant overshadowing, negatively impacting smaller buildings and single-storey homes nearby.</p>	<p>concerning heights of building and associated issues such as overshadowing.</p> <p>The revised development options are supported by shadow.</p> <p>Issues of privacy are matters for consideration at Development Application stage in terms of site specific context and relevant development designs.</p>
<p>Good Urban Design and environmental concerns: Submissions also raised concerns on urban design outcomes and environmental impacts within the masterplan area, siting issues such as overshadowing, setbacks, loss of deep soil zones and tree canopies, associated loss of wildlife, Water Sensitive Urban design requirements, concurrence from relevant State Agencies on potential flood implications and waste management.</p>	<p>Council response: Council is committed to promoting design excellence and addressing environmental considerations in new construction projects. As part of the proposed suite of planning controls, changes to the design excellence provisions in the Local Environmental Plan (LEP) have been exhibited to enhance the quality of design and environmental sustainability in future developments.</p> <p>For other matters raised, existing standards and provisions will continue to apply following the upzoning. These include:</p> <ul style="list-style-type: none"> • The Apartment Design Guide associated with SEPP (Housing), which governs residential design quality. • Council's LEP, ensuring alignment with local planning objectives. • BASIX requirements, which address energy and water efficiency. • Provisions for overshadowing, stormwater management, and flood mitigation, ensuring environmental and infrastructure impacts are managed effectively. <p>These measures collectively aim to balance growth with sustainability and high-quality design outcomes.</p>

Table 8: Other issues raised in formal submissions

7. Street-based submissions

Of the 743 formal submissions, 306 submissions provided a street address or street identification. Further analysis regarding density and height was undertaken for 23 streets in the HIA. Analysis of street by street feedback regarding density and height reveals the following:

32% support the TOD
34% support the alternative draft Masterplan
20% support no change
9% support a hybrid version

From the 306 formal submissions where a street address or street identifier was provided:

- 109 submissions supported density increase - Brand Street, Malvern Avenue, and Albert Crescent expressed the largest support for density uplift (17, 14 and 12 submissions respectively);
- 107 submissions support height increase – Brand Street, MacGregor Street, and Albert Crescent expressed the largest support for height uplift (15, 13 and 13 submissions respectively);
- 78 submissions are against density increase – Webb Street, Lucas Road and Boronia Avenue expressed the greatest opposition to density uplift (20, 17 and 10 submissions respectively);
- 75 submissions are against height increase – Webb Street, Lucas Road, and Boronia Avenue expressed the largest objection to any height increase (20, 15, and 10 submissions respectively);
- 94 submissions proposed reduced densities in various forms – Lucas Road, Cheltenham Road and Brand Street expressed the most suggestions (22, 18 and 13 submissions respectively)
- 103 submissions proposed reduced heights in various forms – Lucas Road, Cheltenham Road, and Webb Street expressed the most suggestions (22, 18 and 15 respectively)

Lucas Road objections to any density and height increases pertained largely to their concerns about impacts the HCA listing of their street. Many however advised that if the alternative draft Masterplan was adopted that the HCA listing be removed and their property be included in any future uplift.

Combined analysis for density and height reveals from the street-by-street formal submissions data that:

72% support increased density and height
50% oppose any increase to density and height
64% support reduction in density and heights to minimise impacts whilst still enabling future housing increase.

Item Number 1/25 - Attachment 2
Engagement Outcomes Report - Post-Exhibition of Alternative Croydon TOD Masterplan

Street	No. (submissions)	Support density	Against density	Reduced density	Support height	Against height	Reduced height	TOD	Croydon MP	Hybrid	Other
Albert Cres	19	12	1	4	13	1	4	3	14	0	2
Boronia Ave	22	4	10	5	5	10	5	10	1	1	8
Boundary Rd											
Brand St	37	17	4	13	15	4	11	16	12	6	1
Cantor St	1	0	0	1	0	0	1	1	0	0	0
Cheltenham Rd	36	5	9	18	4	9	18	18	6	5	9
Cross St	7	0	4	3	0	4	6	2	0	2	2
Froggatt Cres	2	2	0	0	1	0	0	0	1	1	0
Gibbs St	5	5	0	0	4	1	0	0	5	0	0
Grosvenor St	9	9	0	0	9	0	0	0	9	0	0
Irrara St	11	0	7	4	0	7	4	4	0	0	2
Kenilworth St	6	4	0	2	3	0	3	1	3	0	0
Lucas Rd *	50	8	17	22	8	15	22	13	7	5	5
MacGregor St	3	2	1	0	2	0	0	0	2	0	1
Malvern Ave	17	14	1	2	13	1	2	0	14	0	1
Queen St	2	1	0	1	1	1	1	1	0	0	0
Robinson St	9	7	1	1	7	0	1	1	6	0	1
Shaftesbury Rd	10	8	1	1	8	1	1	2	7	0	1
Simpson Ave	4	4	0	0	4	0	0	0	2	0	
Victoria St	1	1	0	1	0	0	1	1	0	0	0
Waimea St	14	7	2	5	7	1	5	5	7	0	1
Webb St	37	2	20	8	2	20	15	17	8	8	2
Young St	4	1	0	3	1	0	3	3	1	0	0
TOTAL	306	113	78	94	107	75	103	98	105	28	62

Table 10: Street by street analysis of density and height feedback from formal submissions

8. Door-knock survey

Door-knock surveys were undertaken to capture a snapshot view from residents identified within Figure 6 below, to ascertain whether sentiments on the ground were aligned with views expressed in emails, letters, and online submissions. These included properties proposed for uplift under the exhibited Masterplan as well as properties located within the vicinity of the original TOD 400m radius. The survey template is enclosed in Appendix 3.



Figure 7: Door-knock surveyed properties

Out of 779 households, 175 provided valid responses to survey questions and 75 did not want to participate or were not interested. The results for three (3) key questions from the Door Knock Survey are presented below:

Q: Are you supportive of your property being included in any rezoning proposal?

Q: Which of the following best describes your opinion the proposal(s)?

Q: Are you the property owner of this address?

The door knock survey outputs correlate to the location map in Figure 5 and results are interpreted below in Table 9:

Street	Valid responses	Support property being included in rezoning			Which best describes your support?				Are you the property owner of this address?		
		Yes	No	Undecided	TOD	MP	Hybrid/mix	Other	Yes	No	Prefer not to say
Albert Cres	16	4	5	3	1	2	2	9	10	2	1
Boronia Ave	12	3	7	1	4	3	0	4	10	2	0
Brand St	15	5	8	2	7	3	0	5	12	1	1
Cantor St	7	2	4	0	0	1	1	4	4	0	0
Cheltenham Rd	19	6	10	2	6	5	1	5	15	3	1
Cross St	2	0	2	0	0	0	0	2	2	0	0
Froggatt Cres	3	2	1	0	1	2	0	0	3	0	0
Gibbs St	8	4	3	0	0	7	0	1	6	2	0
Irrara St	12	1	7	2	8	2	0	5	8	1	1
Kenilworth St	4	0	2	2	0	2	1	1	3	0	1
Lucas Rd **	18	5	11	1	7	0	4	5	17	0	0
MacGregor St	3	1	1	1	0	2	0	1	3	0	0
Robinson St	7	2	3	1	0	5	0	1	4	0	0
Shaftesbury Rd	9	4	2	3	2	5	0	1	6	3	0
Simpson Ave	4	3	1	0	0	3	0	1	4	0	0
Victoria St	5	1	2	0	0	1	0	2	2	0	0
Waimea St	9	5	1	0	1	4	0	1	5	2	0
Webb St	19	2	12	3	4	2	2	7	8	1	2
Young St	3	0	0	2	0	0	0	2	1	1	1
TOTAL	175	50	82	23	41	49	11	57	123	18	8


Table 9: Door-knock survey results to three key questions

Appendix 1 – Formal Submissions

A total of 743 formal submissions were received. These submissions are presented as a related but separate document and presented as Engagement Outcomes Report, Part 2 – List of submissions received on Exhibited Alternative Draft Croydon Masterplan.

Appendix 2 – Notification form letters

From Stages 1 & 2 Community Consultation for alternative draft Masterplan



Burwood
Inc.1874

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.: 24/11370
12 April 2024

x
x
x
x

Dear

HAVE YOUR SAY ON THE FUTURE OF CROYDON

In December 2023, the NSW Government announced the Transport Oriented Development (TOD) Program to accelerate housing delivery in Greater Sydney. The TOD Program identified the area within 400m of Croydon Station as one of 31 suburbs proposed to allow 3-6 storey apartment development.

The Croydon area identified by the NSW Government included much of the land within the Malvern Hill Estate and Cintra Heritage Conservation Areas (HCAs). Council's submission on the TOD Program highlighted the importance of protecting the heritage character of Croydon and sought a deferral from the proposed State Environmental Planning Policy (SEPP).


On 11 April 2024, Council was advised that Croydon would be deferred from the SEPP for a period of 9 months, allowing Council to undertake its own planning process with involvement from the community. 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 medium density housing. If we do not identify an alternate area, then the NSW Government's proposal will be implemented.

Your feedback is important to us

As we begin our investigations for future housing in Croydon and preparation of a Masterplan, we want to hear from you about your ideas for growth and change in the area, including:

- What aspects of Croydon's existing character should be protected?
- Where in Croydon you think we should allow new medium density housing?
- What community infrastructure is needed to support a growing population, now and into the future?

For more information and to Have Your Say, please visit:
<https://participate.burwood.nsw.gov.au/> or scan the QR code by **17 May 2024**.



Questions? We're here to help

We understand you might have questions or need guidance before providing your feedback. Our dedicated City Planning Team are here to assist you. Please contact us on **9911 9911** or email council@burwood.nsw.gov.au.

Thank you for taking an active role in shaping the future of Croydon. We look forward to hearing your feedback.

Yours sincerely

Ryan Cole
DIRECTOR CITY STRATEGY

Item Number 1/25 - Attachment 2

Engagement Outcomes Report - Post-Exhibition of Alternative Croydon TOD Masterplan

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 بيرود 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.

Have Your Say engagement letter dated 12 April 2024 – Stage 1 Engagement



Burwood
Inc.1874

Burwood Council
2 Conder St, Burwood 2134
PO Box 240 Burwood NSW 1805

P (02) 9911 9911
E council@burwood.nsw.gov.au

x
x
x
x

Our Ref.: 24/24089
30 June 2024

Dear

UPDATE – CROYDON HOUSING INVESTIGATION STUDY AREA

Background
In December 2023, the NSW Government announced the Transport Oriented Development (TOD) Program to accelerate housing delivery in Greater Sydney.

On 11 April 2024, Council was advised that Croydon would be deferred from the NSW Government's Transport Oriented Development (TOD) Program, until January 2025. This deferral allows us to plan for Croydon with your input.

What does this mean?
We need to identify an area near Croydon Station (within the Burwood LGA but outside of the Malvern Hill and Cintra Estate HCA) for medium density housing. If we don't, the NSW Government's proposal will take effect.

Community Engagement
Between April and May 2024, we asked for your thoughts on 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 outcomes of this preliminary consultation were considered at the June 2024 Council meeting.

Outcome of the Council Meeting
At the Council meeting on 25 June 2024, the Croydon Housing Investigation Study Area was endorsed. This means we will start a Council-led planning process to develop the draft Croydon Precinct Masterplan.

Next Steps
The draft Masterplan aims to provide better outcomes than the NSW Government's reforms. We will continue to consult with you to ensure the plan supports housing diversity and creates vibrant, safe neighbourhoods.

For more information and updates on the draft Masterplan for the Croydon Housing Investigation Area, please visit:
<https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area> or scan the QR code:



Questions?
Our dedicated City Planning Team are here to help. Please contact us on 9911 9911 or email council@burwood.nsw.gov.au

Thank you for taking an active role in shaping Croydon's future.


Yours sincerely

Ryan Cole
DIRECTOR CITY STRATEGY

Letter sent to community confirming Croydon Housing Investigation Area dated 30 June 2024

Item Number 1/25 - Attachment 2

Engagement Outcomes Report - Post-Exhibition of Alternative Croydon TOD Masterplan



Burwood
Inc.1874

Burwood Council
2 Conder St, Burwood 2134
PO Box 240 Burwood NSW 1805

P (02) 9911 9911
E council@burwood.nsw.gov.au

<INSERT>
<INSERT>
<INSERT>
<INSERT>

Our Ref.: 24/42910
14 October 2024

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 <https://burwood.infocouncil.biz/>


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
Inc.1874

Burwood Council
2 Conder St, Burwood 2134
PO Box 240 Burwood NSW 1805

P (02) 9911 9911
E council@burwood.nsw.gov.au

<INSERT>
<INSERT>
<INSERT>
<INSERT>

Our Ref.: 24/43624
15 October 2024

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 <https://burwood.infocouncil.biz/>

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.

Letter to community advising of draft Croydon Masterplan exhibition period – 14 & 15 October 2024 (main page)



Burwood
Inc.1874

Burwood Council
2 Conder St, Burwood 2134
PO Box 240 Burwood NSW 1805

P (02) 9911 9911
E council@burwood.nsw.gov.au

<INSERT>
<INSERT>
<INSERT>
<INSERT>

Our Ref.: 24/47400
8 November 2024

Dear <INSERT>

**CONSULTATION WITH LUCAS ROAD HERITAGE CONSERVATION AREA RESIDENTS ON
THE DRAFT CROYDON MASTERPLAN**

Burwood Council is reaching out to seek your direct feedback on the Draft Croydon Masterplan. This plan has been developed as part of the NSW Government's Transit-Oriented Development initiative to guide sustainable growth and create better-connected communities near transport hubs. The Draft Masterplan outlines a number of proposed changes to areas surrounding the Lucas Road Heritage Conservation Area (HCA), with recommendations for land use, building heights, density, and public spaces.

Given the proximity of these proposed changes to your property and the surrounding area, Council resolved at its meeting on 22 October 2024, to initiate direct engagement with Lucas Road HCA landowners. This consultation aims to gather your views and better understand the community's preferences regarding the potential inclusion of your properties in the Masterplan.

The Draft Croydon Masterplan seeks to balance increased housing needs with the preservation of our unique heritage areas. While it does not propose changes to current planning controls within the Lucas Road HCA itself, it does suggest increased building heights, ranging from 8 to 15 stories, in adjacent areas to the north, east, and west. We understand that these proposals may raise questions, and we want to ensure your voice is central to the decision-making process.

Your Role in Shaping the Masterplan

Your feedback is crucial in achieving a Masterplan that reflects local perspectives and respects our community's heritage values. Council is committed to gathering meaningful input, particularly from Lucas Road HCA landowners, to shape a plan that meets our shared vision for Croydon's future. We want to know whether you support the existing planning controls within the Lucas Road HCA or if you would prefer adjustments that allow for increased development.

Have your say

We encourage you to share your thoughts and questions at one of our upcoming sessions. We have organised several general public sessions, followed by an exclusive session specifically for Lucas Road residents, to ensure you have opportunities to engage in ways that best suit you.

General Public Drop-In Sessions

Burwood Town Centre – The Terrace, Burwood Library
2 Conder Street, Burwood

- Saturday 16 November 2024 – 12:00 pm to 2:00 pm
- Tuesday 19 November 2024 – 6:00 pm to 8:00 pm

Croydon Town Centre – The Strand Croydon

At the corner of The Strand & Paisley Road

Burwood . Burwood Heights . Croydon . Croydon Park . Enfield . Strathfield

burwood.nsw.gov.au

Letter to properties in Lucas Road Heritage Conservation Area, dated 8 Nov 2024 (main page)



Burwood
Inc.1874

Burwood Council
2 Conder St, Burwood 2134
PO Box 240 Burwood NSW 1805

P (02) 9911 9911
E council@burwood.nsw.gov.au

<INSERT>
<INSERT>
<INSERT>
<INSERT>

Our Ref.: 24/48596
13 November 2024

Dear <INSERT>

**CONSULTATION WITH LUCAS ROAD (WEST) RESIDENTS BETWEEN WAIMEA STREET
AND VICTORIA STREET ON THE DRAFT CROYDON MASTERPLAN**

Burwood Council is reaching out to seek your direct feedback on the Draft Croydon Masterplan. This plan has been developed as part of the NSW Government's Transit-Oriented Development initiative to guide sustainable growth and create better-connected communities near transport hubs. The Draft Masterplan outlines a number of proposed changes to areas immediately to the west of Lucas Road, with recommendations for land use, building heights, density, and public spaces.

Given the proposed changes to allotments adjoining the western boundary of your property, and feedback received so far during current public consultation, Council would like to consider a more holistic planning response to the entire block bounded by Lucas Rd, Victoria St, Boronia Ave, and Waimea St.

The Draft Croydon Masterplan proposes changes to current planning controls on allotments adjoining your western boundary, with suggested increased building heights of up to 7-8 storeys. As such, Council would like to initiate direct engagement to gather your views and better understand your preferences regarding the potential inclusion of your properties in the Masterplan.

We understand that these proposals may raise questions, and we want to ensure your voice is central to the decision-making process.

Your Role in Shaping the Masterplan

Your feedback is crucial in achieving a Masterplan that reflects local perspectives on planning for future growth. Council is committed to gathering meaningful input to shape a plan that meets our shared vision for Croydon's future. We want to know whether you support the existing planning controls within this part of Lucas Road or if you would prefer adjustments that allow for increased development.

Have your say

We encourage you to share your thoughts and questions at one of our remaining general public drop-in sessions during the public exhibition period up until 20 November 2024.

General Public Drop-In Sessions

Burwood Town Centre – The Terrace, Burwood Library, 2 Conder Street, Burwood

- Saturday 16 November 2024 – 12:00 pm to 2:00 pm
- Tuesday 19 November 2024 – 6:00 pm to 8:00 pm

Burwood . Burwood Heights . Croydon . Croydon Park . Enfield . Strathfield

burwood.nsw.gov.au

Letter to properties on Lucas Rd, between Victoria St & Waimea St, dated 13 Nov 2024 (main page)



Burwood
Inc.1874

Burwood Council
2 Conder St, Burwood 2134
PO Box 240 Burwood NSW 1805

P (02) 9911 9911
E council@burwood.nsw.gov.au

<INSERT>
<INSERT>
<INSERT>
<INSERT>

Our Ref.: 24/48632
13 November 2024

Dear <INSERT>

**CONSULTATION WITH OWNERS OF PROPERTIES PROPOSED AS PUBLIC OPEN SPACE
IN THE DRAFT CROYDON MASTERPLAN**

Burwood Council is reaching out to seek your direct feedback on the Draft Croydon Masterplan. This plan has been developed as part of the NSW Government's Transit-Oriented Development initiative to guide sustainable growth and create better-connected communities near transport hubs. The Draft Croydon Masterplan outlines a number of proposed changes to areas within the Croydon Housing Investigation Area, including recommendations for new public open spaces as well as land use, building heights, and density.

The Draft Croydon Masterplan proposes new public open spaces on your property however, this does not mean the compulsory acquisition of your property. The delivery of these identified public open spaces will not occur in isolation and will be contingent on the take up of increased development controls by the private sector, in accordance with required amalgamation patterns under the proposed planning controls should they proceed.

We understand that proposals under the Draft Croydon Masterplan may raise questions, and we want to ensure your voice is central to the decision-making process.

Your Role in Shaping the Masterplan

Your feedback is crucial in achieving a Masterplan that reflects local perspectives on planning for future growth. Council is committed to gathering meaningful input to shape a plan that meets our shared vision for Croydon's future. We want to assure you that public open space as envisioned under the Draft Croydon Masterplan will not be delivered through any compulsory acquisitions of private property.

Have your say

We encourage you to share your thoughts and questions at one of our remaining general public drop-in sessions during the public exhibition period up until 20 November 2024.

General Public Drop-In Sessions


Burwood Town Centre – The Terrace, Burwood Library, 2 Conder Street, Burwood




- Saturday 16 November 2024 – 12:00 pm to 2:00 pm
- Tuesday 19 November 2024 – 6:00 pm to 8:00 pm

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burwood.nsw.gov.au

Letter to properties proposed as Public Open Space in draft Croydon Masterplan, dated 13 Nov 2024 (main page)

**Burwood**
Inc.1874

 (02) 9911 9911
 council@burwood.nsw.gov.au
 2 Conder Street
BURWOOD NSW 2134

Dear Resident(s),

We missed you during our recent visit to your property. Please see the attached letter for more information on our current consultation regarding the Draft Croydon Masterplan.

If you have any questions, feel free to reach out to us directly at 9911 9911 to speak with us. We also invite you to join our additional drop-in sessions:

Additional Drop-in Session
Burwood Town Centre – The Terrace, Burwood Library
2 Conder Street, Burwood


- Thursday 5 December 2024 – 6:00 pm to 8:00 pm
- Wednesday 11 December 2024 - 6:00 pm to 8:00 pm




We look forward to hearing from you.

Best regards,

Burwood Council

Letter left at unattended properties during first round of door knocking

**Burwood**
Inc.1874

 (02) 9911 9911
 council@burwood.nsw.gov.au
 2 Conder Street
BURWOOD NSW 2134

Dear Resident(s),

Sorry we missed you again.

Burwood Council is conducting a door-knock survey to gather your feedback on the NSW Government's transport-oriented development initiative for Croydon and Council's alternative masterplan.

If you'd like to participate or share your thoughts, please contact us directly at 9911 9911 by 22 December during business hours.

We look forward to hearing from you.

Kind regards,

Burwood Council

Letter left at unattended properties during second round of door knocking

Appendix 3 – Door-knock Survey Template

Survey Questions
General Awareness
1. Have you heard about the NSW Government's Transport-Oriented Development (TOD) Program in Croydon?
2. <i>(This program aims to increase housing within 400m of train stations, allowing 6-8 storey developments regardless of heritage status, with a minimum Floor Space Ratio of 2.5:1, and a lot width of at least 21m)</i>
<input type="radio"/> Yes
<input type="radio"/> No
2. Are you aware of Burwood Council's alternative Masterplan proposal for Croydon? <i>(This proposal has been on public exhibition since 23 October 2024)</i>
<input type="radio"/> Yes
<input type="radio"/> No
ADD SOME INFO ON COUNCIL'S MASTER PLAN IF THEY AREN'T AWARE
3. Are you supportive of your property being included in any rezoning proposal?
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Undecided
Support and Opinions
4. Which of the following best describes your opinion on the proposals?
<input type="radio"/> I support the NSW Government's TOD Program.
<input type="radio"/> I support Burwood Council's alternative Masterplan.
<input type="radio"/> I support a mix/hybrid of both.
<input type="radio"/> I do not support any proposal.
<input type="radio"/> I support either proposal
<input type="radio"/> I am undecided.
5. If you had to summarise in a minute your ideas for this masterplan, what do you think would be appropriate in terms of built forms and locating increased development? <i>(Open-ended question)</i>
<hr/> <hr/> <hr/> <hr/> <hr/> <hr/>

Additional Information

6. Have you already made a submission about the Masterplan or the TOD Program via the Council's website or email?

- ☐ Yes
- ☐ No

Property Ownership and Contact Details

7. Are you the property owner of this address?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

8. Can we take your contact details in case we need to follow up? *(Optional)*

- ☐ Yes
- ☐ No

If Yes:

- Name: _____
- Phone Number: _____
- Email Address: _____

Closing Statement

Thank you for your time and valuable input today.

Your feedback will contribute to shaping the review process during this extended consultation period.

For more information, to make further submissions, or to attend a community drop-in session, please visit the Council's website or contact our city planning team.

Thank you again for your participation.

Door-knock survey template

Be part of Croydon's future

Discover our exciting draft Masterplan for the Croydon Precinct

Burwood Council has prepared a draft Croydon Masterplan in response to NSW Government's announcement to re-zone Croydon for housing uplift.

Positioned between the centres of Croydon and Burwood, the Croydon Housing Investigation Area draft Masterplan represents an important opportunity to provide sustainable and responsive urban form and design excellence, whilst protecting local heritage.

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

The draft Croydon Masterplan focuses on a more integrated approach to development, aimed at boosting connectivity and ease of movement, while promoting active transport, sustainability, and event livability.

Your feedback is important

The draft Croydon Masterplan has been released for the purpose of seeking the community's feedback. At this stage no decisions have been made and we encourage you to hear what the community has to say.

We invite you to take an active role in shaping the future of the Croydon Precinct. The draft Croydon Masterplan presents a vision of a healthy, vibrant, sustainable, and well-planned community that benefits residents, attracts investment, and creates job opportunities for current and future generations.

The draft Croydon Masterplan will be on public exhibition until Wednesday 30 November 2024. Thank you for being a part of our vision for the future. We look forward to hearing your feedback.

Burwood Council
 11 Croydon Rd, Burwood NSW 2149
 02 9338 1000
www.burwoodnsw.gov.au

Burwood Council
 11 Croydon Rd, Burwood NSW 2149
 02 9338 1000
www.burwoodnsw.gov.au

Have
your
say

There are several ways to engage with us, including submitting feedback online, speaking with Council planners, or visiting our open stalls at local events. Scan the QR code for more details on upcoming dates and locations.

<https://participate.burwoodcouncil.nsw.gov.au/english/consultation-area>

I would like to submit a comment to Burwood Council on 991 991

Exhibition Dates:
Wednesday 20 November 2024

Snapshot of the draft Masterplan for Croydon

Community Engagement Opportunity	Location	Date and time
Drop & Register at Beverly Town Centre	The Nexus Level 1, Beverly Library	Tuesday 10 October 10.00am - 4.00pm Monday 1 November 10.00am - 4.00pm Tuesday 5 November 10.00am - 4.00pm Monday 11 November 10.00am - 4.00pm Tuesday 19 November 10.00am - 4.00pm
Drop & Register – Ongepin	The Street, Ongepin at the corner of The Street and Pines Road	Thursday 10 October 10.00am - 4.00pm Monday 11 November 10.00am - 4.00pm Wednesday 13 October 10.00am - 4.00pm Saturday 12 November 10.00am - 4.00pm Monday 18 November 10.00am - 4.00pm
Droped to speak to a Council planner to enquire or respond to an appointment for meeting	Burwood Council Offices 100-110 Pitt Street, Burwood or by appointment	30 October - 2 November 2024
Online Submission	Participate Burwood website	30 October - 2 November 2024

To learn more about the draft Masterplan in your language

Please contact the Vietnamese Interpreter Service directly on 180 020 1000 and ask them to call Burwood Council on 991 9911 on your behalf.

ကျေးဇူးပြု၍ မြန်မာဘာသာဖြင့် သိရှိလိုပါက အောက်ဖော်ပြပါအတိုင်း ဖုန်းနံပါတ် ၁၈၀ ၀၂၀ ၁၀၀၀ ကို ခေါ်ဆိုပြီး ဗုဒ္ဓကလေး ဘုရားရှင်တို့အား အကူအညီပေးပေးပါ။

ကုမ္ပဏီများ
ကျေးဇူးပြု၍ မြန်မာဘာသာဖြင့် သိရှိလိုပါက အောက်ဖော်ပြပါအတိုင်း ဖုန်းနံပါတ် ၁၈၀ ၀၂၀ ၁၀၀၀ ကို ခေါ်ဆိုပြီး ဗုဒ္ဓကလေး ဘုရားရှင်တို့အား အကူအညီပေးပေးပါ။

အချက်
ကျေးဇူးပြု၍ မြန်မာဘာသာဖြင့် သိရှိလိုပါက အောက်ဖော်ပြပါအတိုင်း ဖုန်းနံပါတ် ၁၈၀ ၀၂၀ ၁၀၀၀ ကို ခေါ်ဆိုပြီး ဗုဒ္ဓကလေး ဘုရားရှင်တို့အား အကူအညီပေးပေးပါ။

Appendix 5 – Signage Boards



**CROYDON MASTERPLAN
PUBLIC EXHIBITION IS ON**

The Croydon Masterplan is now on public exhibition, and we invite the community to provide feedback on the proposed plans for the area. This masterplan aims to enhance local amenities, improve public spaces, protect heritage, and support sustainable growth.

Scan the QR code to
Have Your Say



**WE'RE COMMITTED TO ENSURING
YOUR VOICE IS HEARD**

We've listened to your feedback about the need for additional time to share your views on the future of Croydon.

Council has extended the public consultation period for the Croydon Transport Oriented Development Program. We invite the community to provide feedback on the proposed plans for the area.

Scan the QR code to
Have Your Say





Placement of signage during exhibition period

Appendix 6 – Postcards and *We Missed You* letters



<p>Burwood Inc.1874</p> <p>(02) 9911 9911 council@burwood.nsw.gov.au 2 Conder Street BURWOOD NSW 2134</p> <p>Dear Resident(s),</p> <p>We missed you during our recent visit to your property. Please see the attached letter for more information on our current consultation regarding the Draft Croydon Masterplan.</p> <p>If you have any questions, feel free to reach out to us directly at 9911 9911 to speak with us. We also invite you to join our additional drop-in sessions:</p> <p>Additional Drop-in Session Burwood Town Centre – The Terrace, Burwood Library 2 Conder Street, Burwood • Thursday 5 December 2024 – 6:00 pm to 8:00 pm • Wednesday 11 December 2024 – 6:00 pm to 8:00 pm</p> <p>We look forward to hearing from you.</p> <p>Best regards,</p> <p>Burwood Council</p>	<p>Burwood Inc.1874</p> <p>(02) 9911 9911 council@burwood.nsw.gov.au 2 Conder Street BURWOOD NSW 2134</p> <p>Dear Resident(s),</p> <p>Sorry we missed you again.</p> <p>Burwood Council is conducting a door-knock survey to gather your feedback on the NSW Government's transport-oriented development initiative for Croydon and Council's alternative masterplan.</p> <p>If you'd like to participate or share your thoughts, please contact us directly at 9911 9911 by 22 December during business hours.</p> <p>We look forward to hearing from you.</p> <p>Kind regards,</p> <p>Burwood Council</p>
<p>Letters left at unattended properties during first and second round of door knocking</p>	

 Burwood

क्रोइडन (CROYDON) को लागि NSW सरकारको यातायात उन्मुख विकास
पहलको बारेमा तथा काउन्सिलको वैकल्पिक गुरूयोजनाको बारेमा आफ्नो भनाइ
राख्नुहोस्।


परामर्श अवधि २२ डिसेम्बर २०२४ सम्म थपिएकोछ

हामीसँग कसरी संलग्न हुने:

- आफ्नो प्रतिक्रिया अनलाइन पेश गर्नुहोस्
- काउन्सिल योजनाकारहरूसँग कुरा गर्नुहोस्
- जानकारी सत्रहरूमा सहभागी हुनुहोस्

 सहभागी हुन QR कोड स्क्यान गर्नुहोस्।


 Have
your
say


 Burwood

क्रोइडन काउन्सिलको दृष्टिकोणमा मास्टर प्लानसँग सम्बन्धित NSW सरकारको दृष्टिकोण
तथा काउन्सिलको वैकल्पिक गुरूयोजनाको बारेमा आफ्नो भनाइ
राख्नुहोस्।

हामीसँग कसरी संलग्न हुने:

- आफ्नो प्रतिक्रिया अनलाइन पेश गर्नुहोस्
- काउन्सिल योजनाकारहरूसँग कुरा गर्नुहोस्
- जानकारी सत्रहरूमा सहभागी हुनुहोस्

 सहभागी हुन QR कोड स्क्यान गर्नुहोस्।

 Have
your
say

 Burwood

क्रोइडन काउन्सिलको दृष्टिकोणमा मास्टर प्लानसँग सम्बन्धित NSW सरकारको दृष्टिकोण
तथा काउन्सिलको वैकल्पिक गुरूयोजनाको बारेमा आफ्नो भनाइ
राख्नुहोस्।

हामीसँग कसरी संलग्न हुने:

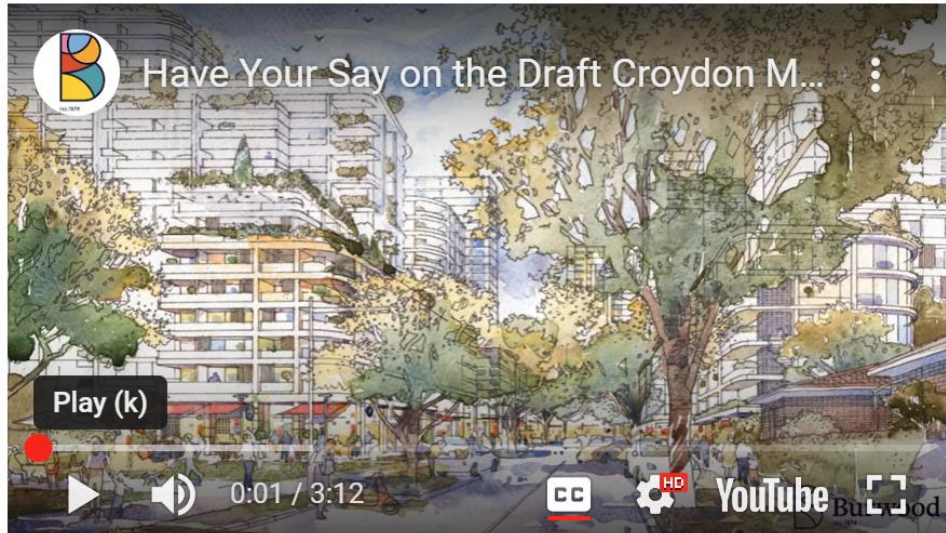
- आफ्नो प्रतिक्रिया अनलाइन पेश गर्नुहोस्
- काउन्सिल योजनाकारहरूसँग कुरा गर्नुहोस्
- जानकारी सत्रहरूमा सहभागी हुनुहोस्

 सहभागी हुन QR कोड स्क्यान गर्नुहोस्।

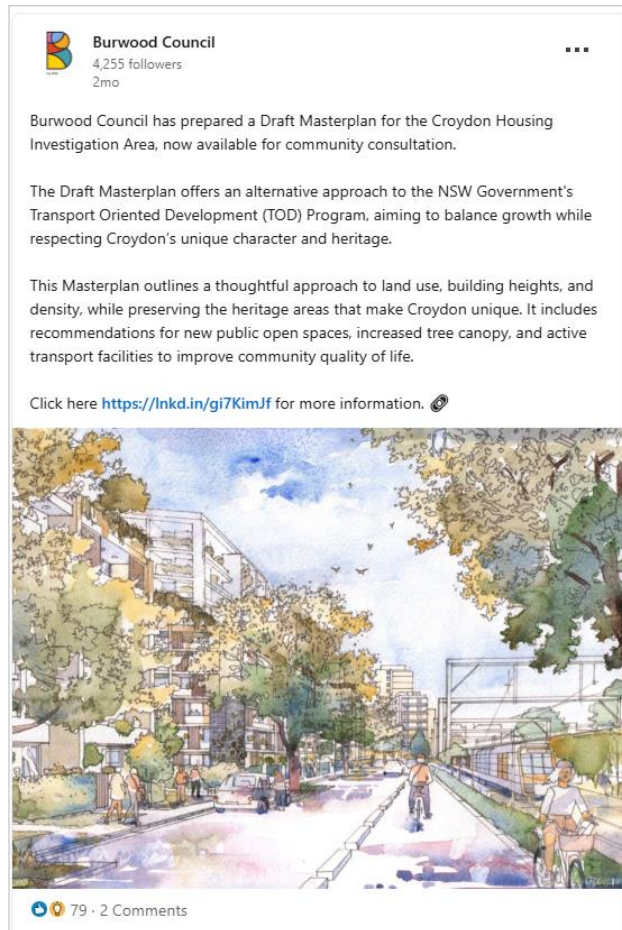
 Have
your
say

Appendix 7 - Promotional Video Screenshot

Screenshot from Video available on Participate Burwood page



Appendix 8 – Social Media Posts



LinkedIn post



Facebook post

Appendix 9 – Poster Boards

Draft Croydon Masterplan



Our Vision

Positioned between the centres of Croydon and Burwood, the Croydon HIA draft Masterplan represents an important opportunity to provide sustainable and responsive urban renewal and design excellence, whilst protecting local heritage.

Drawing from the vibrant and dynamic activity of nearby Burwood Town Centre, the Masterplan vision will enable more residents to enjoy a unique cultural, food and retail destination.

The draft Masterplan prioritises a more compact approach to development that will facilitate connectivity and ease of movement to enhance active transport, walkability, and liveability.

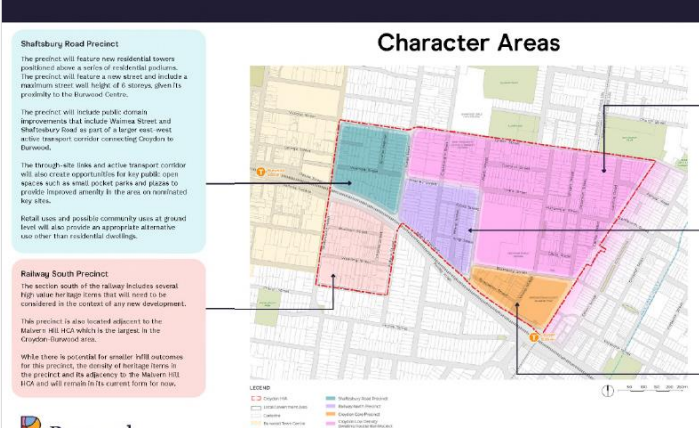
Priorities

In developing the alternate masterplan, the key focus has been on protecting heritage, increasing density closer to the Burwood Town Centre, and enhancing the quality and quantity of public spaces.

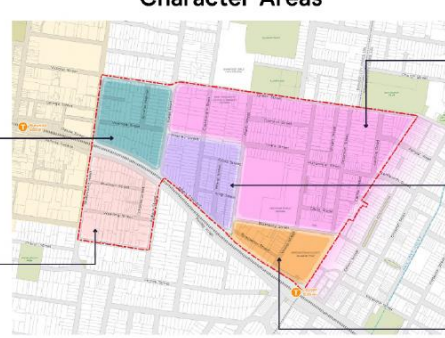
1. Locate Well-designed Housing in Areas with High Amenity
2. Create Neighbourhoods that are Distinct and Contextual
3. Deliver Better Active Transport Outcomes to Improve Connectivity to Surrounding Centres
4. Improve Access to Existing and New Open Space
5. Create a Green and Resilient Neighbourhood



Draft Croydon Masterplan



Character Areas



Shafsbury 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 width of 4 stories, then its proximity to the Burwood Centre.

The precinct will include public domain improvements that include Walmsley Street and Shafsbury Road as part of a larger east-west active transport corridor connecting Croydon to Burwood.

The thoroughfare links and active transport corridor will also create opportunities for key public open spaces such as small pocket parks and places to provide improved amenity in the area on residential key sites.

Retail uses and possible community uses at ground level will also provide an appropriate alternative use other than residential dwellings.

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 character 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 will result in its current form for reuse.

Croydon Low Density Dwelling Residential Precinct

This precinct includes the existing network of streets and paths, and is part of the wider Croydon Park precinct with the surrounding suburban residential character.

This locality will benefit from public domain upgrades proposed under the draft Masterplan, in the form of new north-south cycle connections and green streets. These upgrades will improve walking amenity and movement across the precinct to the Burwood Town Centre and to key open space of structures including Glen Park and Oakley Park.

Railway North Precinct

This precinct to the north of the railway will include new residential towers that range between 8-15 stories, positioned above a series of residential podiums up to 4 stories in height.

This precinct forms part of the transition in height from the Shafsbury Road precinct to the rest of the Croydon town.

Consideration will be given to ensure the height transition to suit from the local road HCA is adapted to preserve its character, whilst ensuring building controls are in place to protect a visually healthy environment at street level.

The development approach will integrate mid-rise terrace houses at street level, with garden and entry doors on street level to ensure a well-environment for children and the elderly.

Streets will integrate landscaping, street lighting and on-street parking on both sides of the street to assist with street activation.


Croydon Core Precinct

Located adjacent to the north of Croydon Station, this precinct includes the railway North Precinct and includes the land to the north-west of Croydon Station.

The precinct will include a street wall height of up to 5 stories and house development up to 15 stories above.

Consideration will be taken to ensure the height transition from this precinct down to its northern interface is sympathetic to the existing character of the residential neighbourhood.

Consistent with other developments in the precinct, residential development will integrate mid-rise terrace houses at street level to provide surveillance and street activation.



Draft Croydon Masterplan



Structure Plan

The Croydon HIA draft Masterplan will respond to future housing needs, and be strategically located close to existing transport and centres of activities.

The draft Masterplan will improve active transport connections and provide new open spaces for the community to gather and play in.



Draft Croydon Masterplan



Density In Right Location

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.

Enhance Connectivity

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.

Green Streets

Building upon the characteristics of the existing tree-lined streetscape of Ivanhoe Road, new green streets are proposed to increase tree canopy cover within the HIA whilst also providing shade for pedestrians, and building climate resilience.



Draft Croydon Masterplan

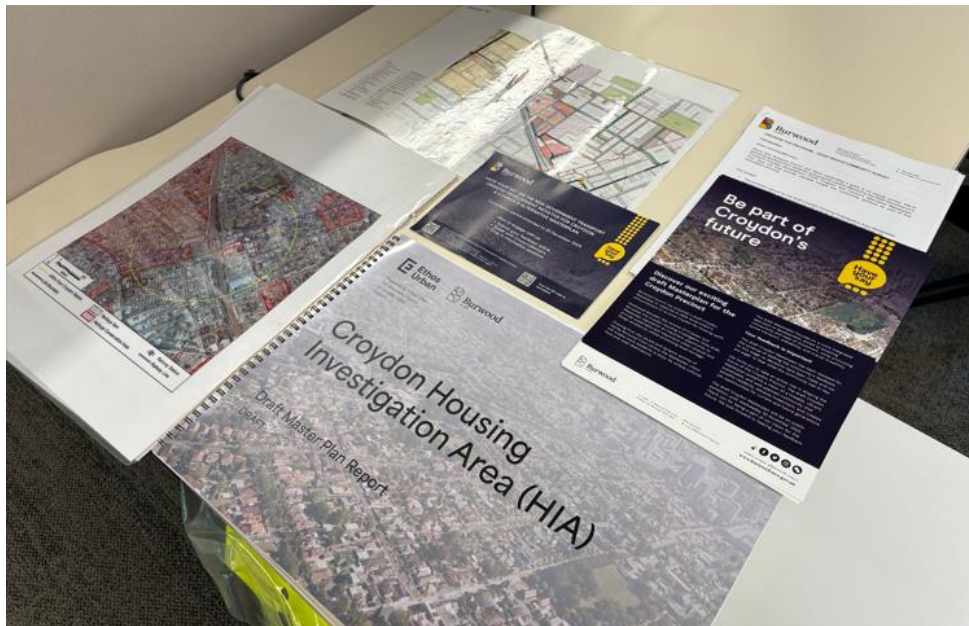


The proposed Active Transport Street along Albert Crescent, looking southeast towards Croydon Station



The proposed pocket park and Slow Street along Waimes Street, looking west towards the Burwood Town Centre





Appendix 10 - Council e-newsletters



Council to Consider Draft Croydon Masterplan

At its first meeting of the new term next Tuesday 22 October 2024, Council will be considering whether to endorse the Draft Croydon Masterplan for public consultation.

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.

Learn more about the Masterplan and view the progress of this project on the Participate Burwood Page below.

[Learn more](#)

Source: Council E-newsletter dated 18/10/2024

PARTICIPATE BURWOOD



Participate Burwood is your opportunity to keep up to date with Council's latest projects, have your say and connect directly with staff.

Projects currently featured include:

- [2 Road Gateway](#)
- [Walsh Avenue Reserve Upgrade](#)
- [Sponsorship Opportunities 2024/25](#)
- [Croydon Housing Investigation Area](#)
- [Venue Satisfaction Survey](#)
- [Call for Performers - Lunar New Year 2025](#)
- [Burwood 2036 - Community Strategic Plan Review](#)

Source: Council E-newsletter dated 20/12/2024, 13/12/2024, 06/12/2024, 22/11/2024, 15/11/2024, 08/11/2024

COUNCIL NEWS



Have your say on NSW Government Transport Oriented Development Initiative for Croydon and Council's alternative Masterplan

We've heard your feedback about the need for additional time to provide your views on the future of Croydon, which is why we are pleased to advise that Council at its meeting on 26 November 2024 resolved to extend the public consultation period until midnight on 22 December 2024.

This will give the community more time to prepare and lodge a formal submission in response to the draft Croydon Masterplan.

Council also resolved to hold two additional community drop-in sessions at Burwood Library for residents who have not attended previously, as follows:

- Thursday 5 December, 6-8pm
- Wednesday 11 December, 6-8pm

If you have not already done so, we encourage you to visit Council's Participate Burwood website to have your say.

Click the link below to find out more or make a submission.

[Learn more](#)

Source: Council E-newsletter dated 29112024



Draft Croydon Masterplan out for consultation

Council has endorsed the Draft Croydon Masterplan for community consultation, and is calling on you to have your say.

The Masterplan has been prepared as an alternative to the NSW Government's Transport Oriented Development (TOD) Program.

You can provide feedback until Wednesday 20 November by:

- Making an online submission
- Attending a drop-in session at Council or Croydon
- Visiting one of Council's customer service stalls:
- Requesting to speak with a planner – a planner will be available upon request or by appointment.

After the exhibition period, all submissions will be reviewed and considered. A further report will then be presented to Council.

The final decision on the Masterplan's implementation will then be made by the NSW Government and the NSW Department of Planning, Housing, and Infrastructure.

To learn more watch the video below, or click the link to have your say.

[Learn more](#)



Source: Council E-newsletter dated 25102024



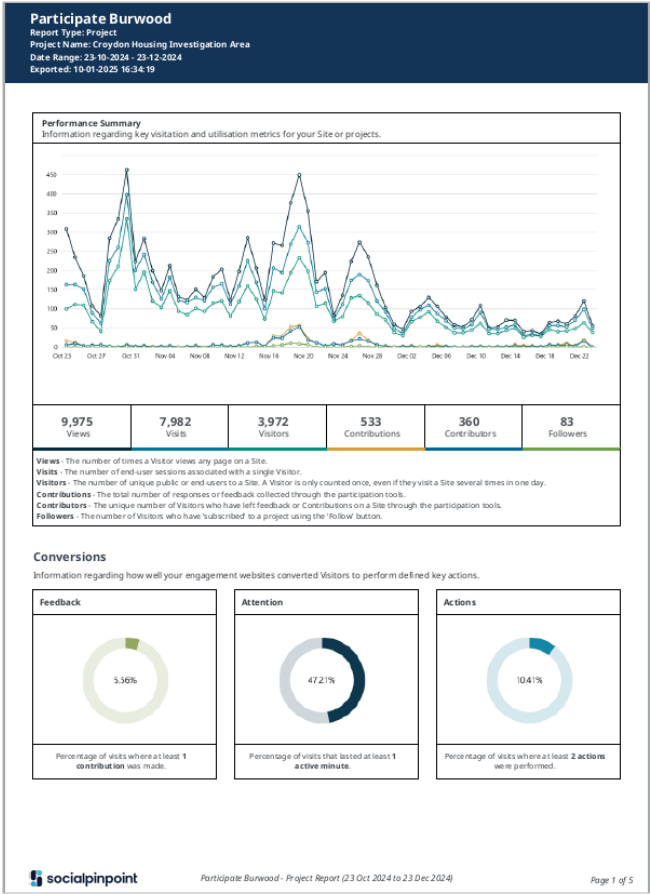
Have Your Say

The engagement continues after Council endorsed the commencement of community and stakeholder engagement on the draft Croydon Masterplan, developed as an alternative to the NSW Government's Transport Oriented Development (TOD) Program. This will be on Public Exhibition until Wednesday 20 November 2024. Click below to have your say and for more information.

[Learn more](#)

Source: Council E-newsletter dated 01112024

Appendix 11- Participate Burwood Performance Report, Oct –Dec 2024



Item Number 1/25 - Attachment 2

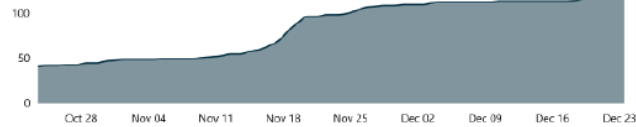
Engagement Outcomes Report - Post-Exhibition of Alternative Croydon TOD Masterplan

People

Information regarding who has participated in your projects and activities.

Follower Activity

Information regarding the activity of registered Members who have "followed" or subscribed to one or more projects.



123	83	123	83
Total Followers	New Followers	Total Follows	New Follows

Total Followers - The number of unique Members who have "followed" at least one project.

New Followers - The number of new unique Members who have "followed" at least one project within the specified reporting date range.

Total Follows - The number of total "follows" performed by all Followers across all projects. Each Follower may record multiple Follows.

New Follows - The number of new total "follows" performed by all Members across all projects within the specified reporting date range.

Visitor Profile

Visitor Profile is a comparison between new visitor and returning over the selected period.



First Time - The number of Visitors that are visiting a Site for the first time within the reporting date range.

Returning - The number of Visitors that have made more than one Visit to a Site within the reporting date range.

Acquisition

Information regarding the method by which Visitors arrived to your Site or projects.

Referral Types

Referral traffic is the segment of traffic that arrives on your website through another source, like through a link on another domain.



Direct - Visitors who have arrived at a Site by entering the exact web address or URL of the page.

Search Engine - Visitors who have arrived at a Site via a search engine. Such as Google, Yahoo, etc.

Websites - Visitors who have arrived at the Site after clicking a link located on an external website.



Social Media - Visitors who have arrived at a Site by clicking a link from a known social media site such as Facebook, X, LinkedIn, etc.

Campaigns - Visitors who have arrived through a campaign (using a UTM). See your email campaign report for more details on campaigns sent from this platform.

Participation

Information regarding how people have participated in your projects and activities.

Contributions by Activity			
Contributions by Activity is a breakdown of contributions across each tool			
Activity	Contributions		%
 Form	533	<div><div></div></div>	100%

Top Activities			
Top Activities is the top 5 tools that received the highest contributions			
Activity	Page Name	Contributions	Contributors
 Form	Croydon Housing Investigation Area	533	360
 Social Map	Croydon Housing Investigation Area	0	0

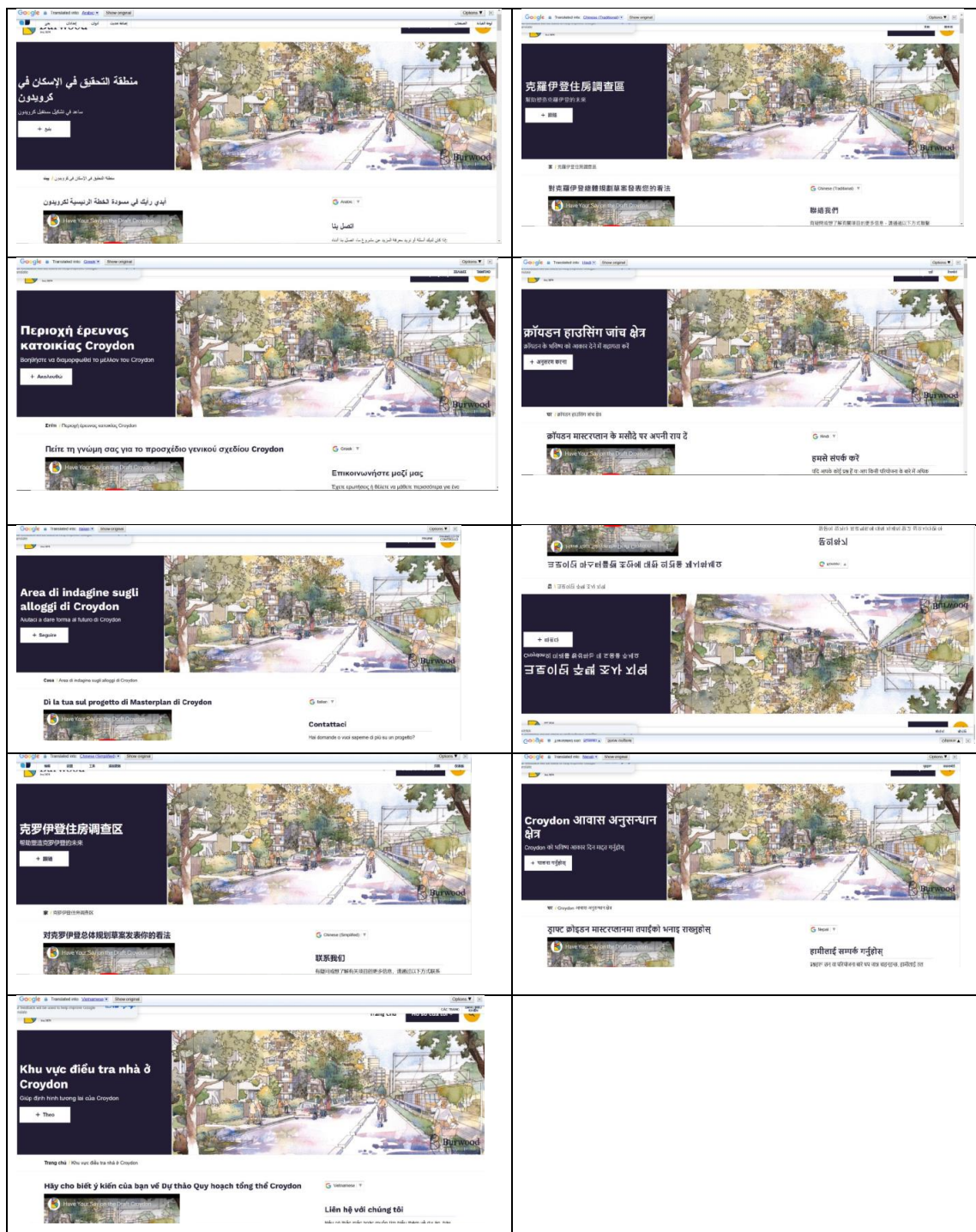
Projects

The current number and status of your Site's projects (e.g. engagement websites)

Engagement Time			Top Visited Pages							
			Summary information for the top five most visited Pages.							
			Page Name	Visitation %	Visits	Visitors				
			Croydon Housing Investigation Area	100%	7,976	3,971				
15 Days		16 Hours								
48 Minutes										
Nov 18th 2024 Peak Visitation Date		Wednesday Peak Visitation Day								

Appendix 12 – Translation services

Multilingual services were available to the community throughout the exhibition period in the *Participate Burwood* platform to translate information into a language other than English. Translation of the website information in some of the other key languages spoken in Burwood are shown below:



Item Number 1/25 - Attachment 2

Engagement Outcomes Report - Post-Exhibition of Alternative Croydon TOD Masterplan

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

अरु भाषामा यहाँलाई जानकारी आवश्यक भएमा 131 450 (निःशुल्क सेवा) मा सिधै टेलिफोन दोभाषे सेवामा सम्पर्क गर्नुहोस् र आफ्नो तर्फबाट 9911 9911 मा बरवुड 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.

Council Translation Service Attached to Each Council Letter

Appendix 13 – Mayoral Letter Extension of Exhibition Period – November 2024



	Our Ref.: 24/50668 27 November 2024
--	--

Dear Resident

**COUNCIL RESPONSE TO THE NSW GOVERNMENT CROYDON TRANSPORT
ORIENTED DEVELOPMENT PROGRAM**

EXTENSION OF THE PUBLIC CONSULTATION PERIOD

As you may be aware, the Draft Croydon Masterplan is a significant project currently on exhibition and under consultation. This Masterplan is in response to the NSW Government's Transport Oriented Development (TOD) Initiative.

While Council could choose to take no action and accept the State Government's proposed provisions as they stand, we are proactively engaging with the community to ensure your voices are heard and your feedback is thoughtfully considered in this process.

We appreciate the time and effort you have already devoted to engaging with this process, especially given the challenges posed by the limited timeframe for response. Your input has been invaluable, and I encourage you to continue making your voices heard, not only with Council but also with the NSW Government, your State Member, and the Minister for Planning. Your collective feedback is critical in shaping decisions at the State level.

Rest assured that Burwood Council is listening. Our dedicated staff will carefully consider all submissions and feedback received during this consultation period. We are committed to exploring all viable options that balance the needs of our growing community while preserving what makes Croydon so unique. We are also continuing to emphasise to the State Government that our Council has carried its fair share of development, concentrating it in the town centre in an effort to protect our neighbourhood precincts.

I will continue to appeal to the Minister seeking an extension of time to allow us to better engage with our community while also highlighting Council's objection to the excessive targets of 3,500 dwellings imposed on our Burwood community.

To allow every opportunity for you to have your say and for Council to hear your views, I tabled a Mayoral Minute at this week's Council meeting to extend the community consultation period to Sunday 22 December 2024 and to schedule an extraordinary Council meeting on 29 January 2025, solely dedicated to the Croydon TOD Masterplan.

In the coming weeks, Council staff will continue their comprehensive engagement program, which will include two additional drop-in sessions on 5 December 2024 and 11 December 2024 from 6pm to 8pm at Burwood Library. If you have not already done so, I encourage you to attend and speak with our planners to share your thoughts. Additionally, I have appealed to the NSW Government, recommending that the additional housing targets could be met through the Burwood North Masterplan, given its proximity to a future metro station.

If you do not have access to a computer, you are welcome to visit our Customer Service Centre, where staff can assist you in viewing the Masterplan and accessing further information. Additionally, translating and interpreter services are available to ensure everyone



Burwood
Inc.1874

Office of the Mayor
2 Conder Street, Burwood NSW 2134
P (02) 9911 9916 E mayor@burwood.nsw.gov.au

 @BurwoodMayor
 @BurwoodMayor
burwood.nsw.gov.au

Appendix 14 – GM Notification of Council Meeting



<INSERT> <INSERT> <INSERT> <INSERT>	Our Ref.: 24/56091 23 December 2024
--	--

Dear <INSERT>

NOTICE OF EXTRAORDINARY COUNCIL MEETING

DETERMINATION OF FINAL SUBMISSION TO THE NSW GOVERNMENT ON THE CROYDON TRANSPORT-ORIENTED DEVELOPMENT (TOD) PROGRAM

I am writing to inform you of an Extraordinary Council Meeting preceded by a public forum, where Council will consider the post-exhibition report and final submission to the NSW Government on the Croydon Transport-Oriented Development (TOD) Program.

Meeting Details	
Location	Remote: Zoom In Person: 2 Conder Street Burwood
Date	29 January 2025
Time	Open Forum: 5pm Meeting: 6pm

Agenda & Report
A copy of the agenda and report is expected to be available from 18 January 2025 on Council's website and Participate Burwood.

The report will include all submissions received during the engagement period (with personal information redacted), along with density distribution options for Council's consideration.

Public Forum
The Public Forum will be held prior to the meeting, between 5.00pm and 6.00pm with a maximum of 20 speakers, in person or remotely, each limited to 3 minutes speaking time.

In accordance with the Code of Meeting Practice, interested parties with similar views are encouraged to group together and select a spokesperson. Where someone has registered to speak on behalf of others, this will be publicly noted at the Forum.

Viewing the Council Meeting
Due to Work, Health and Safety (WHS) as well as fire and building safety legislation, a maximum capacity of 56 members of the public will be allowed in the Council Chambers at any one time. The meeting and public forum can be followed online, by registering to obtain a Zoom link.

For those unable to follow the meeting online, a limited overflow area to view the online broadcast will be made available in Council's Community Hub. Please note this area will have a maximum capacity of 60 people.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:57:46 PM

From: [George Mannah](#)

Mail received time: Wed, 27 Nov 2024 22:21:23

Sent: Wed, 27 Nov 2024 22:21:18

To: [Tommaso Briscese](#)

Subject: Fw: Croydon Masterplan

Importance: Normal

Sensitivity: None


George Mannah

Deputy Mayor of Burwood

M: 0428 363 826

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Tuesday, November 26, 2024 9:49:23 AM

To: Mayor <Contact.Mayor@burwood.nsw.gov.au>

Cc: George Mannah <George.Mannah@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>; David Hull <David.Hull@burwood.nsw.gov.au>; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>

Subject: Croydon Masterplan

Hi John,

My name is [REDACTED] and together with [REDACTED] my husband and two children, we have lived at [REDACTED]

Thank you for attending the discussion on Saturday morning to assist the affected residents with their decision making. It was very much appreciated.

It was a shame to see some of the residents spend more time trying to work out why the proposal was even put forward and who was to blame, rather than be constructive and offer genuine solutions on how to move forward.

Let me just add, that there was a sizeable part of the attendees at the meeting that support the Croydon Master Plan in its current form, and didn't enjoy that it was hijacked by what we thought were a loud minority, who assumed everyone there was against the Plan. Some of these residents who agree with the rezoning proposal live in [REDACTED] and have either engaged in the online feedback or planning to, before submissions close this coming Wednesday. Many on the residents that I have canvassed along [REDACTED] are non-committal or haven't responded because they thought the proposal was a matter of course. Council's messaging may have been lacking for this part of the process.

Similarly, I don't think it is fair that the residents in the TOD designated area are aware that if the Croydon Master Plan is not approved then by default the TOD will take effect. This process excludes any feedback from the residents and property owners from this part of Croydon, who thought their area would be excluded because of council's insistence that Croydon village, Malvern Hill estate and other adjoining conservation areas, should be protected and other alternative areas be investigated and recommended for rezoning. The consequence of this unfortunate process might be that residents of one area, having a say in what development is favoured in another area. This could be interpreted as favouring one group of residents over another.

I believe that the policy of nominating well serviced areas for more intensive development such as the TOD, helps ease the housing crisis and affordability of homes and the NSW government should be commended for being proactive and introducing a long overdue far reaching housing strategies that are not popularist in their nature.

I know this is a tough decision for council and I can see both sides of this argument however, I believe that the short sighted self-interest of a few has to be balanced in favour of the benefit of the community as a whole. That is why we support the Draft Croydon Master Plan, because the rezoning proposal is the best outcome for the medium to long term and would benefit the whole community, those who already live in Croydon like my wife and I who would like to downsize in the same area, our children who would like to live in the area but can't afford a minimum of \$1.5m for a free standing house and new home owners looking to join our community.

I appreciate the opportunity of adding my voice to this debate.

[REDACTED]

Archived: Wednesday, 11 December 2024 1:57:50 PM
From: [REDACTED]
Sent: Sat, 16 Nov 2024 12:44:50
To: [Burwood Council](#)
Subject: Council ref- 24/48596 - draft Croydon masterplan
Importance: Normal
Sensitivity: None

Dear council

What a joke. We have today, actually right now and we have learnt nothing.

Where the hell is the General Manager where are all the councilors. People are very angry and we have learnt nothing.

You have given us one week to respond to a plan that you have know for ages.

You have swept us under the carpet.

I 100% reject your stupid plan. This does not help anyone. The TOD does not affect us.

I AM SO ANGRY AT THE COUNCIL FOR RAIL ROADING US.

I AGAIN TOTALLY REJECT YOUR STUPID PLAN.

Additionally there are elderly people who don't speak English nor do they have access to email to reject this proposal are you just going to take their silence as agreement rather than a rejection.

Their is over 50 owners here and not anyone agrees to this shit proposal.

[REDACTED]

Archived: Wednesday, 11 December 2024 1:57:53 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 19:08:08

To: [Burwood Council](#) [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)

Subject: Oppose Burwood Council Masterplan for Croydon

Importance: Normal

Sensitivity: None

Dear Councillor,

We are residents of the Croydon community, writing to express our deep concerns about the Draft Croydon Masterplan. As a representative of our community, we urge you to vote with your conscience and consider the serious flaws in this plan. The data is incomplete, the information is misleading, and the proposed outcomes are not in the best interest of the residents you represent.

Before you attach your name to the Masterplan, we ask you to reflect on the following points:

- *** Inequitable Development:** The Masterplan unfairly concentrates development in Burwood, leaving Croydon underdeveloped, despite its identified potential for growth near the station. This imbalance contradicts equitable urban planning principles.
- *** Rushed and Flawed Process:** The plan's compressed timeline and inadequate consultation with the community have led to significant errors, oversights, and missed opportunities for meaningful engagement. This haste risks outcomes that will negatively impact our community for generations.
- *** Neglect of Community Preferences:** The community has clearly voiced a preference for low- to medium-rise development. Yet, the Masterplan proposes extreme high-rise towers that threaten to overshadow existing neighborhoods, disrupt local character, and diminish livability.
- *** Transparency and Trust Issues:** The consultation process has been opaque and inaccessible, particularly for multicultural and vulnerable groups. Information has been hard to obtain, poorly communicated, and offered only in English, despite the diverse makeup of our community.
- *** Inadequate Infrastructure Planning:** The proposed density far exceeds what the existing infrastructure can support, from green spaces and traffic management to schools and healthcare facilities. The plan prioritizes rapid development over sustainable, long-term planning.

Instead, we urge the Council to adopt the NSW Government's Transit-Oriented Development (TOD) proposal, which aligns development with existing infrastructure and sustainability principles. This alternative plan fosters balanced growth, enhances accessibility, and preserves the character of our community while meeting housing targets responsibly.

Please take these concerns into account and reject the current Draft Croydon Masterplan. A vote for this plan is a vote against the very residents you serve. We trust that you will act in the best interest of our community and future generations.

Yours sincerely,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:57:56 PM

From: [REDACTED]

Sent: Sat, 16 Nov 2024 07:06:03

To: [Burwood Council](#)

Subject: Croydon HIA Submission for consideration

Importance: Normal

Sensitivity: None

To whom it may concern,

I would like to protest the proposed Croydon masterplan. As a resident in the Lucas Road HCA, the proposed plans make no consideration for the heritage value of Lucas Road HCA. The proposed developments have no consideration for the preservation of the heritage value. The draft masterplan states that "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". Suggesting that 8-15 storey apartment complexes on the curtilages of the HCA is a sufficient height transition and that it represents the same character, bulk and setting of the HCA is offensive. Furthermore, in your own masterplan, appendix E recommends the gradual increase in building height, from terraces and duplexes to low/mid-rise and high-rise. I would support development of this scale as it would preserve the setting and respect the streetscape that the Lucas Road HCA was designed to protect. If the plans continue in their current form, it would entirely destroy the heritage value of the HCA. The masterplan must be amended to incorporate the recommendations of TKD architects and have a gradual increase in building height away from heritage items and areas. Alternatively, as the council has shown through the masterplan a complete and utter disregard for the value of the Lucas Road HCA, I request that council remove the HCA and allow for the residents, whose lives will be adversely affected, options to relocate out of the proposed high density neighbourhood. Without this option the resulting loss in property value will destroy the financial livelihood of the Lucas Road HCA residents.

Archived: Wednesday, 11 December 2024 1:58:02 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 21:42:26

To: gm@burwood.nsw.gov.au Burwood Council

Subject: Request for Inclusion of Brand Street in Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Council,

My name is [REDACTED] I am writing to request that my property be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.

It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning and believe it represents an opportunity for positive development.

One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:

1. **Economic Feasibility:** Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.
2. **Optimised Land Use:** Increasing the FSR allows for more efficient use of land, which is especially important in urban areas where space is limited.
3. **Improved Infrastructure:** With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.
4. **Sustainable Growth:** Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities.

In addition to these general benefits, there are specific reasons why Brand Street should be included in the Croydon Master Plan rezoning:

- **Proximity to Amenities:** Brand Street is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.
- **Public Transport Access:** The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.
- **Minimal Impact on Lower Density Areas:** Brand Street's location allows for higher

density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.

I kindly request that Brand Street be included in the Croydon Master Plan if the Master Plan is selected as the preferred option. Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail. This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome.

Thank you for considering my request. I look forward to your response and to participating in the ongoing discussions about the future development of our community.

Yours sincerely,

A small black rectangular box used to redact the signature of the sender.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:58:05 PM

From: [REDACTED]

Sent: Wed, 20 Nov 2024 08:36:39

To: [Burwood Council](#)

Subject: No to the Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Sir/Madam,

We are residents of Croydon, and say no to the Croydon Master Plan as we would like the area we are living as it is.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:58:08 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 12:50:59

To: [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [Burwood Council](#) gm@burwood.nsw.gov.au [Deyi Wu](#) [David Hull](#)
[Mayor](#)

Subject: Request for Inclusion of Brand Street in Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear [Councillor's Name],

My name is [REDACTED] I am writing to request that my property be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.

It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning and believe it represents an opportunity for positive development.

One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:

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In addition to these general benefits, there are specific reasons why Brand Street should be included in the Croydon Master Plan rezoning:

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- *** Minimal Impact on Lower Density Areas:** Brand Street's location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.

I kindly request that Brand Street be included in the Croydon Master Plan if the Master Plan is selected as the preferred option. Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail. This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome.

Thank you for considering my request. I look forward to your response and to participating in the ongoing discussions about the future development of our community.

Yours sincerely,
[REDACTED]

Archived: Wednesday, 11 December 2024 2:00:11 PM
From: [REDACTED]
Sent: Mon, 18 Nov 2024 09:29:24
To: [Burwood Council](#)
Subject: Attn: City Planning Team - Croydon Master Plan Submission
Importance: Normal
Sensitivity: None
Attachments:
[Submission - Croydon Master Plan 17Nov2024.pdf](#)

Attention: City Planning Team

I request to remain anonymous [REDACTED] with any public display of feedback received.

Attached is my submission of feedback on the Croydon Master Plan.

[REDACTED]

Attention: Burwood Council

17 November 2024

RE: Croydon Master Plan - Objection to the Current Version of the Master Plan

As a home owner and resident of this location for well over a decade, I appreciate the benefits of where I live. The location is exceptional. I understand the benefits apartments in this location would bring for lower cost dwellings in the area, small business support and rental assistance schemes. However, I have concerns with the currently proposed Croydon Master Plan and suggest it be amended. My concerns and amendments are noted below. I am happy to speak more about my views if beneficial.

I am concerned for the following reasons:

1. Multiple “constraints” for my land plot and surrounding blocks reported by Ethos Urban across the Appendices to the Croydon Master Plan, including - flood zone, underground pipes, main sewerage line, heritage retained.
2. Why is Webb St heritage being retained and constraining development around Webb & Brand Street? Appendix E Heritage Report says it does not hold heritage significance for Croydon, it simply looks pretty. There are many other examples of attached terraces, on Froggatt Cres as an example, that will not be rezoned. Why is there a need to retain Webb Street heritage, adding a constraint to development that may not be feasible.
3. Development proposes to retain small streets – whilst adding more space to the streets by setting buildings back further from the existing road. This does not leave much space to develop apartments from consolidation of small plots of land from the homes between Webb Street and Cheltenham Road.
4. Whilst Burwood Council states no one is being forced out of their home, this situation is effectively forcing a sale for many owner occupier residents for individual reasons. Our forced sale reason is that we care about having sun and privacy for our home and backyard throughout the year. It will not be appropriate for my family to stay in an apartment area given the impact such a decision would have on our health, including impact of noise and air pollution, [REDACTED] We are being forced out of our home for development and should receive suitable compensation for this situation.
5. Croydon Master Plan page 75 outlines minimum sun requirements for publicly accessible open space in winter. What analysis has been done for homes that are supposedly “not forced sale” with the maximum permitted apartment construction around them. I have a right to also have sun and privacy in my backyard. Communal parkland is not a viable solution for my family – I need garden, sun and privacy in my backyard for [REDACTED]
6. Rezoning 2.5:1 for my home does not provide suitable incentive for my family to make up for the life disruption to sell and move elsewhere.
7. Where is the feasibility study to rezone 2.5:1 for my home and surrounding homes on Webb Street, Cross Street, Brand Street, King Street, Cheltenham Road, Albert Cres? This FSR does not encourage developers to consider building, given the high cost of construction and the constraints in the area that a developer needs to deal with in construction phase. There are many articles about builders going broke due to increased construction costs – enough development potential needs to be allowed if there are multiple constraints for developers to consider development. Ethos Urban states that this proposed Croydon Master Plan development may not be feasible for developers in practice in Appendix E – Flood and Services Utilities Findings and Recommendations. It is noted in Appendix A for the Croydon

HIA that “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.” Where is the feasibility analysis for the proposed Croydon Master Plan replacing the unfeasible State Government Plan? The alternative to the Government Plan should be assessed as feasible. Changes should be made until the Master Plan is deemed feasible.

8. Allowing greater than 2.5:1 on Cross Street and Albert Cres does not make logical sense to then have lower density in the middle – the Cross Street development will cause shadow of the homes left intact and 8 storey apartments constructed in the surrounding rezoned area. A shadow study & privacy study needs to be completed, assuming homes that are rezoned for 8 storey development on Webb, Brand & King Streets remain without development – ie remain as houses.
9. Solar power is promoted as sustainable energy source. This will not be suitable for homes in my area if higher density building is allowed on [REDACTED] as we would be in shadow through part of the year.
10. I am asked to support a Master Plan without actually seeing the “Controls” that will sit behind the Master Plan and be relevant for approvals of development by Council and the Appeals Court.
11. There are “merit-based set backs” mentioned in the Croydon Master Plan – what does this mean? What are the Controls for Merit-based?
12. Uncertainty on what controls will be in place to ensure a home owner is not left stranded by development. Allowing a third party to assess fairness of an offer to purchase land is not always appropriate. [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] FSR of 2.5:1 is not enough to compensate our family for the impact of a move.
13. Whilst apartment development will increase number of dwellings, the suitable housing for my family is a home on land. Supply of homes on land reduces with the influx of apartment development planned, hence prices for suitable housing for my family goes up in a location like what we have set up now. How are you helping my family? I am significantly impacted on many fronts and have substantial negative financial impacts as well [REDACTED]
[REDACTED] – now the price of suitable homes will go up as well. I need suitable compensation for this situation. The sale price of my home & land needs to be enough to compensate for the additional life challenges that arise as a result of the principle place of residence sale situation if apartments go ahead in my area. FSR of 2.5:1 is not enough to compensate our family for the impact of a move.
14. Financial impact of higher Council Rates and Land Tax resulting from rezoning when the individual home owner will not be allowed by Council to build to the level the rezoning suggests. There should not be a financial penalty from Council Rates and Land Tax to home owners from the rezoning where the rezoning does not allow the individual plot to develop to that full potential on its own.
15. Rezoning is ultimately supporting the 40-year vision of the Government plan to tackle the housing crisis. It should be set up right from the start – do not rush it through and do half a job of it now. Government should hire capable people (from overseas?) to implement a fast rail solution to make use of the unused land on the outskirts of Sydney. No reason why apartment world can’t be set up off the highways out of Sydney with infrastructure and facilities set up in this undeveloped area. Instead of substantially reducing the person to

square metre ratio in my chosen inner suburb. Significant development to deal with the future housing crisis should occur on land that is not currently being used for residence, instead of destroying homes built to last and replacing with apartments of poor quality in comparison in suburbs close to the current CBD.

16. Not enough time for the community impacted by the proposed rezoning to carefully consider the impact. This came at a difficult time for me to fit this in. I am not educated enough on this subject and have had to put other things on hold to deal with this, which will have a negative financial impact on my family.
17. Poor communication strategy by Burwood Council - there are numerous people around my streets who didn't realise the rezoning moved away from the government directed Croydon Station 400m Radius Plan.

If a Croydon Master Plan is approved, the following amendments should be considered for rezoning my area prior to approval (Webb, Cross, Brand, King, Cheltenham, Albert):

1. Exclude the region Webb St, Cross St, Brand St, King St, Cheltenham Rd, Albert Cres if you can't suitably address my concerns above.

If 1. Exclusion noted above is not a suitable option then:

2. Owners should be compensated appropriately for the life disruption:
 - a. No increase in Council Rates and Land Tax for home owners from uplift in land value increase from FSR uplift/development potential, in the period before a developer purchases the plots as Council will not permit individual home owners to use the land to its full potential, ie. need minimum plot space to develop apartments, which spans multiple homes in my block given small plot sizes.
 - b. Stamp duty should be waived for next principal place of residence purchase, if owners sell current PPR in Croydon Master Plan rezoned area, as this is effectively a forced sale due to planning for apartment construction.
3. Remove/override heritage classifications in the area to remove one of the constraints from the area for development and make it a more feasible development opportunity.
4. The density for Cross Street needs to be materially lower – max 3 storey permitted by the Controls. This level considers shadow and privacy concerns of surrounding areas, including those not marked for rezoning.
5. The region of Webb St, Brand St, King St, Cheltenham Rd, Albert Cres grouped up at same FSR level of a minimum 4:1 FSR, with Cross St set at a lower FSR allowing for 3 storey development or parkland to graduate down to the homes not being rezoned on Webb St and Cheltenham Rd, reducing the concerning privacy impact on those residents. All lots recommended to be bought by a single developer – remove need to maintain the connecting small streets and create a safe area, developed well with proper planning for the future. Creating a larger park land (potentially use all Cross St plots) would also align with the Burwood Local Housing Strategy Planning from 2020 (refer page 20 in the Croydon Master Plan document) "Additionally, the plan suggests investigating the selective rezoning of sites with frontages to parks." Set it up right from the start. Also having an apartment region that removes existing small streets may be beneficial for moving infrastructure underground as large tree roots can cause damage for utilities, however, if you develop the whole site you can better manage large tree locations and utilities and better manage all other constraints identified in the area when developing.

Archived: Wednesday, 8 January 2025 3:59:34 PM
From: [REDACTED]
Sent: Monday, 23 September 2024 11:10:14 AM
To: [Burwood Council](#)
Cc: [REDACTED]
Subject: FW: Burwood Council Letter - Croydon Housing investigation
Sensitivity: Normal
Attachments:
[Zoning changes.msg](#) ;

Dear Burwood Council (Planning team)

RE: Burwood Council Letter - Croydon Housing investigation

I have registered my interest on the proposed changes regarding the Croydon Housing investigation study area as we fall within the proposed changes with a Property located at [REDACTED]

Apologies not having registered my interest earlier as I had assumed that it only applied to the areas in Croydon and did not include the Burwood local area the way the letter was worded.

My Comments

Some time ago I had approached Burwood Council regarding the relocation of the Burwood RSL in Shaftesbury Road and I had suggested that this site and the adjoining properties should have been consisted for higher density housing in the last strategic planning of the area, where this proposed plan has now is including this location.

I note in the attached that you are currently at .. (email continued)

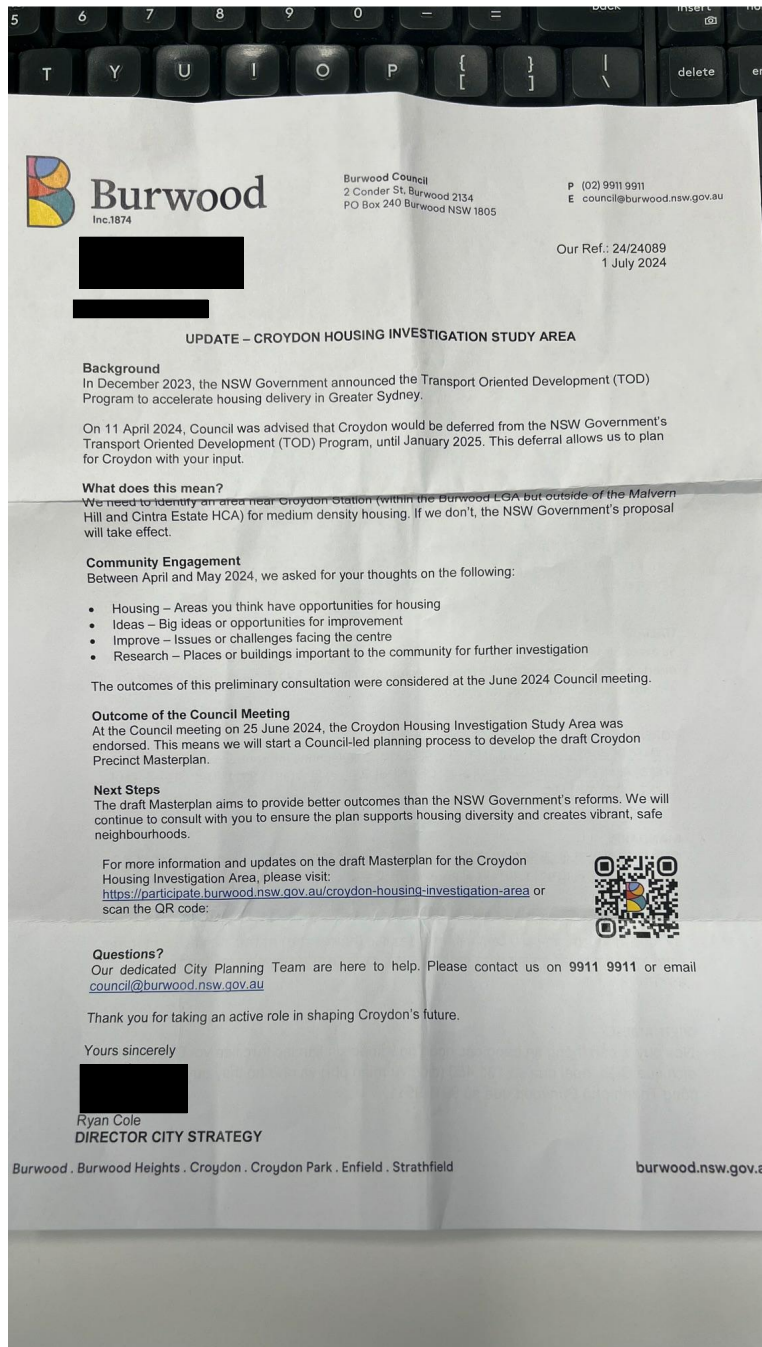
- * Preparation of a masterplan for Council's consideration
- * For this to be then placed on Public Exhibition for comment.

Can you please consider the RSL site and the adjoining Boarding Home properties in your planning of the proposed masterplan as they are considered a good way of increasing housing needs for the area due to its current access off Shaftesbury Road with existing basement parking. This would be an ideal site for more units as currently exist across the road.

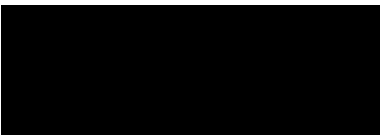
I look forward to what is being proposed regarding the changes to this area.

Please contact me if there are any questions on what is being put forward.

Engagement Outcomes – Redacted Formal Submissions



Regards





Sent from my iPhone

Archived: Wednesday, 8 January 2025 3:59:12 PM

From: [REDACTED]

Sent: Monday, 23 September 2024 10:45:46 AM

To: [REDACTED]

Subject: Zoning changes

Sensitivity: Normal

10:42



◀ Camera

transport facilities

- Public domain improvements including street trees, verges and opportunities for future open space (may be outside the Croydon HIA, adjacent to existing open space).

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 may not be any proposed changes to land parcels or blocks within the study area.**





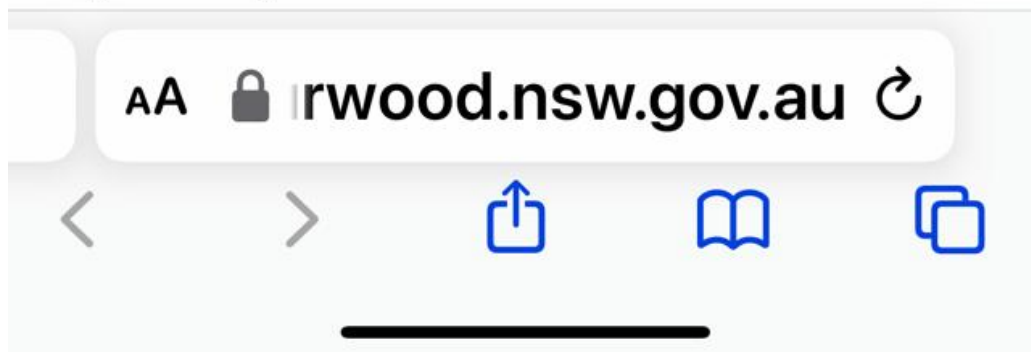
Aerial map of Croydon Housing Investigation Study Area

Contact Us

Have questions or want to learn more about a project, contact us below:

 **Name**

City Planning Team



10:43

◀ Camera



Timeline



NSW Government Announces TOD SEPP

7 December 2023



Council submission to NSW Government



29 January 2024



Croydon deferred from TOD SEPP

11 April 2024



Phase 1 - Community Engagement

Seeking community input on housing investigation areas until 17 May 2024



Identification of study area

June 2024



Preparation of Masterplan



Council Consideration of Draft Masterplan

Council will consider a draft Masterplan, likely in October 2024



Public Exhibition of Draft Masterplan

Council will exhibit the draft masterplan, currently programmed for November 2024



Council adoption

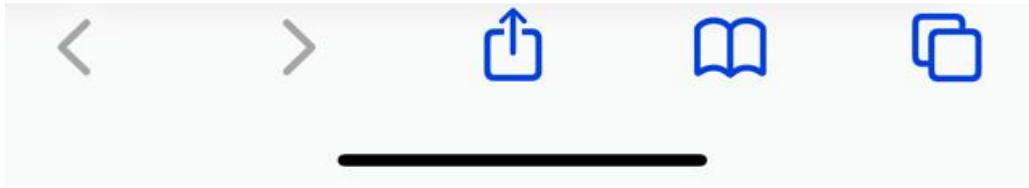
Council will consider the draft Masterplan, programmed for December 2024

AA

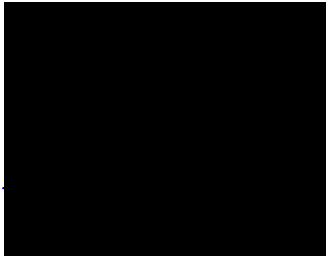


irwood.nsw.gov.au





Regards



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:49:54 PM

From: [REDACTED]

Sent: Wed, 20 Nov 2024 09:26:56

To: [Burwood Council](#)

Subject: Submission in response to Croydon Masterplan from Lucas Road HCA land owner and resident

Importance: Normal

Sensitivity: None

To whom it may concern,

As the land owner and resident of [REDACTED], I am writing as a follow up to my previous submissions in regards to the draft Croydon Masterplan and the inclusion of the Lucas Rd Heritage Conservation area as part of the plan. From the discussions with council planners at the Lucas Road HCA exclusive meeting, I would like to amend the proposed suggestions in place of this one.

The current draft masterplan was drawn to protect the HCAs south of the railway. As a result, the current draft plan significantly impacts upon the heritage value of Lucas Road HCA. As you are aware, the current scale of proposed development is in opposition to all legislation, policy and guidelines designed to protect HCAs and heritage items.

I understand that this is the lesser of two evils in regards to heritage impact. However given the scale of proposed development, the heritage value of Lucas Road HCA would be destroyed. This in conjunction with the time and financial limitations I understand that council may not have the ability to create another masterplan to protect all of the HCAs in Burwood councils care.

Given that the masterplan is likely to be moved ahead, I would like to propose the following options (in order of preference) to achieve an agreeable outcome for all stakeholders:

1. Remove the HCA and individual heritage items within Lucas Road HCA. This would allow for an increased FSR and building height (as council has imposed a 2.5:1 FSR to protect Lucas Road HCA), allowing for council to further condense the development, resulting in a reduced impact on the wider community.
2. Remove the Lucas Road HCA and allow for the individual heritage items [REDACTED] be meaningfully incorporated into a larger development.
3. Partially remove the HCA. Upon discussing with my neighbors, the owners of [REDACTED] (myself), [REDACTED] [REDACTED] would strongly prefer to be removed from the HCA to allow for our land to be redeveloped. This would result in the southern half of the HCA to remain intact whilst giving the other land owners options and flexibility.

In its current form, the masterplan creates an unmanageable situation for the residents of Lucas Road HCA and provides no options for us.

Kind Regards

[REDACTED]
[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:58:21 PM

From: [REDACTED]

Sent: Monday, 18 November 2024 3:41:20 PM

To: [Burwood Council](#)

Subject: Submission on Croydon Housing Investigation Area

Importance: Normal

Sensitivity: None

Dear Burwood Council,

I am writing, as a local ratepayer, to add my support to the Croydon HIA/Draft Croydon Masterplan. I understand that the CHIA will be considered and voted on at a forthcoming Council meeting. I want to congratulate the Council and its Planning Officers, for the thoughtful and entirely apposite response to the State Government's TOD, that these documents represent. I fully endorse these documents - and I sincerely hope that the Council Meeting will do the same.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Archived: Tuesday, 7 January 2025 2:36:37 PM

From: [REDACTED]

Sent: Thu, 21 Nov 2024 14:54:55

To: [Burwood Council](#)

Subject: the draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[Final Submission_202411211443011.pdf](#);

To whom it may concern,

As the land owner and resident of [REDACTED], I am writing to give my opinion in regards to the draft Croydon Masterplan and the inclusion of the Lucas Rd Heritage Conservation area as part of the plan. From the discussions with council planners at the Lucas Road HCA exclusive meeting, I would like to amend the proposed suggestions in place of this one.

The draft Croydon masterplan was designed as an alternative to protect the HCAs south of the railway (The Strand, Malvern Hill and Cintra Heritage). Given the dwelling requirements set by state government, and the need to protect these HCAs, the masterplan, in its current form, destroys the heritage value of Lucas Road HCA. The proposed apartment complexes to the immediate North, South, East and West of Lucas Road HCA effectively create an island of detached housing surrounded by high rise development. This contradicts the Burwood DCP, LEP and all other applicable legislation which protects HCAs and heritage items.

Given the impossible task placed on Burwood Council by the state government, I understand that this draft masterplan creates the least impact on the larger HCAs south of the railway. However the proposed developments surrounding Lucas Road HCA would destroy the heritage value of the HCA.

I note that (Item 31/24) TOD Program - Proposed Croydon Housing Investigation Study Area states *"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 arguments laid out by Burwood Council to protect the HCAs south of the railway also apply to Lucas Road HCA. I understand that the requirements for dwellings mandated cannot possibly be met whilst also retaining all HCAs and heritage items in Burwood Council. It would also be impossible for Burwood Council to create an entirely new masterplan before the January 2025 deadline.

Given that the masterplan is likely to be moved ahead, I would like to propose the following options (in order of preference) to achieve an agreeable outcome for all stakeholders:

1. Remove the HCA and individual heritage items within Lucas Road HCA. This would allow for an increased FSR and building height (as council has imposed a 2.5:1 FSR to protect Lucas Road HCA), allowing for council to further condense the development, resulting in a reduced impact on the wider community.
2. Remove the Lucas Road HCA and allow for the individual heritage items (1 [REDACTED]) be meaningfully incorporated into a larger development.

3. Partially remove the HCA. Should other residents of Lucas Road HCA wish to remain heritage protected, I have discussed with my neighbors and the owners of [REDACTED] [REDACTED] would strongly prefer to be removed from the HCA to allow for our land to be redeveloped as the proposed developments would create an unlivable situation for us. This would still result in the southern half of the HCA to remain intact whilst giving the other land owners options and flexibility.

Across all three of my proposed outcomes, the Lucas Road HCA must be incorporated into the masterplan with Lucas Road developments included as key sites with incentive FSR to allow for Lucas Road HCA to be meaningfully incorporated into the masterplan.

In its current form, the masterplan creates an unmanageable situation for the residents of Lucas Road HCA and provides no options for us.

Kind Regards

[REDACTED]

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:58:24 PM

From: [REDACTED]

Sent: Monday, 25 November 2024 10:27:43 AM

To: [Burwood Council](#)

Cc: information@planning.nsw.gov.au Sally.Sitou.MP@aph.gov.au strathfield@parliament.nsw.gov.au

Subject: No to Croydon Master Plan, Yes to TOD

Importance: Normal

Sensitivity: None

Dear Burwood Council,

We are owners and residents of [REDACTED] We are a family [REDACTED] living in this property for over a decade. We have witnessed the adverse effects of high rise developments near our property which we intend to keep as our forever home.

We highly object to the approval of Croydon Master Plan but strongly agree to NSW Government's TOD program. However, should the Croydon Master Plan proceed, we ask that our property being part of Heritage Conservation Area of Burwood be excluded from any developments or re-zoning to preserve heritage.

We understand the government's aim to increase housing, but it must be done in a reasonable, thoughtful and practical manner.

The TOD plan only intends to build up to 8 storey apartment buildings within 400 metres away from Croydon train station. This will have minimal impact as the majority of new dwellings are located south of railway. Why build more buildings with maximum of 30 stories closer to Burwood Station and farther away from Croydon Station when the NSW Government's intent is to develop Croydon Town Centre and not Burwood Town Centre which we think has already reached its peak due to continued construction of high-rise apartments?

The Croydon Master Plan is not only aligned with NSW Government's intent to provide housing closer to Croydon Station as it will be farther away from it. It also undermines the government's plan to uplift Croydon Town Centre by providing more infrastructure, amenities, services and parking.

Allowing maximum of 30 storey high buildings near our property will worsen the already congested traffic flow of people and vehicles in our area. Primary concern is student and people safety who walk in our area from Burwood station to nearby schools and residences. Adding the thousands of new residents will worsen the traffic congestion not to mention the adverse impact of noise level and air pollution emitting from more vehicles on the road.

Currently, parking is already a major issue in our area. Adding hundreds of residents will make this worse.

The construction of several high-rise apartments in our area would also severely impact the privacy, peace, quiet and natural light for us residents in nearby low-density houses.

Building of several high-rise apartments in a concentrated area with only small patches of green space falls seriously short of adequate standards.

And lastly, the reason why we don't want to be re-zoned and apartment buildings to be built next to our property is we are in a flood zone area and [REDACTED]

Looking forward to a most favourable outcome of your decision that will best serve the majority interests of our community.



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Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:58:31 PM

From: [John Faker](#)

Mail received time: Mon, 25 Nov 2024 05:06:58

Sent: Mon, 25 Nov 2024 05:06:50

To: [Jacqueline Tafokitau](#)

Subject: FW: Croydon Master Plan

Importance: Normal

Sensitivity: None


Cr John Faker

Mayor of Burwood

President – Southern Sydney Regional Organisation of Councils

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED] >

Sent: Sunday, 24 November 2024 10:35 PM

To: Mayor <Contact.Mayor@burwood.nsw.gov.au>

Cc: George Mannah <George.Mannah@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>; David Hull <David.Hull@burwood.nsw.gov.au>; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>

Subject: Croydon Master Plan

Hi John,

My name is [REDACTED] for over 20 years.

Thank you for attending the discussion on Saturday morning to assist the affected residents with their decision making. It was very much appreciated.

It was a shame to see some of the residents spend more time trying to work out why the proposal was even put forward and who was to blame, rather than be constructive and offer genuine solutions on how to move forward.

Let me just add, that there was a sizeable part of the attendees at the meeting that support the Croydon Master Plan in its current form, and didn't enjoy that it was hijacked by what we thought were a loud minority, who assumed everyone there was against the Plan. Some of these residents who agree with the rezoning proposal live in [REDACTED] and have either engaged in the online feedback or planning to, before submissions close this coming Wednesday. Many on the residents that I have canvassed along [REDACTED] are non-committal or haven't responded because they thought the

proposal was a matter of course. Council's messaging may have been lacking for this part of the process.

Similarly, I don't think it is fair that the residents in the TOD designated area are aware that if the Croydon Master Plan is not approved then by default the TOD will take effect. This process excludes any feedback from the residents and property owners from this part of Croydon, who thought their area would be excluded because of council's insistence that Croydon village, Malvern Hill estate and other adjoining conservation areas, should be protected and other alternative areas be investigated and recommended for rezoning. The consequence of this unfortunate process might be that residents of one area, having a say in what development is favoured in another area. This could be interpreted as favouring one group of residents over another.

I believe that the policy of nominating well serviced areas for more intensive development such as the TOD, helps ease the housing crisis and affordability of homes and the NSW government should be commended for being proactive and introducing a long overdue far reaching housing strategies that are not populist in their nature.

I know this is a tough decision for council and I can see both sides of this argument however, I believe that the short sighted self-interest of a few has to be balanced in favour of the benefit of the community as a whole. That is why we support the Draft Croydon Master Plan, because the rezoning proposal is the best outcome for the medium to long term and would benefit the whole community, those who already live in Croydon like my wife and I who would like to downsize in the same area, our children who can't afford a minimum of \$1.5m for a free standing house and new home owners looking to join our community.

I appreciate the opportunity of adding my voice to this debate.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Archived: Wednesday, 11 December 2024 1:58:37 PM

From: [John Faker](#)

Mail received time: Fri, 15 Nov 2024 00:01:46

Sent: Fri, 15 Nov 2024 00:01:35

To: [Jacqueline Tafokitau](#) [Tommaso Briscese](#)

Subject: Fw: Protect Our Neighborhood: Oppose 8-15 Storey Developments

Importance: Normal

Sensitivity: None

J please ack and action and forward to planning

Regards

John Faker

Mayor of Burwood

President SSROC


Cr John Faker

Mayor of Burwood

President ~ Southern Sydney Regional Organisation of Councils

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED] >

Sent: Thursday, November 14, 2024 9:40:01 PM

To: Burwood Council <Council@burwood.nsw.gov.au>; Mayor <Contact.Mayor@burwood.nsw.gov.au>; George Mannah <George.Mannah@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>; David Hull <David.Hull@burwood.nsw.gov.au>; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>; jason.yatsenli@nswlabor.org.au <jason.yatsenli@nswlabor.org.au>

Subject: Protect Our Neighborhood: Oppose 8-15 Storey Developments

To the Burwood Council:

I am writing on behalf of the residents of our community to strongly oppose the construction of 8 to 15-storey apartment buildings near our neighborhood. [REDACTED]

[REDACTED] We believe that such high-rise projects would have a severe negative impact on the quality of life, environment, and character of our community.

Firstly, this project will subject our neighborhood to years of construction noise, traffic congestion, and vibration. Our community is known for its peaceful and friendly atmosphere, and prolonged construction activities will greatly disrupt the tranquility we value.

Secondly, the influx of new households from high-rise apartments will significantly increase traffic congestion. Our streets were not designed to handle such high volumes of traffic, which will lead to severe traffic delays and hinder residents' mobility.

Additionally, the construction of high-rise apartments will compromise the privacy of residents, as backyards and gardens will lose their current level of seclusion. The unique charm of our community lies in its quietness and privacy, which this project would permanently damage.

We are also concerned that the presence of such high-rise buildings will drastically decrease property values in the area, affecting the desirability of our neighborhood. People choose to live here for the community's atmosphere and environment, and high-rise developments would undermine the very qualities that attract residents to this area.

Therefore, we urge the council to reconsider this plan and listen to the voices of our community members. We hope the council will prioritize the preservation of our living environment and the future development of the community over short-term economic gains from land development.

Thank you for your attention and understanding. We hope to see a decision that truly takes the interests of residents into account.

Sincerely,

[Redacted Signature]

[Redacted Title]

Archived: Tuesday, 14 January 2025 8:29:38 PM

From: [REDACTED]

Sent: Wednesday, 20 November 2024 9:27:16 AM

To: [Burwood Council](#)

Subject: Submission in response to Croydon Masterplan from Lucas Road HCA land owner and resident

Sensitivity: Normal

To whom it may concern,

As the land owner and resident of [REDACTED], I am writing as a follow up to my previous submissions in regards to the draft Croydon Masterplan and the inclusion of the Lucas Rd Heritage Conservation area as part of the plan. From the discussions with council planners at the Lucas Road HCA exclusive meeting, I would like to amend the proposed suggestions in place of this one.

The current draft masterplan was drawn to protect the HCAs south of the railway. As a result, the current draft plan significantly impacts upon the heritage value of Lucas Road HCA. As you are aware, the current scale of proposed development is in opposition to all legislation, policy and guidelines designed to protect HCAs and heritage items.

I understand that this is the lesser of two evils in regards to heritage impact. However given the scale of proposed development, the heritage value of Lucas Road HCA would be destroyed. This in conjunction with the time and financial limitations I understand that council may not have the ability to create another masterplan to protect all of the HCAs in Burwood councils care.

Given that the masterplan is likely to be moved ahead, I would like to propose the following options (in order of preference) to achieve an agreeable outcome for all stakeholders:

1. Remove the HCA and individual heritage items within Lucas Road HCA. This would allow for an increased FSR and building height (as council has imposed a 2.5:1 FSR to protect Lucas Road HCA), allowing for council to further condense the development, resulting in a reduced impact on the wider community.
2. Remove the Lucas Road HCA and allow for the individual heritage items ([REDACTED]) be meaningfully incorporated into a larger development.
3. Partially remove the HCA. Upon discussing with my neighbors, the owners of [REDACTED] (myself), [REDACTED] [REDACTED] would strongly prefer to be removed from the HCA to allow for our land to be redeveloped. This would result in the southern half of the HCA to remain intact whilst giving the other land owners options and flexibility.

In its current form, the masterplan creates an unmanageable situation for the residents of Lucas Road HCA and provides no options for us.


Kind Regards

[REDACTED]
[REDACTED]

Archived: Tuesday, 7 January 2025 2:36:40 PM
From: [George Mannah](#)
Mail received time: Tue, 19 Nov 2024 22:54:35
Sent: Tue, 19 Nov 2024 22:54:27
To: [Tommaso Briscese](#)
Subject: Fw: Croydon Master Plan
Importance: Normal
Sensitivity: None

George Mannah
Deputy Mayor of Burwood
M: 0428 363 826
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Saturday, November 16, 2024 10:10:41 AM
To: George Mannah <George.Mannah@burwood.nsw.gov.au>
Subject: Croydon Master Plan

Dear [REDACTED]

My name is [REDACTED]. Then it was a nondescript suburb, it has developed into a vibrant and entertaining precinct full of wonderful restaurants and becoming a shopping mecca, you could say it's become a tourist destination. This is mainly due to the influx of migrants and the rezoning of the CBD area allowing the creation of more homes to accommodate its growing population, we probably have the best Chinatown in Sydney.

I was appalled to see Burwood Council master Draft plan for Croydon Investigation Area, which basically encroaches right up to the Burwood CBD. The state govt initially mandated that Croydon should supply additional homes to satisfy the government TOD requirement as Burwood has supplied more than most councils in supplying additional homes. Croydon residents successful lobbied the Council that Croydon has heritage value the that it should be spared development. Whilst I accept Malvern Hill does have heritage value, Malvern is only a small part of Croydon and there are other areas in Croydon that could supply the homes.

Burwood Council decide to donate area within Burwood, a quite residential neighbour to replace Croydon, please refer to the draft plan known as Shaftsbury Rd Precinct, this borders Shaftsbury Rd, Waimea St, Victoria St and Lucas Rd. It's in complete violation all the building heights and restrictions that have stood for many years since the concept of Burwood CBD was implemented as you as councilors were be party to it if you support it.

The Burwood CBD area has a sliding scale with the highest buildings close to Burwood Rd scaling down to 10 storeys on the west side of Shaftsbury Rd. I was in shock when they propose to rezone to allow 30, 25, 10 storeys in the Shaftsbury Rd Precinct, this is as reckless planning as you good ever get. There has been no engagement with residents, no analysis as to the impact on traffic to Shaftsbury Rd.

If you live in Burwood you know the stretch of road from Victoria St to Railway Parade is the most congested in Burwood. It provides a thoroughfare from Parramatta Rd to Liverpool Rd and is a feeder into the carpark at Westfield. Opposite Waimea St, Burwood RSL have planned to build a mega RSL with 6 level of underground carpark, 6 levels of entertainment and facilities and 2 hotel towers, this will add thousand of traffic movements per day and the entry/exit to the carpark is via opposite Waimea St. In addition to this a new set of lights will be installed at the corner of George, there will be 3 set of lights covering 300 metres all but guaranteed to

Item Number 1/25 - Attachment 3

Engagement Outcomes – Redacted Formal Submissions

gridlock at peak hours and on Saturday shopping.

To now add thousand of homes next to Shaftsbury Rd is ill conceived and reckless, this area should be left as is to alleviate the traffic explosion that will occur when the RSL is built. Also all the high rises built to the south of the railway station will feed into Shaftsbury Rd as there is no entry into Burwood Rd.

I am not a NIMBY, I welcome development, it brings in people thus more facilities, shops, restaurants and many other benefits, the only downside is increased traffic if not designed well. I can see all the new high rises from my house, I don't view them as an eyesore, I see them progress and it creates an interesting skyline in the evening. Any new development should be done as not to spoil the suburb character, this draft masterplan now penetrates a quite residential areas simply to satisfy Buwood council rushed response fulfil a hole left by Croydon.

The reality is that Shaftsbury Rd Precinct won't be built in our lifetime, however it will be like a shackle for the residents who will be beholden to the developers.

Developers sent out flyers in the mail to the residents, I gather it was a fishing expedition trying to garner resident's reaction. I can tell you almost all were tossed out, most owners are elderly and have lived here for many years and homes are usually passed on to the next generation.

I decided to do my own fishing expedition and contacted 2 of the developers, from Urban they said bluntly that they have moved on as they have better opportunities elsewhere as 31 stations are earmarked for development and other locations offer them a much higher returns. The other has a similar view but wasn't as blunt, until now none of them got back to me showing any interest and a value for my property, I didn't expect to as it does not make economic sense.

Burwood CBD has ample sites for development, why aren't they being built, the escalating costs do not warrant it, there is only 1 crane in Burwood, 1 building being built opposite Westfield. There is a master plan for Burwood North for medium density housing, this is more likely to be built as it goes from the Westfield to Parramatta Rd to meet up with the new Metro. Most recent completed buildings have been on Burwood Rd towards Parramatta Rd, developers want to maximise profits and this is the area that fits their criteria, they converted aging shops and added apartments on top, like they could do at the Strand.

Burwood Council is being **disingenuous**, It is the State govt's intention that the TOD plan to deliver areas that are most likely to be developed, not just numbers of a master plan.

I implore you and your colleagues to reject the Croydon Investigation Area draft master plan as it will not deliver homes in the time frame the government expects. The developers have little chance of amalgamating the properties as residents don't sell, they love living here and don't ever see themselves moving like me, very little stock is available at any one time.

I've sent this email to all the councilors so you are all aware of my personal views and the concern of the residents.

██████

██████


██████████

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:36:44 PM
From: [George Mannah](#)
Mail received time: Tue, 19 Nov 2024 22:53:40
Sent: Tue, 19 Nov 2024 22:53:34
To: [Tommaso Briscese](#)
Subject: Fw: Draft Croydon Housing Investigation Area Master Plan.
Importance: Normal
Sensitivity: None

George Mannah
Deputy Mayor of Burwood
M: 0428 363 826
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Sunday, November 17, 2024 3:08:25 PM
To: George Mannah <George.Mannah@burwood.nsw.gov.au>
Subject: Draft Croydon Housing Investigation Area Master Plan.

Dear Cr Mannah,

I am writing to provide feedback on the Draft Croydon Housing Investigation Area Master Plan.

First, I would like to express my appreciation to the Council staff who have been managing the recent information sessions. I attended one of these sessions at the Library on Saturday, 16th November. While the majority of attendees were respectful and seeking more information, I acknowledge that your staff had to handle a few residents who were understandably upset and wanting to voice their strong objections and concerns.

From my experience at this session, it has become clear that the Council is facing two distinct groups of residents. On one side, there are those opposed to the Transit-Oriented Development (TOD) plan, advocating for the preservation of Croydon Village's heritage and character. On the other side, there are residents who feel blindsided by the draft Master Plan's emphasis on high-rise development at the northern end of the Housing Investigation Area (HIA) and are seeking the Council to adopt the TOD approach.

In my view, neither the TOD plan nor the high-rise proposals in the draft Master Plan represent an acceptable solution for Croydon. While it is essential that we protect Croydon's heritage and village character, this should not come at the expense of inappropriate overdevelopment. The proposed tower heights in the northern part of the area would exceed those permitted in the Burwood CBD under the Burwood LEP. No area can retain its suburban character when faced

with 10-15 storey apartment blocks looming at the end of residential streets.

I strongly urge the Council to consider a third alternative: medium-density development.

There has been significant discussion around the concept of the “**Missing Middle**” in housing, which calls for a greater emphasis on medium-density terraces and low-to-mid-rise apartments. However, the debate always seems to be framed between the two extremes—conservation on one hand and high-rise development on the other.

The entire Croydon Housing Investigation Area offers an excellent opportunity to create an exemplar of well-planned, medium-density housing. By utilizing the full scope of the area, the Council can meet or even exceed the housing targets set by the TOD while still protecting Croydon’s heritage and conservation areas.

A medium-density approach would distribute the development load across the area, enabling a smoother, more gradual transition over the next decade. I believe this would be far more acceptable to existing residents, who are likely to support 4-6 storey apartment buildings over the large-scale high-rises currently proposed.

While I understand the urgency of this process, I do not believe the Council should be forced into an “either-or” decision by the November 26th meeting. I am confident that the Town Planning team can develop and present a medium-density proposal that will not only address the housing targets but also align with the community’s aspirations and concerns. I believe this can be done in time for the Council to consider it and submit the revised plan to the State Government before the January deadline.

The outcome of this decision will significantly shape the future character of Croydon and the broader Burwood LGA. It is vital that we take the necessary time to get it right.

Thank you for your time and consideration of my feedback.

Sincerely,

[Redacted Signature]

Archived: Tuesday, 7 January 2025 2:36:48 PM
From: [REDACTED]
Sent: Mon, 11 Nov 2024 16:57:00
To: [Burwood Council](#)
Subject: Croydon HIA, concerns regarding community awareness
Importance: Normal
Sensitivity: None

Dear Sir/Madam

We are greatly concerned that the preliminary and current community engagement for the Croydon HIA has not been transparent, inclusive or fair.

We request that council rectify this immediately by extending the time for community submissions and increasing the number of drop-in sessions around the areas principally affected by the plan, which would include Shaftesbury Road, Waimea Street and Boronia Avenue.

Croydon HIA is an artful title. It principally and significantly affects the residents of Burwood rather than Croydon. It should have been more accurately and transparently titled as the Burwood HIA. This would ensure that Burwood residents affected by council's proposed plan, would have been aware of its relevance to them.

We advise that all residents we have spoken to in Boronia Avenue Burwood only became aware of the impact of this plan this week. Like us, they are beyond displeased.

We note that the earlier community engagement area from which submissions were sought did not include Shaftesbury Road at all (see map in council minutes 25 June 2024, page 4, figure 2). This is the area where the proposed towers of 108 metres are to be built!

We also note that currently, at least 4 council signs advising of the Croydon HIA have been placed in and around Croydon station. There are currently no equivalent council signs in and around Burwood station, the area closest to where the biggest impact of the proposed plan is going to take place. This is a significant and incomprehensible omission. This lack of transparency is unfair and should be rectified immediately.

The community engagement to date is also deficient as the signs that have been displayed do not reflect the multicultural nature of Burwood, the signs we have seen (which appear to be in Croydon only) are solely in English. The engagement and notice of the Croydon HIA should take into account the diversity of language and culture in Burwood.

The apparent lack of transparency and fairness in community engagement has significantly devalued any claim by Burwood Council that it has acted in the interests of the residents of the Burwood community in the development and promotion of the Croydon HIA.

Please confirm receipt of this email and when steps will be taken to place similar signs around Burwood station and streets involved, particularly Shaftesbury Road, Waimea Street and Boronia Avenue.

We also expect details of further drop-in sessions for the areas significantly affect by Council's plan.

Engagement Outcomes – Redacted Formal Submissions

We look forward to your early response.

[REDACTED]

Item Number 1/25 - Attachment 3

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:36:58 PM
From: [REDACTED]
Sent: Thursday, 7 November 2024 2:14:01 PM
To: [Burwood Council](#)
Subject: RE: Croydon Housing Investigation Area (TOD)
Importance: Normal
Sensitivity: None

Hi Team,

As a follow up to the below I wanted to add the below comments to my feedback, please also consider the below updates in addition to my original submission.

As a follow up to my previous submission I want to make the below addition to my previous feedback.

Having read through the document "2_Draft_Croydon_Housing_Investigation_Area_Masterplan.pdf" I want to draw attention to the pictures shown in the masterplan on page 44 figure 26. It implies that the Railway North Precinct, and in particular the Lucas Rd Conservation area will be similar to the highlighted picture. In looking at the property pictured it is clear that it is located at Walker Steet North Sydney and is a Strata title residence in the "Heritage" apartments. You can view an example of the properties at <https://www.realestate.com.au/sold/property-house-nsw-north+sydney-122015842>.

It is disingenuous to suggest, as council has done by including this picture, that the Railway North Development and Lucas Rd Conservation area could look like this. The council proposal lists the Lucas Rd Conservation area as not being incorporated into the proposed future developments (to preserve its character), whilst the Heritage Apartment development in North Sydney incorporated the existing heritage properties into the new development.

As it stands this creates no incentive for developers to realistically consider the needs of the residents who live in the houses on Lucas Rd as they will not be forced to include them in their plans, this is reinforced by Councils proposal for 32-50m buildings to the immediate rear of houses on Lucas Rd for which I have previously made a submission.

In its proposal council is giving residents on Lucas Rd the worst of both worlds with:

- Large scale residential towers 8 to 15 stories tall surrounding their houses with the subsequent loss of privacy and amenity in contradiction to the Burwood DCP section 4.7 (for which I have previously made a submission)
- No option to sell to developers as part of a contiguous development such as that which Council is promoting which is from the North Sydney Heritage Apartments.

To solve this council need to adjust their plans and either:

1. Reduce the height of buildings surrounding the Lucas Rd Conservation area such that the loss of amenity in contradiction to the Burwood DCP is alleviated. A stepped down approach to 2 stories or alternatively terrace style housing would alleviate impacts of unsympathetic, bulky 8-15 story residential towers on the residents of Lucas Rd and would also alleviate the loss of visual privacy. To accommodate this Council can place any "lost" residence from the Railway North precinct to the Railway South precinct as surely if the impact on the Lucas Rd Heritage conservation area is ok it should be ok for similar areas in Railway South or indeed around properties closer to the Croydon railway station for which the State Government has included in its proposal.
2. Or alternatively if Council insists on this proposal the Lucas Rd conservation area Must be included in the development plans, this is what has happened in the North Sydney "Heritage" apartments which council has showcased in its proposal. This gives residents in Lucas Rd the option to sell out if that is what they want to do.

To leave the proposal in its current form is untenable to the residents of the Lucas Rd conservation area and these concerns must be addressed.

Kinds Regards

[REDACTED]

From: [REDACTED]
Sent: Thursday, 24 October 2024 3:36 PM
To: council@burwood.nsw.gov.au
Subject: Croydon Housing Investigation Area (TOD)

Item Number 1/25 - Attachment 3

Engagement Outcomes – Redacted Formal Submissions

Hi Guys,

My name is [REDACTED]. Having just reviewed the Croydon Housing Investigation Area I have a submission below which needs to be considered as part of the final plan, in particular in relation to the Lucas Road Heritage Conservation Area located within the Railway North Precinct.

To be clear I am supportive of the need for more affordable housing in the area and want to make some suggestions to enable this and to resolve some of the issues outlined below rather than just responding with issues. Please see my feedback below which is divided into 3 areas, followed by a potential solution.

1. 1. Inconsistency to Burwood Councils DCP.

The DCP makes the following points under section 4.7:

- * Objectives (Page 217): “To ensure that development located in the vicinity of a heritage property is designed and sited in a manner sympathetic to the significance of the heritage property and its setting.”
- * P35: Development of a heritage property, or development in its vicinity, must: 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
- * 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
 - * Interpret the materials and architectural detailing of the heritage property
 - * Respond to the building alignment of the heritage property.
- * P40A Any development having three storeys or more which is contiguous to 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.

The current plans outline significant development around the Lucas Road Conservation area including:

- * Buildings up to 15 stories high directly to the West of the conservation area
- * Buildings up to 8 stories high directly to the North and East of the conservation area
- * Buildings up to 15 stories high directly to the South of the conservation area

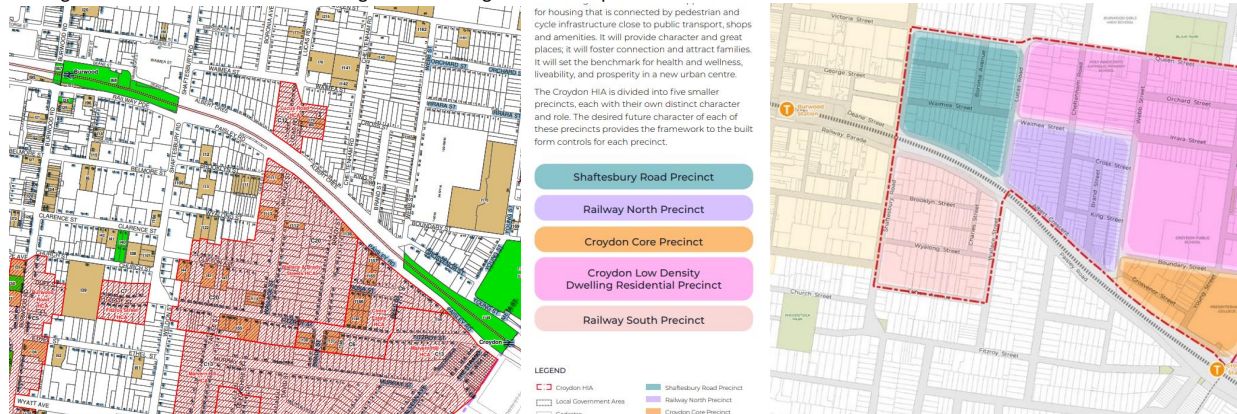
Clearly these plans violate the key principles of the Burwood Council DCP in that:

- * Buildings of 8-15 stories will not be sympathetic to the conservation area
- * The buildings will impact the views from properties within the conservation area.
- * They are not remotely compatible with the buildings in the conservation area (currently there is a maximum of 2 stories surrounding the area)
- * They do not reflect the Bulk, scale or height of the area
- * They will not be recessive in character
- * They won’t use the same materials
- * They will negatively impact the noise and visual privacy of the existing occupants.

2. 2. Inconsistencies in the Burwood Plan in regards to the Railway North Precinct vs Railway South.

The proposed council response breaks out the plans into distinct zones, a striking difference is noted between the Railway North and Railway South areas. Whilst the precinct to the North will be subject to revised development controls, there will be no change to the precinct to the south. The Councils justification for this is “Under the draft Masterplan development uplift is not proposed given its proximity to Malvern Hill

Heritage Conservation Area and several high value heritage items. This precinct has been removed for future consideration”



In regards to the difference between the North and South precincts it should be noted that:

- * The Railway South precinct is NOT adjacent to the Malvern Hill conservation area, it is adjacent to the Wallace and Brady Street areas. Further council is acknowledging that there will be detrimental impacts to these areas by not pursuing development in these areas and by seeking to remove any development controls from the Croydon TOD area (400m from the station)

Council needs to clarify why development to the south of the railway line (and the original State Government plan of 400m radius around Croydon Station) will adversely affect the heritage and conservation areas in those locations but those concerns will not be relevant to residents north of the railway line in the Lucas Road Heritage Conservation area.

3. 3. Inconsistencies between the Burwood response to the DCP and the NSW State Governments initial plan.

- * The initial plan by the state government as outlined here: <https://www.planning.nsw.gov.au/policy-and-legislation/housing/transport-oriented-development-program/transport-oriented-development> allows for:
 - * Development to occur within 400m of an identified station
 - * 22m Building heights (maximum circa 8 stories)
 - * 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.
- * Burwood’s plan seeks to change the height impositions on its residents by, adding a new station (Burwood) into consideration, taking a wider area into consideration (800m) and increasing the building heights from circa 8 stories (22m) to up to 30 stories in buildings along Shaftesbury Road. My understanding of why that has been done is to protect Heritage/conservation areas from the development proposal
- * However, whilst this addresses the concerns around the Heritage and conservation items to the south of the railway line it ignores the impacts on the Lucas Road Conservation area as outlined in point 2 above.

Potential Solutions

Through its actions in trying to remove development from Heritage/Conservation areas from the Croydon Housing Investigation Area Council has acknowledged that development will have a negative impact on the heritage values of those areas. Conversely by pursuing development around the Lucas Road Conservation area council is at the same time saying that development is possible around conservation areas... Council can’t have it both ways, either development will impact conservation areas or it won’t and it shouldn’t be treating areas to the North of the Railway line with similar conservation characteristics to those south of the railway line – to the detriment of those living in the Lucas Rd Conservation area. To solve this I would suggest the below:

- a. a. If development is not impacting conservation areas then more housing should be considered in the Railway South precinct (and indeed in other areas close to the original NSW government proposal including the Brady & Wallace St, Cintra and Malvern Hill Conservation areas)
 - * This could be done in such a way to lower the height of the buildings surrounding the Lucas Road conservation area (2-3 stories) and transferring some of those homes that are currently attributed to the Lucas Rd area to the Railway South area (2-3 stories) in order to keep the building heights lower across the entire LGA.
 - * This would also remove the inconsistency between heritage North of the Railway line to that of the South. It is ridiculous to suggest that development would impact one conservation area and not another and it seems council is favoring a vocal group of residents to the south of the railway line at the expense of those to the North where development is being prioritized. By adopting a shared lower scale model the burden can be shared without the severe adverse impacts of 54m buildings over the back fence of a single

story house.

OR

- b. b. If development does goes ahead as planned in the Railway North precinct it will take away the amenity of the houses left behind in the Lucas Rd area. As a resident of the Lucas Rd Conservation area I don't want to live in a building surrounded by 8 story/32m towers to the North and East and 15 stories/54m to the West. The loss of amenity and property value will be immense, not to mention the extremely detrimental impact this would have on the heritage/conservation status of the building. I would rather the conservation area was zoned to be part of the Council plans than to be left behind with resulting poor amenity, loss of sunlight and lower property values. This would also allow for more housing in the current area to "protect" areas to the South. If council really wants to do this I think the only fair way is to add the Lucas Rd precinct to the proposed plan.


I am available to chat and would welcome a chance to put forward my feedback and discuss this further.

Kinds Regards

██████

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 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Wednesday, 20 November 2024 10:06 AM
To: Mayor <Contact.Mayor@burwood.nsw.gov.au>
Subject: Croydon Masterplan vs TOD

Dear Mayor of Burwood,

I ask for your representation on the below issues:

I object to the Croydon Masterplan and would like to see TOD take effect.

1. The community engagement data from May/June 2024 has been interpreted with incorrect information and is unconvincing in supporting the Croydon masterplan. If Croydon masterplan is submitted to state government, there needs to be an independent review of this data. There was strong support for: uplift of the Croydon town centre, Malvern Hill to contribute some density for housing crisis, Parramatta Road being an accessible major road from Malvern Hill to support increased traffic flow, significant support for Paisley Road. There was strong objection in the areas included in the Croydon Masterplan. There is a paragraph that state support is greatest north of the railway, yet it does not provide any data as to how this was determined. The numbers just don't add up and questionable in its reliability in supporting the Croydon Masterplan. If you count the pin drops on the map of contributors, there are more supporters for Malvern Hill to be included for increased density than the Masterplan area. Also, the sample size was too small with 50 being selected to be a valuable contributor.
2. From a town planning point of view, there is a major incongruity in the overall structure of Croydon. The Strand (Croydon Town Centre) will remain old, dilapidated and unable to service a growing population. Then you have Inner West Council right behind The Strand submitting TOD program for 6-8 storey density housing. If that is not enough incongruity, then on north side of Croydon station, you have 4 schools with its traffic chaos, and now this Croydon Masterplan for 3800 new dwellings. These high densities are not strategically placed at the town centre, rather they are located 400-900m away from a transport hub which means people are more likely to use cars to travel to places, adding to congestion. With increased growth requires planning of infrastructure to support this new increased population, TOD is a program that supports a growth that starts from the town centre and progressing outwards to its surrounds. Keep the TOD program consistent and in collaboration for both Inner West and Burwood Council so the Croydon Town Centre can be uplifted to create a usable space for many generations to come. A resident needs to be able to find its good and services within their own suburb of Croydon rather than relying on Burwood or Ashfield which will increase traffic and congestion. What is the future plan for Malvern Hill and The Strand? Does it need to be preserved in its entirety for the next 50-100 years?
3. The Croydon Masterplan has concentrated its housing density into as small a space as possible. Possibly to meet the state quota of housing contributions and minimizing impact to the least number of residents. It is sad that the master plan has targeted an area of Croydon with residents who are the most vulnerable. Clearly walking the streets around Cheltenham, Brand, Webb Street, you can see the neighborhoods are elderly, non-English speaking background, and lacking resources to represent/voice themselves. It is disappointing that town planning cannot consider TOD, which only require the offer of a small fraction of Malvern Hill (less than 10% of the total area of heritage preservation) for 6-8 storey living. Rather, the Masterplan seems to justify displacing a vulnerable population to a density of up to 30 storeys high and expecting people's homes at the periphery of the Masterplan to live in the shadow of this.
4. The masterplan is made worse by its inconsistent density of housing, which makes it open to developers who will advantageously select the bigger lots first with higher density returns, leaving the smaller lots with lower density little leverage for negotiations. This will leave several residents with depreciated homes, with a sale value not enough to be able to re-purchase an equivalent sized home within the area. The TOD program is a consistent density of 6-8 storeys which helps limit developer opportunities to not preference one site over another. It also allows for a development site to occur in a more fluid slightly way, rather than larger lots development of high density caving in on the smaller lots.

5. The Croydon Masterplan emphasises connectivity east to west yet there are bottle necks everywhere. Cross Street and King Street can only allow one car to drive through at any one time. Grosvenor and Boundary streets are only one way direction. Cheltenham Street is lined with kiss and ride traffic for the Holy Innocent school during pick up and drop off which at times back into the pedestrian crossings for Burwood Girls school students. Young Street has intense traffic for the school pick up and drop offs for PLC students and Croydon Public School. The Young Street and Meta Street intersection is a dangerous hot spot, with a pedestrian crossing plus ongoing illegal parking in the Meta Street area outside PLC school with cars reversing out into the intersection regularly. There is a long traffic queue on Victoria Street at peak times for people attempting to go to Burwood Westfields for their shopping. The Waimea and Shaftsbury Road intersection is another dangerous hot spot with multiple accidents, and at times involving pedestrians at this crossing. There is serious concern when you put high density in the heart of an area where there are only small capillary roads for traffic to enter and exit. The analysis of Road Reserve Widths Appendix A: Croydon HIA: Research, Review and Analysis Summary Report, page 49 underplays the constraints of narrow roads. Although this report is provided by an independent company, this will need to be further independently reviewed if a submission is made to state. There is a lack of clarity on whether the Croydon Masterplan can support the increased traffic, and there is inadequate traffic modelling to provide safety to residents and local school students.

6. To be fair, there should be side to side data on the positive and negative of Croydon Masterplan vs TOD. At this stage, all we see are posters and representatives asking people to contribute to ideas and changes to the current masterplan. It is misleading people thinking that this is the only way, when the benefits of the TOD program have never been explained to them. Residents who reside within the area of the masterplan need to be helped to understand that TOD is a 400m radius (not 800m), because some are misled to thinking that either plan will affect them anyway. This is a decision and vote from the people.

Can planning team produce a publicly available comparison report outlining the advantages and disadvantages of Croydon master plan vs TOD. Because this is not clear to everyone in the community. It feels like TOD is not offered as choice for the community.

Heritage protection is not a valid reason because based on the **Planning and Environment Inquiry into the Development of the TOD (Wednesday 24 July Macquarie room, Parliament House)**, the department is reassuring heritage conservation areas will be protected even with TOD.

So why is TOD not the better plan? There is far less impact to number of residents and help develop a town centre to match the local population growth. It will match the Inner West Council support for TOD for their side of Croydon.


[Sent from Yahoo Mail for iPhone](#)

Archived: Wednesday, 8 January 2025 4:12:09 PM
From: [John Faker](#)
Sent: Saturday, 16 November 2024 2:58:25 PM
To: [Jacqueline Tafokitau](#); [Tommaso Briscese](#)
Subject: FW: Burwood Master Plan - Objection
Sensitivity: Normal

J please ack and action

Cr John Faker
Mayor of Burwood
President ~ Southern Sydney Regional Organisation of Councils
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Date: Saturday, 16 November 2024 at 9:26 'a0am
To: Burwood Council <Council@burwood.nsw.gov.au>
Cc: John Faker <John.Faker@burwood.nsw.gov.au>, information@planning.nsw.gov.au <information@planning.nsw.gov.au>
Subject: Burwood Master Plan - Objection

Dear Town Planning Department,

cc: Mr Faker, Lord Mayor Burwood
Cc: NSW Gvt Planning Dep't

I am the owner of [REDACTED]

I have read material, including the Council's website about the proposed Burwood Masterplan. I strongly OBJECT to the Masterplan and believe that Council should instead proceed with the more restrained development around Croydon and The Strand.

When we built our house in 2002, Council required us to consult with Council's heritage consultant and eventually spends \$000's more in making changes that he wanted. One of his primary concerns was to protect the view from [REDACTED] With respect, there are few (if any) heritage significant properties that require saving around Croydon.

The consultant advised that [REDACTED] and insisted that the view to the railways must be maintained. Now council proposes 15-25 storey buildings in between. How does Council explain that? What has happened to the Heritage significance of [REDACTED]?

I understand that many of my neighbours are submitting detailed proposals covering the other objections that I also agree with including:

- * Council is favouring large scale development in Burwood instead of more modest development around Croydon. That is unfair and it affects more people than the State Govt's Croydon TOD proposal.
- * The Burwood proposal involves excessive building heights (15-25 stories) instead of 8 in the Croydon TOD.

Engagement Outcomes – Redacted Formal Submissions

- * It would cause loss or privacy and significant detrimental impact to properties around mine.

I am also concerned that Council appears to have already made its mind up about this proposal. On the council's website (copied below) the timeline indicates that:

- * In Nov 24 it will consider submissions and adopt the Masterplan.

- * In Jan 2025, it will send the adopted Masterplan to NSW Gv't.

With respect, it is a breach of proper processes for Council to have pre-determined the result.

Timeline

The high-level estimated timeline for the project is as follows:

<i>Timeline</i>	<i>Activity</i>
December 2023	NSW Government TOD Announcement
December 2023 to April 2024	Council advocacy against TOD proposal
April to May 2024	NSW Government deferral announcement, Council initial community engagement
May to June 2024	Review and identify Investigation area in response to community submissions
June to October 2024	Undertake constraints analysis and Prepare draft Masterplan
October 2024	Council to consider draft Masterplan
November 2024	Exhibition of draft Masterplan
November 2024	Council to consider submissions and adopt Masterplan
January 2025	Adopted Masterplan sent to Department/Minister for review, determination and implementation or NSW Government TOD provisions will apply.

Regards



Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:37:12 PM

From: [REDACTED]

Sent: Sat, 16 Nov 2024 17:39:25

To: [Burwood Council](#)

Subject: Proposed plan

Importance: Normal

Sensitivity: None

Unfortunately from what I have witnessed today. I do not agree with Burwood council proposal to the state government. Burwood council only want to increase its revenue power and keep the croydon residents happy/submissive for now.

Burwood has undergone too many ugly/wrong and unnessaerary changes in the past, therefore resulting into a highly density/ghetto style neighbourhood and no empathy/preservation for the past, keeping a few pockets beautified. It was one of the best regarded innerwest suburbs unfortunately no more...

More open communication is needed and not a registered letter delivered to home owners last minute therefore resulting in uninforemed/concerned/angry rate payers. Therefore an extension is warranted and better and open communication. We are not all equipped to understand government documents.

Yours sincerely

[REDACTED]

Archived: Tuesday, 7 January 2025 2:37:18 PM
From: [REDACTED]
Sent: Sun, 17 Nov 2024 10:11:37
To: [Burwood Council](#)
Subject: Opposition to the proposed Croydon Masterplan
Importance: Normal
Sensitivity: None

17 November 2024

**Burwood Council
2 Conder Street
Burwood NSW 2134**

Dear Councillors,

My name is [REDACTED] and I am a resident of Croydon, living at [REDACTED]. I am writing to express my opposition to the proposed Croydon Master Plan, which I believe will have a detrimental impact on our community.

Croydon has always been a village—a close-knit, quiet suburb with a unique charm and sense of identity. The proposed growth under the Master Plan threatens to erode this character entirely, transforming Croydon into a dense, congested urban area that is unable to cope with the increased population.

The current infrastructure in Croydon is already stretched to its limits. Traffic congestion is a major issue, particularly around Presbyterian Ladies' College (PLC) and Croydon Public School, where the streets are frequently gridlocked during peak hours. Adding more residents and developments to the area without addressing these infrastructure challenges will only exacerbate the problem, making daily life for residents and school families increasingly difficult.

Furthermore, Croydon's identity as a "village" is something that residents

deeply value. This plan will take away the charm and community-focused environment that makes Croydon such a special place to live. Large-scale developments and urban intensification are at odds with the very essence of what Croydon represents.

I urge the Council to reconsider the Master Plan and to explore alternative solutions that respect Croydon's unique character while addressing infrastructure issues. Growth and development should be balanced with preserving the identity and livability of our community.

Thank you for taking the time to consider my submission. I hope you will take into account the concerns of residents who want to protect Croydon's village heritage and ensure its future as a liveable and vibrant suburb.

Yours sincerely,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:37:24 PM

From: [REDACTED]

Sent: Wed, 20 Nov 2024 15:12:58

To: [Burwood Council](#)

Cc: [Tommaso Briscese](#) [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) gm@burwood.nsw.gov.au [Deyi Wu](#) [David Hull](#) [Mayor](#) information@planning.nsw.gov.au sally.sitou.mp@aph.gov.au strathfield@parliament.nsw.gov.au

jason.yatsenli@nswlabor.org.au

Subject: Croydon Draft Masterplan Feedback

Importance: Normal

Sensitivity: None

Attachments:

[Letter from](#) [REDACTED]

Dear Burwood Council,

Please find attached a letter I have written providing my feedback and suggestions regarding the Croydon draft Masterplan.

Kind regards,

[REDACTED]

Dear Burwood Council,

I am a resident of [REDACTED] Croydon, and I write this letter to inform you I do not support Burwood Council's draft Masterplan. After reviewing the Masterplan I am a strong supporter of the State Governments TOD proposal as it is far superior and impacts our community substantially less. Further the draft Masterplan has nothing to do with 'transport' it is just simply 'development'.

Whilst I am disappointed that Croydon has been selected by the State Government for TOD, I can see the benefits of adding density nearby transport hubs. This will allow more people in desperate need of housing to join established communities and enjoy convenient people movement between homes and transport hubs the TOD offers. Further TOD has been successfully tried and tested previously around the world.

During the investigation and community submissions / pin drop phase during May, June 2024, there were a high number of suggestions to redevelop and increase density along The Strand. The Strand is in desperate need of uplift and the TOD provides perfect opportunity to complete the uplift while adding density. Leaving it out of the draft Masterplan makes no sense at all. Increasing density along Liverpool Road and south of Liverpool Road was also popular due to minimal traffic impact upon Croydon's residential roadways and schools along with access to a main arterial roadway and bus route.

Burwood Council have neglected to consider all community submissions while creating the draft Masterplan raising concerns about its overall quality and suitability. I am further concerned that members of our community who are not technologically savvy or from non-English speaking backgrounds or of poor health, have been neglected and unable to voice their opinions/ideas - unlike a few people from the Malvern Hill community.

The majority of the community affected by the draft Masterplan were unaware of the online community submissions occurring and did not get the opportunity to have their say. Some who heard about the online investigation simply did not bother to share their opinions as the state governments TOD does not affect them. Had they been aware of the draft Masterplan, the investigation would have very different results. Burwood Council has failed to engage and be transparent with the Croydon community which has manipulated the results of the online investigation. This investigation is flawed and should be null and void.

There has been insufficient assessment of how the redevelopment will impact the health and wellbeing of Croydon residents. The potential effects on traffic, noise levels, and public safety have not been properly evaluated. This leaves the community vulnerable to unforeseen consequences that could degrade the value and community of Croydon.

There has been inadequate community consideration for residents who will experience potential disruptions, displacement and changes to community cohesion. This will cause stress to the mental health and wellbeing of our community, some of whom are already struggling and do not need the added stress. Should the draft Masterplan be implemented and some of these high-density buildings erected the community within will suffer years of construction noise, associated traffic / machinery issues, dust and debris. The rest and comfort of the Croydon community will be taken away from them.

Community members living alongside one of these buildings will lose privacy within their homes and yards from persons residing above. They will lose their ability to park their vehicles on the street, or those of family and friends within their support networks who wish to visit. Streets will be lined with an eye sore of rubbish bins and Ibis birds on rubbish collection day further negatively impacting streetscape, parking along with restricting pedestrian movement. Residents who fall victim to rezoning fearing the worst are likely to cease upkeep of their properties causing neighbourhoods to decay and house prices to plummet.

Some of the homes within the draft Masterplan are old workers cottages which are quite small and very reasonably priced. Given the price point, they allow for the 'missing middle' class families to buy into a good neighbourhood such as Croydon. These families I refer to hold positions such as; teachers, nurses, police officers who are fundamental in our communities. Our front-line workers and their families should be afforded the opportunity to own a home with a yard 10km from the city should that be their preference.

The draft Masterplan proposes density increases well outside the State Governments 400m proposal, with some as far as 1000m. Due to the distances being some 2.5 times the distance proposed by the State Governments, the draft Masterplan does not support the State Governments vision of the TOD and is a demonstration of Burwood Council going rogue at the expense of vulnerable and middle-class Croydon community members. Comparatively, the TOD only affects a small area of residential homes in Malvern Hill which are unaffordable multimillion dollar homes positioned on large parcels of land very suitable for development.

Within the draft Masterplan there are no free-flowing highways. Majority of the roads within the draft Masterplan are regular suburban streets with some very narrow streets where two cars cannot pass one another while travelling in opposite directions. To the south you have the railway line which is a roadblock for vehicle movement in and out of the proposed area. Adding 3000+ homes to this area will trap residents within their driveways as the streets will be inundated for hours during peak ingress and egress times.

Having thousands of extra vehicles utilising these small residential streets causes an exponential rise to the risk rating of injury during pedestrian movement and the thousands of students attending the four schools in the area. The likelihood of injury

caused by a vehicle vs pedestrian collision would increase to an unacceptable level. This is a quote from Burwood Councils Road Safety Officer Usha Arvind – ***“Pedestrians are extremely vulnerable road users. When hit by a car travelling at 50km/h, the chance of survival is 10%”***. This reason alone demonstrates negligence within the draft Masterplan. The TOD lessens the additional traffic impact upon Croydon roadways by sharing the impact evenly to the north and south of the train line, all within a smaller area of 400m.

The draft Masterplan will create detrimental environmental impact to areas which are already at risk of flood. Increased development and accompanied greater impervious surfaces and storm water runoff will cause a rise to the risk rating and likelihood for flood. In addition to this within the draft Masterplan there is a significant lack of green spaces, trees and opportunity for wildlife habitats to contribute to biodiversity and ecological balance.

The draft Masterplan will create unreasonable strain on stakeholders which serve our community. The schools in the area cannot possibly handle the potential thousands of extra families with children who may move into the area. As a parent of future students, I am greatly concerned about the safety and quality of schooling my children will receive.

As a resident of Croydon, I have experienced blackouts multiple times during winter and summer when the community are using extra energy heating and cooling their homes. With such a sharp increase in density blackouts will become a common occurrence year-round which is unacceptable. Further there is an electrical substation on Webb Street and the draft Masterplan replaces it with a multilevel building, with no mention of relocating it.

As a resident of Croydon, I have also experienced flooding along Albert, Brand and King roadways and homes. The underground Sydney Water assets currently struggle to service the community in its current landscape. Flooding will become a common occurrence with added density in this area which is once again unacceptable.

My home on [REDACTED] does not have a driveway and as a two-car family like many of my immediate neighbours, I rely on street parking. Within [REDACTED] I see different cars parked within the street daily taking up kerb side spots by persons who reside in neighbouring streets and their visitors. With the addition of 3000+ residences in the area, this situation would be exacerbated, and I fear I will have nowhere to park my vehicles anywhere nearby my house. I have two children under the age of 2 and I shouldn't have to experience the stressful impact and inconvenience of having nowhere to park my vehicles.

Should Inner West Council implement the State Governments TOD surrounding Croydon Railway Station then the continuity of density and the skyline would be disrupted causing potential impact upon preservation of character. It would make

more sense to work with Inner West Council ensuring continuity of density and use of suitable building designs.

Nowhere within the draft Masterplan was there mention of an exchange of information with Inner West Council regarding the TOD on their side of Croydon. I have received information that Burwood Council and Inner West Council are not communicating which is astounding. The community of Croydon trust Burwood Council to uphold our values and interests upon such topics as the TOD which will have significant impact on the community. This is an absolute failure by Burwood Council who should be demonstrating strong leadership and engaging in cooperative conversations with Inner West Council.

The State Governments initial TOD proposal impacts Croydon far less than the Burwood Council Masterplan. The TOD targets Boundary and Grosvenor to the north which already is zoned for density and can both handle further density in the future. The Strand is in desperate need of an uplift which will improve access to amenities and potentially further essential amenities to serve our growing community. The Strand could certainly handle heavy density via shop top housing which was very popular during the online community engagement. I also don't see the big deal about rezoning whatever else of Malvern Hill which falls inside the 400m. I've lived in Croydon for 10 years and I didn't even know Malvern Hill existed before the TOD was announced and a few people began complaining.

As stated in my opening paragraph my feedback as a member of the Croydon community is that the draft Masterplan is flawed for a multitude of reasons which has been outlined above. I am confident that a Town Planner would identify further issues which I haven't mentioned. For this reason, my suggestion is to implement the State Governments TOD proposal which is far superior and supported by the majority of the Croydon community, not 20 people from Malvern Hill.

Should the State Governments TOD be implemented, I would request that Burwood Council follow their usual practices ensuring the new building designs are suitable for the HCA and fluid with buildings within Inner West Council which will literally be a stone's throw away.

Thank you for taking the time to read my letter.

Kind regards,



20 November 2024

Archived: Tuesday, 7 January 2025 2:37:30 PM

From: [REDACTED]

Sent: Thu, 21 Nov 2024 20:16:24

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: Opposition to Croydon Masterplan Rezoning Proposed by Burwood Council

Importance: Normal

Sensitivity: None

OPPOSITION TO THE PROPOSED CROYDON RE-ZONING MASTER PLAN PROPOSED BY
BURWOOD COUNCIL

Prepared by
[REDACTED]

Dear Mr Falker, Mr Minns, Mr Yatsenli, Ms Sally Sitou and Mr Sully

As a long term resident and owner of a property in Cheltenham road Croydon NSW I would like to convey my strong opposition to the draft Croydon master plan. I appreciate that development has been called for by the State government so I would like to urge the council to endorse the Croydon TOD and adopt the State government's pattern book for design.

I chose to live in my property surrounded by homes that are not dwarfed by high rise buildings. Progressively the area is increasingly becoming congested, parking is difficult and roads are overcrowded and becoming dangerous.

Can Council please explain why it has not adopted the Croydon TOD and relied on the State government's pattern book as guide?

I have attended a number of the drop-in sessions that Council held. On all occasions, Council has failed to clarify in an open and transparent way its reasons as to why it has not followed state government guidelines. Council has also not published any objection put forward by residents in that 400 meter proposed area that has caused Council to move away from state government guidelines to another area altogether. The proposed area does not even capture a portion of the area suggested by the State government – why is that? Do Council members or their families and friends have interests in those areas? I understand that is the case and to hide this, Council makes vague references to 'heritage'. Is the whole 400 metres proposed in the Croydon TOD heritage listed is it – not when I looked! The State Government chose the Croydon TOD for a reason, it was not developed, and the proposal was consistent with plans for other local councils, so please put forward a make development in the area equitable to what the other councils are being made to do and stop overdevelopment one area for the sake of another – spread the development out evenly.

Given that the decision process is meant to be transparent, the Council should provide its residents with the information.

In opposition to the draft Croydon masterplan and endorsement of the Croydon TOD, I would like Council to take note of the following:

1. 1.

The entire area of Croydon, including the 400m TOD is not heritage listed and does not have heritage significance as claimed. There remain sufficient suitable areas for the development to occur whilst retaining those properties that are listed on the heritage register (which as stated above, is not the entire 400 metres proposed).

2. 2.

Burwood train station is already a busy and very heavily congested station; the proposed increase in resident numbers will only add to the problem.

3. 3.

Croydon station is not as congested and it has all the necessary people facilities allowing it to better cope with additional increase in resident numbers in the area. Currently that area has few high rise buildings and backs onto Ashfield which also does not have much high density areas hence providing a better building mix spread that is more conducive to creating a better environment for all. The same could not be said should the development as currently proposed by council with the draft master plan was to proceed.

4. 4.

Council has not been able to show affected residents how it and the state government plan to address infrastructure issues given that that area is as congested as it currently is to cope with thousands of additional increased residents. How are the three schools in the vicinity to cope with the increases?

What additional parking will be provided given that it's limited timed parking now? How is traffic flow going to be improved beyond the few proposed traffic lights proposed?

What retail facility improvements are planned? Currently parking at Westfield shopping is so congested that on occasions it is partly closed to allow for controlled access and exits.

5. 5.

It appears that councils green space shown in its proposal is less than the council's own standard allocation; short changing the increased population and hence creating a less open space environment that just diminishes the quality of life for the residents.

6. 6.

Council's own plans clearly show that the current proposed Croydon rezoning is not the only area Council have earmarked for development. The plans reflect that significant segments of Croydon existing housing has been earmarked for future development investigation that will further add to increasing population and pressure on the local infrastructure which council is not presenting to the people. WHY ??

7. 7.

Council and State government re-zoning decisions are politically expedient and are morally corrupt short term fixes that fail the welfare and wellbeing of the population in that growing community. Those decision makers are insulated from impacts that they thrust upon others. There is a moral obligation for council to be transparent and open regarding its decision making process.

8. 8.

In the event council pushes the proposed rezoning through what assurance does council provide that the proposed developments will not be significantly altered by developers? Given that people are being forced from their homes will council have further rate increases as a result of the rezoning – if so, why should the landowner bear that cost? So can the council make more money?

9. 9.

Given that the state Government is responsible for approving such plans will they waive stamp duty of the purchase of a replacement property? I did not want to sell my home and have to re-purchase another – that is being forced upon us by the rezoning.

I would be grateful if Council would consider my concerns and note my objection to the draft Croydon masterplan. In the event that council chooses to publish objections to the Croydon rezoning proposal I ask that my personal details not be disclosed.

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:33:42 PM

From: [REDACTED]

Sent: Mon, 18 Nov 2024 21:47:46

To: [Burwood Council](#)

Subject: Submission on Croydon Housing Investigation Area

Importance: Normal

Sensitivity: None

Dear council,

I would like to direct my submission to the planning team.

The draft Croydon masterplan makes some efforts at improving the potential housing capacity in Croydon, but doesn't go anywhere near enough for such an expensive, in-demand area of Sydney.

The masterplan should seek to maximise housing capacity directly surrounding and fanning out from Croydon train station. With high-density apartment building possible in the immediate surrounds, and medium density (up to 6 storeys) possible to be built in the area slightly further from the station - both on the north and south-side of the rail line. If it's acceptable for higher order mixed-use development to occur 600-700m from Croydon station, then the area can certainly handle development immediately surrounding the station. This would maximise council revenues, best improve housing affordability in the area, and allow many more residents to call Croydon home.

To further elaborate, exclusion of up-zoning south of Croydon station and the maintenance of large heritage conservation areas as part of the draft masterplan also makes little sense for the reasons listed previously, and only entrenches inequality, and makes it unnecessarily difficult for young people moving out of home to find a location to live in Croydon, or for older downsizers to stay in the neighbourhood they know and love. It seems these heritage areas have been maintained in the masterplan at the request of a small number of people (20 or so) who objected to increased density in these areas in June's consultation.

These heritage areas come with very large, unjustifiable trade-offs - that being housing abundance and therefore affordability. The heritage areas in Croydon are not unique and do not justify heritage protection given their excellent location close to public transport and the CBD.

Finally, I also strongly oppose the drafted additional planning controls including:

- * Onerous "design excellence" requirements and "design competitions" which will just drive up costs for developers and therefore home prices necessarily (the Productivity Commission has completed a recent report on these issues and their negative consequences) and;
- * Excessive setbacks, which limit amount of floor space per residential building unnecessarily for very dubious "benefits".

I am strongly considering living in Burwood in future, and would love it if Croydon was a realistically attainable alternative for me too. It is not however, because of the lack of housing stock diversity and quantity, and the incredibly high house prices this produces - neither of which are being materially addressed in this draft Croydon masterplan.

Please upzone in more areas around Croydon station, to a greater degree, and with less heritage protections especially for council-identified unremarkable areas of suburban homes.

Kind regards,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:33:52 PM

From: [REDACTED]

Sent: Fri, 15 Nov 2024 18:23:38

To: [Burwood Council](#)

Subject: TOD

Importance: Normal

Sensitivity: None

Good morning,

Although I understand the need for more affordable housing in areas where public transport is readily available, the sites for such housing need to be considered carefully. It is not simply a matter of saying here is public transport and so we will take these buildings nearby and turn them into multi-storey buildings. The impact that multi-storey buildings can have on an area which already is struggling under the pressure of overcrowding of amenities is very great. The plan presented by Burwood Council is one more considered and less negatively impactful on aspects such as flow of traffic and time factors in the movements of residents of the district.

I would urge those government officials with responsibility to finding the best outcomes for this project to affirm what Burwood council has proposed.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:34:53 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 11:00:20

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) sukirti.bhatta@burwood.nsw.au [Deyi Wu](#)

Subject: Objection to Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear all,

I am writing to formally object to the Croydon Masterplan, specifically with regard to the proposed housing density and the overall planning approach. While I appreciate the need for urban regeneration and increased housing provision, I believe that the current plans are fundamentally flawed and risk creating a range of issues that will negatively impact both the local environment and the quality of life for residents.

The excessive housing density proposed within the plan, the notion to flood the area with high rise buildings will challenge the transport infrastructure, public services, and access to green spaces. Increasing the number of dwellings in the area at such a high density will place an unsustainable burden on these resources. The proposals appear to prioritize the quantity of housing over the quality of living conditions for future residents. The density of this proposed plan will serious implications for local communities, including overcrowding, pressure on public services such as schools, waste management, traffic congestion and an overall decline in the local environment.

The Masterplan seems to lack a clear and realistic vision for improving the necessary infrastructure to support the proposed developments. Key services such as schools, traffic management, and local amenities will need to be significantly upgraded to accommodate the increase in population. However, there is little evidence within the plan that these needs are being fully considered or that adequate funding and strategies are in place to meet them.

Without proper investment in infrastructure, the risks of congestion, overcrowded schools, and overstretched facilities will only increase. The plan appears to ignore the very real pressure that new developments could place on already strained services.

Additionally, the consultation process surrounding the Croydon Masterplan has been insufficient. It is vital that the views and concerns of local residents are not only heard but also genuinely reflected in the final design. The plans as they stand do not seem to take into account the perspectives of those who will be most affected by these developments. Effective planning should involve collaborative discussions with the community to ensure the final outcome meets their needs and respects the character of the area.

I strongly urge the Council to reconsider the housing density and planning approach outlined in the Croydon Masterplan. While the desire for more housing is understandable, it is crucial that this is balanced with a commitment to maintaining a high standard of living for existing and future residents. A more thoughtful and sustainable approach is required, one that properly integrates adequate infrastructure, green spaces, and community needs into the planning process.

Yours sincerely,

[REDACTED]

Archived: Wednesday, 11 December 2024 1:58:41 PM
From: [REDACTED]
Sent: Wed, 27 Nov 2024 22:42:43
To: [Burwood Council](#)
Subject: Croydon Housing Investigation Area - submission
Importance: Normal
Sensitivity: None

Dear Burwood Council Team

Thank you for the opportunity to comment on Council's proposed Draft Croydon Housing Investigation Area Masterplan.

My name is [REDACTED] and I have been a resident in [REDACTED] for the past 8 years. I am a GP and most recently have worked in public health examining the health impacts of climate change, which I am particularly concerned about. I live in Croydon [REDACTED]. We have chosen to live in Croydon because of the charming character of the suburb and the strong sense of community, which is a very friendly and social place, and we bump into many friends and acquaintances walking around the suburb. Other things we love about the suburb are the shops with a village-like feel, the easy access to the city by train, the excellent public school, and the walkability of the suburb (we can walk to the Croydon shops, Ashfield pool, the Post Office and the school, all within 10 minutes).

I am supportive of the Council's proposal and believe it would better retain Croydon's heritage and village feel compared to the NSW Government's plan to allow 6 storey buildings within 400m of the station.

In particular, I support the pursuit of more open green spaces, more tree cover, more safe walkable areas, bicycle paths and the principles of inclusivity and urban design excellence which would enhance the suburb. I also agree with the Council's proposal to ensure adequate affordable housing in the area.

I support the Masterplan's consideration of climate impacts in the suburb. I believe it is necessary to consider the impact of climate change on the residents of Croydon and to think of how any development could make these effects better or worse. The Bureau of Meteorology in its 'State of the Climate Report 2024' has stated we can expect more heatwaves, extended bushfire seasons, changed rainfall patterns including less rain over winter months but heavier rainfall when it does occur, as well as flooding and sea level rise. Heatwaves have contributed to more deaths than any other hazard in Australia, including bushfires and floods, and considering how to minimise the impact of heatwaves on Croydon residents through considered development is incredibly important. Improving tree cover will help to reduce the urban heat island effect and will be very important to maintain and increase. I was surprised to see that the amount of open space allocated in pocket parks wasn't as much as I expected, and suggest that more open space is required.

As mentioned in the Masterplan, better active transport routes will enable emissions to be avoided, improve air quality, and will also improve the health of residents through more physical activity. Increased number and severity of heatwaves, more rainfall and poor air quality due to bushfires may mean that outdoor sports will be more often cancelled, and so it will be necessary to consider allocating space for indoor recreational facilities with fans/air conditioning and air purifiers to ensure residents (both adults and children) can still be physically active during these times.

I support the idea of slow streets, green streets and play streets, and particularly active transport routes to the school. Only 25% of children in Australia meet physical activity guidelines, and yet physical activity helps prevent chronic diseases, maintains mental wellbeing and is thought to improve attention and learning in children. I suggest

consideration of streets with 30km/h limits, to enable residents to walk and ride to the public school, as traffic safety has been a key concern for parents when considering walking and riding to school. Other common active transport routes that I know people in the community take include: from the school to the train station/shops (parents drop their kids to school then get the train to work); from the school to the preschool KU Croydon (for families with kids at both preschool and school); and from the school to the parks (Centenary, Blair, Wangal) for after school sports; and from the school to Ashfield pool for swimming lessons (although I recognise this is not within Burwood Council).

I think it is also important to consider the impact of building on biodiversity in the area, and ways to preserve this including by planting local native plants. In Croydon I have seen Tawny frogmouths (though not over the past couple of years), New Holland Honey Eaters, silver eyes and superb fairy wrens on Cheltenham Avenue as well blue carpenter bees, blue banded bees, magpies, currawongs, kookaburras, corellas, ravens and galahs.

As mentioned in the plan, it will also be essential to consider potential flooding risk, and the possibility that this risk will increase with climate change.

I support the Council's proposal to protect local character through protection of all local heritage items and heritage conservation areas. I think incorporating heritage items sensitively into larger developments is a great idea. For example, the preservation of heritage dwellings has been done very successfully at the Marrickville library where the nurses' quarters of the old hospital have been retained and a garden established which I've noticed is now inhabited by several superb fairy wrens (<https://www.sustainablebuildingawards.com.au/best-adaptive-reuse-2020/lilydale-house-marrick-co/>) I also support the use of a Design Excellence Clause, incorporating narratives relating to Country, and incorporation of public art, which I think will greatly add to the character of the neighbourhood. I agree with the Council's proposal for more social infrastructure, and believe that a local library with a kids area would support our community well, and could be an additional space for kids and adults to go during hot and rainy weather which will become more common with climate change.

Finally, I think it will be essential to consider how building in the area will affect the health and wellbeing of school children and teachers, including through noise, dust and air quality and disruption to school access.

Thank you for taking the time to review my feedback.

Yours sincerely,

[Redacted Signature]

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Tue, 19 Nov 2024 11:10:05
To: [Burwood Council](#)
Subject: Re: Protect Neighborhood: Oppose 8-15 Storey Developments
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 1:58:44 PM

To the Burwood Council:

I am writing on behalf of the residents of our community to strongly oppose the construction of 8 to 15-storey apartment buildings near our neighborhood. [REDACTED] We believe that such high-rise projects would have a severe negative impact on the quality of life, environment, and character of our community.

Firstly, this project will subject our neighborhood to years of construction noise, traffic congestion, and vibration. Our community is known for its peaceful and friendly atmosphere, and prolonged construction activities will greatly disrupt the tranquility we value.

Secondly, the influx of new households from high-rise apartments will significantly increase traffic congestion. Our streets were not designed to handle such high volumes of traffic, which will lead to severe traffic delays and hinder residents' mobility.

Additionally, the construction of high-rise apartments will compromise the privacy of residents, as backyards and gardens will lose their current level of seclusion. The unique charm of our community lies in its quietness and privacy, which this project would permanently damage.

We are also concerned that the presence of such high-rise buildings will drastically decrease property values in the area, affecting the desirability of our neighborhood. People choose to live here for the community's atmosphere and environment, and high-rise developments would undermine the very qualities that attract residents to this area.

Therefore, we urge the council to reconsider this plan and listen to the voices of our community members. We hope the council will prioritize the preservation of our living environment and the future development of the community over short-term economic gains from land development.

Thank you for your attention and understanding. We hope to see a decision that truly takes the interests of residents into account.

[REDACTED]

Sent from my iPad

Archived: Wednesday, 8 January 2025 4:20:55 PM

From: [REDACTED]

Sent: Monday, 23 September 2024 10:56:49 AM

To: [Burwood Council](#)

Subject: FW: Burwood council letter

Sensitivity: Normal

Attachments:

[Zoning changes.msg](#) ;

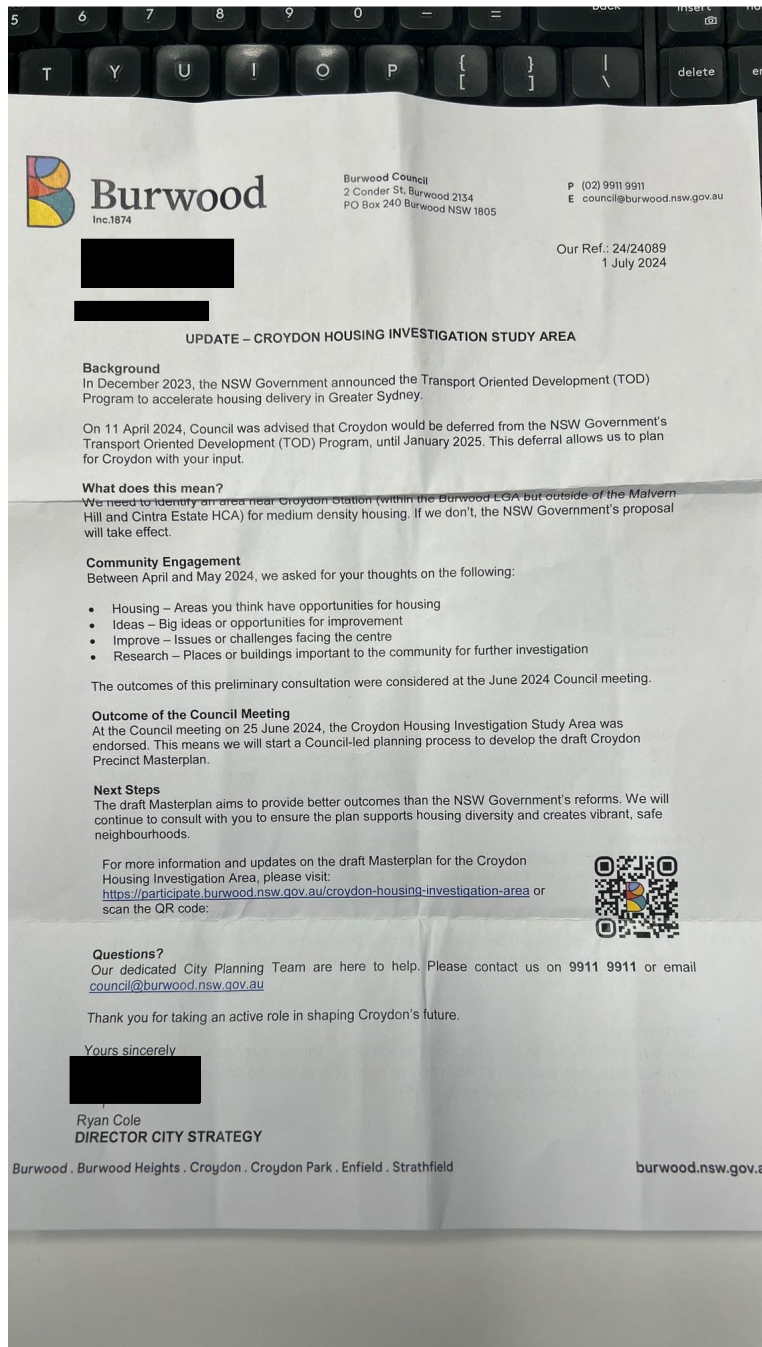
Dear Burwood Council (planning team)

I have registered my interest on the proposed changes regarding the Croydon Housing investigation study area as we fall within the proposed changes with a Property located at [REDACTED].

Some time ago I had approached Burwood council regarding the relocation of the Burwood RSL in Shaftesbury Road and I had suggested that this site and the adjoining properties should have been consisted for higher densities in the last strategic planning of the area.

I note in the attached that you are currently at

Engagement Outcomes – Redacted Formal Submissions



Regards

[Redacted Signature]



Sent from my iPhone

Archived: Wednesday, 8 January 2025 3:59:12 PM

From: [REDACTED]

Sent: Monday, 23 September 2024 10:45:46 AM

To: [REDACTED]

Subject: Zoning changes

Sensitivity: Normal

10:42



◀ Camera

transport facilities

- Public domain improvements including street trees, verges and opportunities for future open space (may be outside the Croydon HIA, adjacent to existing open space).

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 may not be any proposed changes to land parcels or blocks within the study area.**





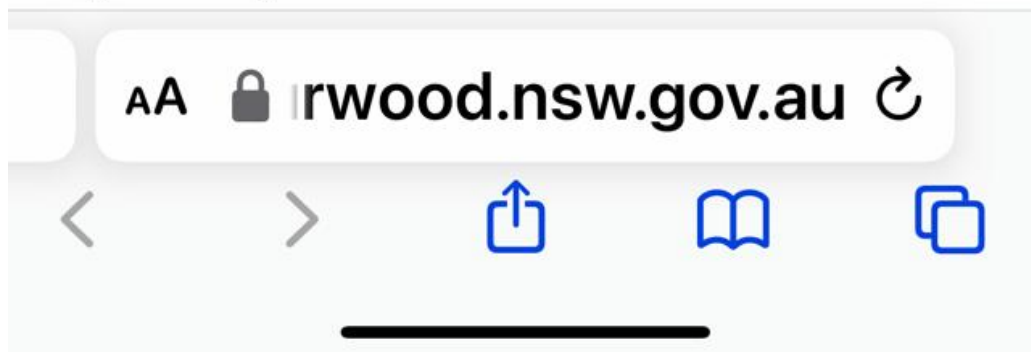
Aerial map of Croydon Housing Investigation Study Area

Contact Us

Have questions or want to learn more about a project, contact us below:

 **Name**

City Planning Team



10:43

◀ Camera



Timeline



NSW Government Announces TOD SEPP

7 December 2023



Council submission to NSW Government



29 January 2024



Croydon deferred from TOD SEPP

11 April 2024



Phase 1 - Community Engagement

Seeking community input on housing investigation areas until 17 May 2024



Identification of study area

June 2024



Preparation of Masterplan



Council Consideration of Draft Masterplan

Council will consider a draft Masterplan, likely in October 2024



Public Exhibition of Draft Masterplan

Council will exhibit the draft masterplan, currently programmed for November 2024



Council adoption

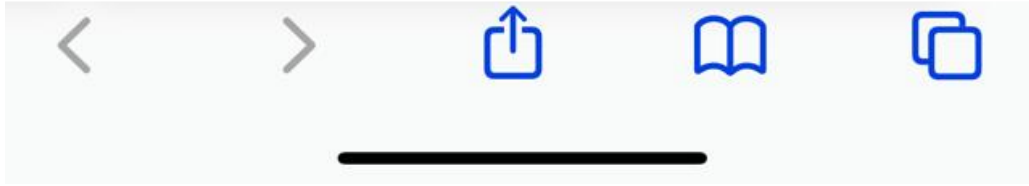
Council will consider the draft Masterplan, programmed for December 2024

AA

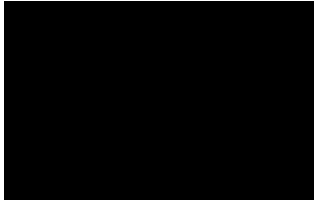


irwood.nsw.gov.au





Regards



Sent from my iPhone

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Mon, 18 Nov 2024 16:01:55
To: [Burwood Council](#)
Subject: Croydon Master Plan
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 1:58:57 PM

Dear Sir/Madam,

I wish to object to the Croydon Master Plan as presented.

I object because of the following reasons:

1. [REDACTED] will be affected by the shadowing of obscene 15 story dwellings proposed right behind [REDACTED]
2. The proposed one-way traffic for Albert Crescent will make it extremely difficult to park my son's and my vehicle in our garage. It is a two car garage and [REDACTED]
3. The traffic will be horrendous, and in view of the current way they park now, I may not even be able to park my car in the garage.
4. Again, I object to the 15 story building height down to a 1 story dwelling (how does this benefit a heritage area).
5. Developers do not have a good reputation for building sound dwelling and the construction traffic and ground disturbance WILL cause structural damage to a building over 100 years old.
6. It is not in line with the Inner West Council's TOD.
7. It takes the whole area from railway station (Croydon) to railway station (Burwood), where as the Government's TOD only has a 400 meter radius for Croydon Railway Station.
8. Market value of existing, and remaining properties WILL be affected in a negative manner.

The original government TOD has less impact over a smaller area. I OBJECT to the Croydon Master Plan and would recommend accepting the original government TOD.

[REDACTED]

Archived: Wednesday, 11 December 2024 1:59:00 PM

Sent: Mon, 18 Nov 2024 11:53:01

To: [Burwood Council](#)

Subject: Feedback to Draft Croydon Master Plan

Importance: Normal

Sensitivity: None

To the City Planning Team,

[REDACTED] am directly impacted by the plan. I believe the proposal is highly flawed and ask Burwood council to reject the master plan and move forward with the TOD.

First and foremost, the Croydon HIA is based on the deeply flawed premise that the Strand and all heritage houses south of the station are so remarkable they must be preserved. The Strand is dated and would benefit greatly from investment whilst still retaining its character. As for the homes, I've been inside some and they are not remarkable. They are just old homes outside, many refurbished and modern inside. So it might be justified to protect the best examples, but there is no justification to exempt the entire south side of the station from providing it's fair share of new housing. The roads are wide and flat, there is no flooding risk, and the proximity to Liverpool road and the station make it perfect for housing new residents. Trying to argue otherwise gives the appearance of impropriety, vested interests and favouritism for the wealthy who own these homes.

Instead of locating new homes in the most suitable locations, Croydon master plan proposes pushing all the new homes at least 400m away, north of the train line between Croydon and Burwood. This plan is wrong for many reasons:

1. Inequitable and unfair.

It asks residents on the north side of the train line to bear all the burden for new housing while those on the south side accept none.

Fix: residents on the south side cannot hide behind heritage excuse forever. They must accept their share of new homes.

2. Goes against the spirit of TOD

The TOD only asked for 3-6 storey apartments to create new homes without overburdening residents in the area.

The master plan is excessive in calling for 8-30 storey apartments.

Fix: the master plan should not call for more than 3-6 storey apartments, particularly in the most residential areas, away from Shaftesbury Av and the train line.

3. Loss of privacy

The plan places medium and high density apartments immediately next to existing homes. [REDACTED]

[REDACTED]. Hundreds of people in those apartments would see directly into our backyards and even inside our homes. [REDACTED]

[REDACTED]. To do this deep inside a residential area, 750m walk from any shop, station or main road is incredibly poor planning.

Fix: the plan should be sympathetic to existing residents. Building heights should be staggered from 2 storeys closest to existing homes. They should be no more than 6 storeys, as proposed by TOD, at least 50m away from existing homes.

4. The proposed pathway between Irrara St and Waemie St is unnecessary

All walking routes to the station and schools are already well served by existing roads and this new route would not save pedestrians any time.

Fix: Scrap the pathway and proposed development north of Cross St. If development is unavoidable, replace Cross St with an extension of Waemie St in lieu of the pathway.

5. Delivers too many homes

Burwood council is only responsible for the west half of Croydon. Of this, the northern side is already fully developed. Under TOD, Burwood council could only have delivered homes in the south west corner of the station. This would be less than 1/4 of the 3600 homes proposed by the master plan.

Fix: The plan should not attempt to deliver more homes than TOD

6. Lack of amenities would be exacerbated

The current and projected population of Burwood is already underserved by green spaces, schools and other public services. This plan would further stretch amenities in Burwood LGA when they are already more stretched than most LGAs in NSW.

Fix: The plan should not attempt to deliver more homes than TOD

7. Traffic congestion from constrained roads

The area proposed for development is served by many narrow roads that cannot fit more than two cars abreast. It is also bounded by the railway line and a regularly congested Shaftesbury Av. Adding hundreds of car movements per day to this small area is a recipe for gridlock.

Fix: Include new homes south of the train line where the roads are wide and Liverpool road is easily accessible.

8. Lack of street parking

Existing residents would lose access to street parking with such a large influx of new residents to the area. Granting more car parking spaces in the new buildings would only lead to more grid lock.

Fix: reduce the density north of the train line and include new homes south of the train line

9. Flood risks are ignored

The plan has proposed development over flood risk areas, and storm water and sewer assets. Sydney Water recommends "no development to occur within a storm water asset zone of interest"

Fix: exclude these and surrounding areas from the proposed development

10. The plan is rushed and community consultation inadequate

The 4 week consultation period does not give affected residents enough time to learn and respond. Burwood council's notification letter does not adequately alert readers to the severity and impact the plans will have on them. This is especially the case for non-English speakers. Many neighbours I spoke to were unaware of the plans.

Fix: without adequate community consultation the master plan cannot be voted for by Burwood council

With all these failing the Croydon master plan should not and must not go ahead. This master plan is unfair, unequitable, unbalanced and promotes unsustainable development. The residents south of the train line cannot hide behind "heritage" forever. Burwood council should proceed with the TOD.

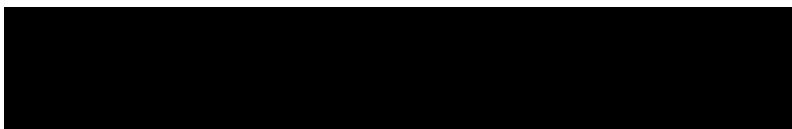
Regards,



Archived: Wednesday, 11 December 2024 1:59:04 PM
From: [REDACTED]
Mail received time: Tue, 19 Nov 2024 14:37:36
Sent: Wed, 20 Nov 2024 01:28:17
To: [Burwood Council gm@burwood.nsw.gov.au](mailto:gm@burwood.nsw.gov.au)
Subject: Submission on Croydon Housing Investigation Area
Importance: Normal
Sensitivity: None
Attachments:
[Croydon HIA Submission.pdf](#)

My submission is attached to this email

- * I consent to the privacy policy
- * I have nothing that warrants disclosure like donations
- * If possible please remove my personal details on the first page from any public copy of my submission



Written by [REDACTED] on the **19th of November 2024**

Address: [REDACTED]

Phone [REDACTED]

Email: [REDACTED]

Croydon HIA, Submission

Submission on Burwood Council's 2024 Croydon TOD Alternative

How to Read

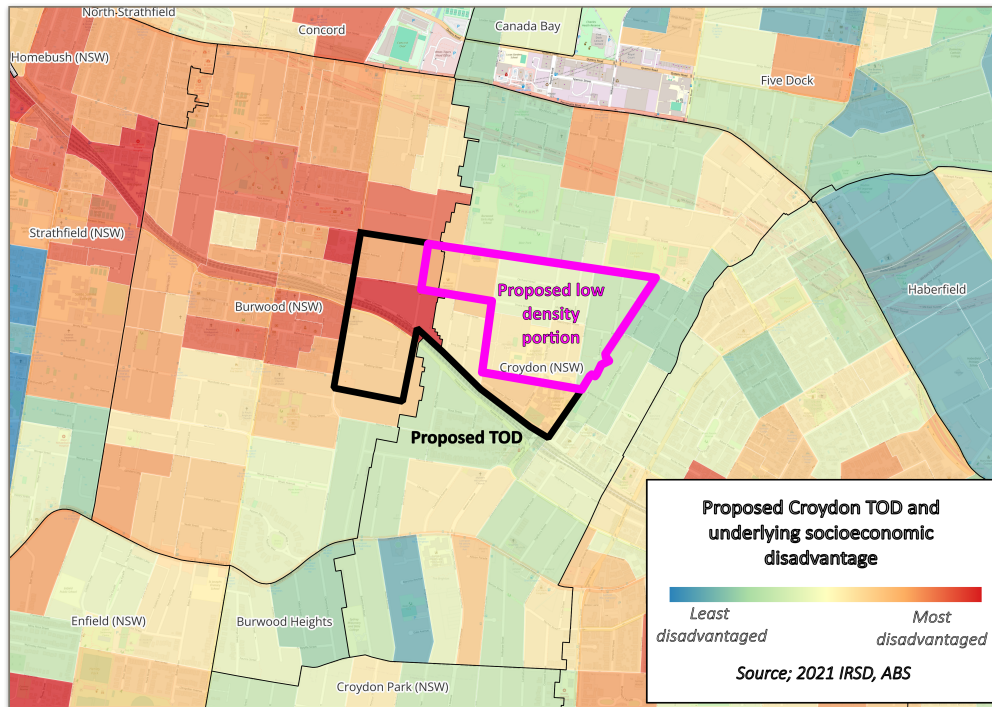
When I receive feedback, I often appreciate people straight up telling me what they want and are looking to get from me, I approached writing this by separating my suggestions from my perspective and the concerns I have with how we arrived at this draft master plan. I am admittedly somewhat cynical about the priorities that shaped the scope of this master plan, but I'll save that for the preface. The submission is broken up into the following parts:

- **Disclaimer:** not sure how necessary this is but I have provided this.
- **Preface:** More or less what I said above.
- **The Submission:** Exact comments on what was proposed.
- **What I'd like to see:** A **1 page summary** of everything here.

Also this whole thing was written as feedback to the planners. I am aware this may also be read by the state government, but I've directed this to the planners.

Disclaimer

With the exception of outcomes relating to housing affordability as a renter and an eventual first home buyer, I do not stand to personally benefit from any specific change to the master plan, nor am I acting on the behalf any one else who would. I have no conflict of interest, I have no donations to disclose, I don't own any land, I am not a developer, nor am I speaking on the behalf of anyone else.



Preface

I realised several people have given this plan a lot of thought and attention, despite all my cynicism, I don't think this was crafted from a place of contempt but instead thought and care. Despite that I take issues with it, but I mean no disrespect to the planners and their hard work. And for what it's worth there are things I did like such as the active transport and reducing car dependency.

Yet, this doesn't change the fact, from what I've seen, it's difficult for me to shake the view that this whole "preserving heritage" goal underlying this master plan, is just bending to local political pressure and placating residents who are using heritage to realise views they don't feel comfortable saying out loud.

Lastly, a community is just as much defined by those who it includes as it is by those it excludes¹. **So, it's particularly concerning to see the areas being up zoned omit some of the most well off areas around the station.**

¹ Steven Conn in his book *Americans Against the City* said something like, "Those who offered community as the alternative to the impersonality of the city seldom acknowledged that **any community is necessarily defined by those whom it includes, and thus also by those whom it does not**". I haven't read it.



Page 4 of the Heritage Analysis — Appendix of the Draft Master Plan

The Heritage

With the exception of the items on state heritage list, and maybe the strand, every pieces of heritage here is just someones house. It's not a public space, it's not a place for community gathering, it offers zero public utility. These heritage items are just houses, structures that largely exist for the private benefit of the occupant.

The Strand

Firstly, I really feel more could be done with the strand. Much like Central station it's a public space, but like central stations — despite all the heritage, it isn't above receiving improvements over time. The stand is no different in this respect, you don't need word salad to justify why there is some merit in preserving aspects of it. But it's also worth being realistic about the limitations of its current form, being two parallel rows of single story shops. **I just don't think redevelopment of it**

means all or nothing². It's worth noting also in the City of Sydney, Heritage doesn't prevent development taking place in the CBD around buildings like Central station (which they are building a tower on top of), Town Hall or Martin Place.

Heritage Sensitivity

I think this is the most offensive part of how heritage is handled. Sites adjacent to heritage items—of its blast radius—have to accommodate the heritage item in any kind of improvements or redevelopment.

No	Street	Suburb	Parcel	SQM Land Value	Area	Land Value	Date of Valuation	Basis
				3389.18	519.3	1760000	2023-07-01	6A(1)
				2496.23	729.1	1820000	2023-07-01	14G
				2466.72	818.9	2020000	2023-07-01	14G
				2670.47	771.4	2060000	2023-07-01	6A(1)

From the [Valuer Generals most recently published Valuations](#)

Unjust Tax outcomes from Heritage Sensitivity

In the eyes of the Valuer General, structures like [REDACTED] deemed to be restricted by heritage being listed as heritage items in the LEP and they are valued on a 14G basis (in reference to the act), resulting in lower land values, and in turn lower rates and land taxes. What does the community get from this? Well the adjacent houses:

- Have been **Denied the opportunity to participate in rezoning**
- Required to accommodate the surrounding heritage in any kind of redevelopment
- Receives no compensation for this economic discrimination & burden.

With the ability of these structures to constrict the rights of others, constrained without any compensation. **You'd think these structures would have a high bar to be listed, right?**

²I don't know who owns it. If the council owned I'd suggest the council should accept a significant up zoning in exchange for a place on the State Heritage Listing on the understanding it will be redeveloped with care taken to retain aesthetic qualities unrelated to the limitations of its current single story form.

The defining Characteristics of Croydons Suburban Heritage

Well in Appendix E of the draft master plan, the heritage items within Lucas Road HCA, were described as having:

- **No** specific tie to any religious or cultural group
- **No** record of anyone historic or famous living here
- **No** research potential
- **Not** considered to be Rare

After saying all this, they proceeded to say on the next page, that they can confirm it passes the threshold to be heritage listed, pointing out the 100 year subdivision and that it seems to be reminiscent of other buildings from that time. Similarly in the report to the council in June³ they claimed the redevelopment of Malvern Hill and Cintra Estate HCA would have “a catastrophic adverse impact on heritage character of Croydon”, citing them as highly intact examples of “the garden suburb movement of the early 20th Century”⁴ and with a century old subdivision.

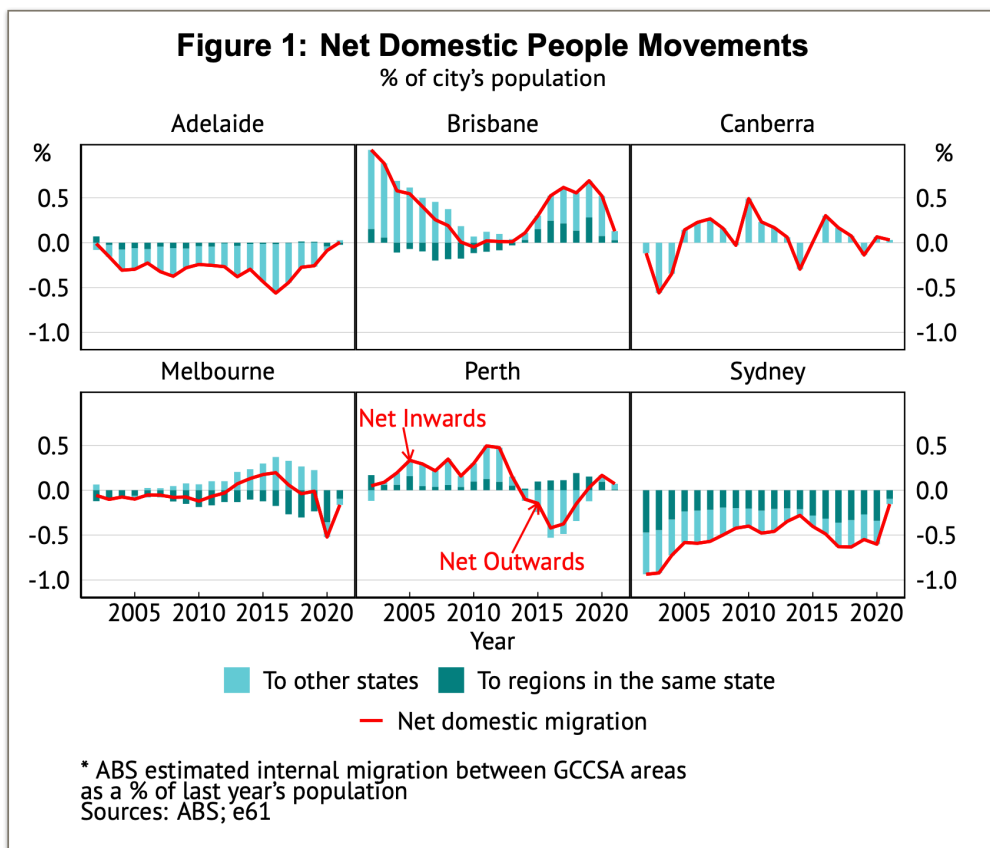
Is this really important? If you go out on the street and look at these houses, they look like just every other house on the street. Most would probably miss the fact that they just walked past an alleged indispensable part of Burwood’s history.

Disingenuous admiration for Suburban Heritage

This really doesn’t sound all that dissimilar to the folk tale “The Emperor’s New Clothes”. In the story the public was told it was a privilege to witness the Emperor’s new outfit and those unable to see it are too ignorant, so out of some insecurity they all go along with it, not wanting to be seen as uncultured. Similarly, we’re being asked to marvel at these unremarkable suburban homes for their alleged historical significance. With requiring such a weak basis to be heritage listed, and it being politically poisonous to challenge, it has become a vehicle for people who simply don’t like change to challenge change on a very disingenuous basis.

³ [TOD Program - Proposed Croydon Housing Investigation Study Area](#)

⁴ FYI, The defining features of “The Garden Suburb Movement of the Early 20th Century”, seem to be publess, landless and slumless. Not the character I’d personally be interested in fighting for.



From [E61's Sydneys Millenial Exodus](#), by Elyse Dwyer

The Goal of the TOD SEPP

The goal of the TOD was to do something to address housing affordability, it was the primary purpose really. They had correctly identified that the current planning settings around train stations weren't always appropriate and should be modified to provide more opportunities for people to live around them. That way more people can commute to the CBD in a more reasonable time frame at a more affordable price. The TOD attempts to enable this by establishing some minimum FSR and max building heights, to conservatively boost supply in these locations, which is essential for providing more affordable options to live near a train station.

With the lengths taken by the council to omit large swathes of detached dwellings from the up zoning, **it just doesn't feel like this alternative proposal embodies that same goal nor does it take this objective that seriously.**

The council claims that this TOD is about putting the community first, yet clearly housing inaffordability is clearly tearing through communities and causing more harm to communities than any obelisk in a skyline could ever do. It frankly sucks and is incredibly frustrating to see this is all the council had to offer. It's mind-blowing that a 100 year subdivision and a few people saying "no" is all it took to justify this lack of ambition.

Also in the same report from June 2024, the council reported only 20 people opposed more housing in Croydon. Only 20 people. Yet every year we're losing 0.5% of our domestic population, a trend not seen in other capital cities⁵. When you see those statistics, I can't help but feel their view counts for nothing.

Land use Potential

While Burwood has done plenty of good work to boost supply around its town centre, the only reason the TOD changes anything in Croydon is because the existing planning settings are inappropriate for a train station, a signal that the land surrounding the station is criminally under utilised.

When Sydneysiders are experiencing one of the worst housing affordability crises, the question Burwood Council should be asking itself isn't "Has Burwood done enough?", it's "Has Burwood done what it can?", and the area around Croydon station is a meaningful opportunity to address housing affordability.

⁵From [E6f's Sydneys Millenial Exodus](#), by Elyse Dwyer, the first few lines.

The Submission

Here I will directly comment for the most part, on the contents of what's proposed. The points from this point onwards are more specific and often reference the details of the master plan. **I'll start with some positives:**

The Positives

- The goal to reduce car dependency is great.
 - Love the parking maximums.
 - Love the focus on enabling modes of active transport.
- The plans for **Shaftesbury Road Precinct** are great.

The Underwhelming

- **Croydon Core**, is a lot less ambitious than it could be. It's the densest part already and it does increase the building heights but the floor space ratio doesn't really change. It doesn't even include the tallest buildings in this master plan.

The Negatives

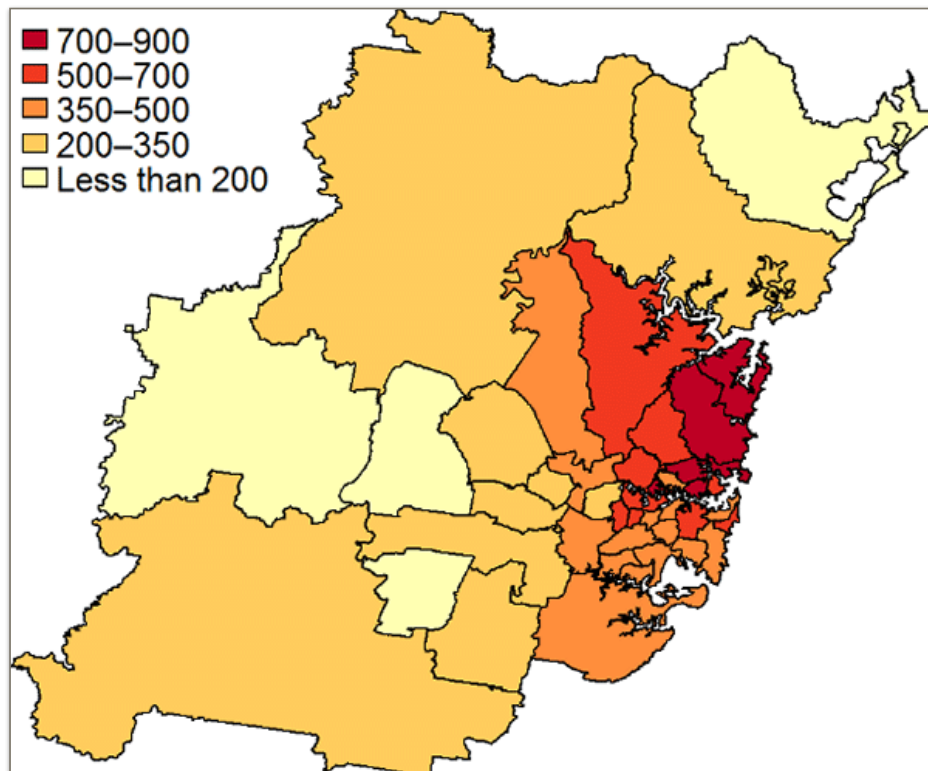
- No additional housing south of the station.
- No additional housing in the **Low Density Precinct**.
- Amendments to the LEP potentially reduce development feasibility.
 - The inclusion of the R1 zone in the Design Excellence Clause ⁶.
 - Inclusion of design competitions ⁷.
 - Extended role of design panels (for similar reasons as above)

⁶ The inclusion of R1 (the current and future zone) in the design excellence clause and the additional requirements added to the design excellence clause very likely reduce feasibility, and structures in Croydon Core that already exist, may now be prohibited to build.

⁷ See Recommendation 2.7 of the [Productivity commission's review on housing supply challenges](#).

Sydney Zoning Effect Estimate by Local Government Area

Average, 2016, \$'000



[RBA: The Effect of Zoning on Housing Prices, RDP 2018-05](#), by Ross Kendal and Peter Tulip

Note: The 2011 edition of the ABS's LGA boundaries are used for Sydney

Sources: ABS; Authors' calculations; CoreLogic

The Underlying Principle in my Feedback

The scarcity of the permission to build is a non-trivial factor in making housing more expensive⁸. Making the right to build more abundant will go a long way to meaningfully reduce the cost of future housing built. This is my rationale every time I suggest increasing FSR and building heights. **Yes it is saying homes in Burwood are \$500-700,000 more expensive as a result of scarce permissive zoning.** Making homes in Burwood \$500-700,000 more affordable would require more widespread rezoning throughout Sydney not possible in this master plan ⁹. The takeaway from this should be, **making the right to build abundant makes housing more affordable.**

⁸ [RBA: The Effect of Zoning on Housing Prices, RDP 2018-05](#), by Ross Kendal and Peter Tulip

⁹ The closest real world example of this happening is the mass Auckland up zoning.

Reported Feasibility blockers from Stakeholders of PCs review into housing supply

Category	Planning-related issues that impact feasibility	Scale of impact
Land use planning	Limited sites zoned for medium- and high-density in highly feasible inner-ring areas near Sydney CBD	
	The stringency of land use controls like Floor Space Ratios, height limits, minimum setbacks, deep soil zones, building sustainability requirements, private and communal open space requirements	
	Blanket Heritage Conservation Areas	
	Mixed-use requirements that require residential developments to include commercial space where there is minimal demand	
	Mandatory inclusionary zoning	
	Community and council opposition to new housing	
	Coordination of land use planning with major infrastructure planning	
	Protracted process related to referrals and concurrences	
Development application processes	Inconsistent development controls for similar developments across LGAs	
	Uncertainty from subjective, merits-based administrative decision-making – for example, councils have broad discretion to refuse a DA on the basis they consider it inconsistent with the principles and objectives of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act).	
	Excessive delays when engaging councils throughout the process	
	Challenges when having to seek amendments to a DA	
	Issues with instructions, role, and membership of planning panels	
	Inconsistencies in the process across different councils	
	Duplication of processes and certification throughout the process	
	Resourcing issues within councils and state agencies	
	Mismatch between risk/impact of proposals and associated DA assessment pathways	

Page 41, of the [Productivity Commission's Review into Housing Supply](#)

Productivity Commission's Review into Housing Supply

In terms of feasibility, the productivity commission's report into housing supply is a good resource. I will reference it later and its recommendation in relation to the LEP amendments.

Comments on Precincts

Shaftesbury Road Precinct

I'll take it, best part of the plan. The plans for this are great, so great it should be replicated in more parts of the master plan.

Railway North Precinct

1. I think the council should consider increasing the floor space ratio and building heights further to avoid over inflating housing on permissively zoned land.
2. I ask the council reconsider the omission of Lucas Road from the upzoning. Nothing I read about its historic value is particularly compelling and it really doesn't stack up next to housing affordability as a priority to me.

What was proposed was an improvement but referencing the previous pages, every opportunity should be considered to make permissible land more available, particularly around the station.

Croydon Core

1. Consider adding Floor Space Ratio Bonuses next to the station, see footnote¹⁰.
2. Feasibility here seems to have decreased with the inclusion of the R1 zone in the Design Excellence Clause (will explain more later).

It is good the building heights here have increased, but I don't see why this shouldn't have the highest FSR and building heights compared to any other area in the plan.

¹⁰ There is research that suggests [Affordable housing floor space bonuses work best in places close to transit](#).

Low Density Precinct

There has been very little explanation on why this area is incapable of supporting additional population growth. Most of this area isn't that far from the train station. **The planning controls here should really mirror what's going on in the Railway North Precinct.**

1. Plenty of the land here is the same walking distance as land within the Railway North Precinct. I haven't really seen a reason why it shouldn't receive similar planning controls.
2. The grouping of this entire area together also seems fairly arbitrary.
3. Why are the residential flats part of this precinct and not Croydon Core?

LEP Amendments

I have some concerns about feasibility impacts resulting from the suggested amendments. I'd highly recommend reading the [Productivities Commission's report on housing supply challenges](#). Generally:

1. Consider dropping requirements for design competitions ¹¹, or accommodate voluntary participation with additional FSR and building heights.
2. Limit Design Excellence Clause Changes
 1. There's a lot here, not much assurance has been provided on the extent to which development feasibility is impacted. If it was provided, I missed it.
3. Primary and Secondary Setbacks should be removed unless the feasibility impacts can be justified. Alternatively, similar to design competitions, voluntary participation should be rewarded with additional FSR and building heights.

¹¹ See Recommendation 2.7 of the [Productivity commissions review on housing supply challenges](#).

Box 6: Waiving water developer charges in 2008-09 did not improve housing supply

The NSW Government set DSPs for Sydney Water and Hunter Water to zero in 2008-09 as a stimulatory response to the global financial crisis (NSW Government, 2008). It was intended to support the construction sector during an economic downturn, but the waiver was not reversed, even after the Australian economy and property markets recovered in the ensuing years.

The NSW Productivity Commission recommended charges be restored in its 2020 Review of Infrastructure Contributions in New South Wales. A phased-in return to water developer charges commenced in 2023.

IPART recently analysed the experience of zero developer charges for metropolitan water utilities (IPART, 2024). It concluded the additional cashflow for developers had no effect on housing supply. IPART found:

- vacant land prices in areas where water and wastewater charges were removed increased by roughly the value of the charges compared to areas not subject to the policy change
- the change had no statistically significant impact on housing prices compared to other Australian capital cities (where there was no change in charges).

They conclude that landowners benefited from the removal of developer charges, without a significant impact on housing supply and/or prices. Additionally, they expect the cost burden of the reintroduction of developer charges will be primarily borne by owners of vacant land and will not impact housing prices.

Box 6 of the [Productivity Commissions report in to housing supply](#)

Enforce Design Excellence Clause & LEP Changes relative to Land Value

I'm not optimistic that the council will seriously consider my suggestion to ditch design panels entirely or drop requirements like design panels on a feasibility basis, but maybe I can make a case for something in between.

In the PC housing supply report, they mention during the GFC waiving developer contributions did not meaningfully deliver more housing, and instead the amount typically paid for the contributions went directly to the land owner, as developer contributions tend to reduce residual price of land as a result of requiring development on that land to be subject to developer contributions.

As a compromise between the councils design concerns and the feasibility expectations from the state government, one option could be limiting which developments are subject to the design excellence clause on the basis of their land values. This way smaller infill developments don't get choked out by feasibility constraints, while only the most viable projects on the most valuable pieces of land are subject to these design constraints (such as design competitions, DCPs, Setbacks & the Design Excellence Clause).

I actually think it seems like a fairly reasonable suggestion, and more palatable to the council than anything else I've said thus far.

What I'd like to see

Much like how I rarely got exactly what I asked Santa for Christmas, I don't expect much of what I asked here to be granted. So anything actually considered will not go unappreciated.

1. Commitment to more work on:
 1. A proper rezoning of the Low Density Precinct
 2. A proper rezoning of the Southern portion of Croydon Station
2. At the very least
 1. Repeat density of Railway North Precinct in Low Density Precinct.
 2. Repeat density of Shaftesbury Road Precinct in Croydon Core.
3. Prioritise preserving Heritage items with public utility. Residential areas just don't make sense to be subject to so many development restrictions.
4. Enforce planning controls and design constraints only on the highest land values.
 1. Those sites with lowest risk and greatest development potential are the ones best equipped to justify the feasibility impacts imposed by those planning controls and design constraints.
 2. That or drop the constraints entirely.
5. Sites adjacent to Heritage should not be subject to development restrictions.
6. Allow redevelopment of the Strand, similar to what was described in the preface.

On Item 1

What I really want is for these areas to be upzoned in the master plan. Their omission is pretty inappropriate considering the extent housing affordability has affected lives and destroyed communities. The community consultation really doesn't support this decision either.

Finally

Lastly, prioritise housing affordability over history and the legacy of earlier land owners. We should be planning for the future and not clinging onto the past at the expense of our future.

Archived: Wednesday, 11 December 2024 1:59:08 PM

[REDACTED]

Sent: Thu, 28 Nov 2024 10:48:47

To: [Burwood Council gm@burwood.nsw.gov.au](mailto:gm@burwood.nsw.gov.au) [Burwood Council](#)

Subject: Re: Submission on Croydon Housing Investigation Area

Importance: Normal

Sensitivity: None

Seeing as this is still in public exhibition, one thing I'd add to this.

Has the council considered creating DCPs that require redevelopment of HCAs to capture specific design aspects of the different heritage items? While I expressed concern over design competitions for each DA, if a HCA was to open up to redevelopment, I think it would be pretty reasonable to have a once off design competition that creates

- * A voluntary pattern book for redevelopment taking place within the HCA
 - * Given the pattern books allows for a quicker DA process, it would incentivise new developments to use those designs due to the level of certainty that comes with sticking with those patterns.
 - * It could be one way you can preserve the best visual characteristics of existing structures in future structures that have completely different forms (low / mid rise).
- * DCPs that preserve motifs of existing heritage items in new structures.
 - * Especially if they come with density bonuses.

When I surveyed the heritage items the area around the station in April, the things that stuck out to me were:

- * Tile work in the entry ways.
- * Some of the fences (particularly this blue and white one).
- * Stonework / Masonry in front of the buildings.

While I wouldn't block development over the loss of these, I don't think preserving heritage needs to be a binary choice and delivering housing supply. None of those aspects are limited to build form of the existing structure and I can quite easily see a scenario where they are embodied in future developments.

A lot of this could apply to any improvements to the strand in a way that preserves its best aspects, without being limited to existing build form. A rezoning of it would result in a massive increase in unimproved land value which can also be captured in contribution plans as well. And just like how the [affordable housing density bonuses in LA](#) were viable on sites with the highest land value, I'm sure constraints placed on redevelopment of the strand are also viable if they come with a pay off.

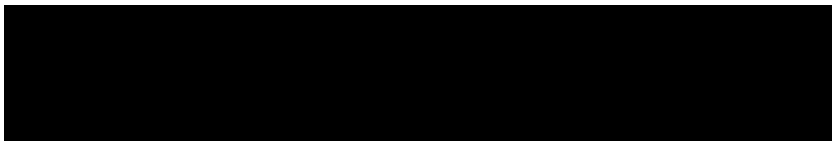
[REDACTED]

On Wed, 20 Nov 2024, at 1:28 AM, [REDACTED] wrote:

My submission is attached to this email

Engagement Outcomes – Redacted Formal Submissions

- * I consent to the privacy policy
- * I have nothing that warrants disclosure like donations
- * If possible please remove my personal details on the first page from any public copy of my submission



Attachments:

- * Croydon HIA Submission.pdf

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 4:31:02 PM

From: [REDACTED]

Sent: Sunday, 17 November 2024 6:34:44 PM

To: [Burwood Council](#); [George Mannah](#); [Pascale Esber](#); [Alex Yang](#); [Sukirti Bhatta](#); [David Hull](#); [Deyi Wu](#); [Mayor](#)

Cc: Jason.yatsenli@nswlabor.org.au

Subject: Council ref - 24/48596 - draft Croydon masterplan FEEDBACK

Sensitivity: Normal

Dear Burwood Council, Mayor and Councilor's,

Firstly, I DO NOT SUPPORT the ridiculous Croydon draft master plan that includes increased high-rise buildings in Burwood.

I only support the initial TOD plan by the State Government proposed being the 400-meter radius around Croydon station.

I have been a resident within Burwood for over 50 years and have seen Burwood become overly congested, streets are dangerous to cross for elderly and young kids. Schools have become crowded. Noise pollution with years of watching all these high-rise buildings being built and still you want Burwood to keep taking the hit.

Your proposal shows my [REDACTED] having up to 16 Storey blocks just outside against my backyard. More noise, pollution, loss of privacy and congestion.


I attended the meeting that was scheduled on Saturday 16th. What a useless and uneventful meeting. Every single person was angry and confused. No council members attended, everyone talked over each other. No one to take our feedback. No interpreters. It's absolutely disgusting that we only received a few days to respond. Also, you asked for our response by email, phone or using the QR code, what about the elderly or non-English speaking people who attended. Burwood Council would have known about this proposal for quite a while, and you give us only a few days to process all this. This all seems very suspicious and needs to be further investigated regards to communication and the timeline of events.

Also, the timeline in communication regarding this proposal was absurd. 15th Friday November - arrived home and saw a piece of paper (Ref# 24/48596) that I have registered mail to collect at the post office. Luckily, I was home before the Post Office closed to be able to pick up the letter. People who attended this meeting did not even receive any letters.

And then Burwood Council has 6 days to review all our submissions. Something does not add up, this whole process stinks. What is Burwood Council hiding from us is what I got from the meeting. Burwood Council is not being honest and no transparency. Give your community a little more respect!

[REDACTED]



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Monday, 18 November 2024 9:20 PM

To: Mayor <Contact.Mayor@burwood.nsw.gov.au>; George Mannah <George.Mannah@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>; David Hull <David.Hull@burwood.nsw.gov.au>; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>

Cc: Jason.yatsenli@nswlabor.org.au

Subject: Draft Croydon masterplan

Good evening All,

Please consider this email that I appose any recommendations from Burwood council to negotiate on my behalf as a rate payer and resident of Burwood of 54 years which include any future and further changes to an already overpopulated and overbuild suburb with no consideration to a once aesthetically beautiful suburb and now one that looks and feels like a ghetto.

The promise to keep Croydon residents at ease and again negotiate with state council by promising more high rise housing therefore lining the pockets of burwood stakeholders and his investors.

I therefore request state government to please consider not destroying beautiful homes and communities and friendships by allowing burwood council to fool you like they did us.

Yes development of new housing is needed and therefore each suburb must not be exempted. Burwood is flooded with housing only to suit students who know nothing about community and relationships. The housing does not suit young families only those on study visas.

Let state government build the low rise housing and possibly have more open and honest conversations and be fair to all residents and not allow burwood council ego for more revenue and votes.

Yours faithfully

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Sat, 16 Nov 2024 01:03:05
To: [Burwood Council](#)
Subject: Croydon Housing Investigation Area (TOD)
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 1:59:22 PM

Hello

I am a resident of [REDACTED] and I fully support councils plans for the redevelopment of the Burwood Council area while protecting areas of heritage value. I have viewed the documentation online and agree with all that Council has proposed.

Thank you for the work in developing this plan.

Regards

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:59:25 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 23:11:42

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)

Subject: Opposing Burwood Council Masterplan - Accepting TOD

Importance: Normal

Sensitivity: None

I, [REDACTED] is a resident and homeowner and I urge the Burwood Councillors to reject the Draft Croydon Masterplan and adopt the NSW state govt TOD for Croydon station for the following reasons :


1. 1. I believe the plan to be inequitable as all proposed development are directed to Burwood with almost none in Croydon. Majority of development are closer to Burwood station than it is towards Croydon station. The NSW Government identified Croydon for further development, not Burwood.
2. 2. Plan is unfair in that Burwood has contributed enough additional housing to date and yet there are plans for more development around the new Metro at Burwood North. Croydon, in contrast, has little development, particularly around its station. There are a number of reasonable sites around the station (within 400m) that could be developed.
3. 3. Draft Croydon Masterplan goes against TOD principles by advocating for extreme high-density towers, almost 30 storey in Croydon Masterplan vs 6 storey in TOD.
Basically 102m towers in Croydon Masterplan vs 22m towers max height in TOD . Not at all fair and shows poor planning.
4. 4. Plan has negative consequences for residents, significant detrimental impacts to amenity of existing and new residents caused by increased noise, significant overshadowing and traffic due to towers in Shaftesbury Precinct. Not enough work undertaken by Council to test ADG compliance or overshadowing from east-west facing towers. 102m towers will overshadow 86m towers, which will overshadow 54m towers and finally overshadow 32m towers, backing onto single storey residences on Lucas Road. It is CBD scale and unheard of.
5. 5. Council goes against its own planning principles by halving setbacks to the street from 6m to 3m. This leads to poor amenity for residents and users of the footpath.
6. 6. Plan negatively affects residents by not providing enough green space. Council meets less than 10% of its own requirement for open space! Council aims for 10sqm of open space per resident in Burwood and 15sqm per resident in Croydon. Draft Croydon HIA results in only 0.67sqm per additional resident. This is less than 10% of the Council's aim.

For the above reasons, my family and I have opposed and are against this Draft Croydon Masterplan.

Yours Sincerely,

[REDACTED]



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From [REDACTED]
Sent: Wednesday, 20 November 2024 3:18 PM
To: Mayor <Contact.Mayor@burwood.nsw.gov.au>
Subject: Croydon Master Plan.

I, like most residents north of the railway line, am appalled at the council's discrimination in developing a Croydon Master Plan that disadvantages so many of its residents.

I was at the meeting held in Woodside Hall at the end of 2023. At that meeting both you, John, and our local state member declared that you would apply for more time to develop a plan that would see a better, fairer outcome for its residents. I believed this. And for our trust we are now faced with a plan that puts all development on the northern side. How is this fair? What considerations were taken? This has not been explained. Obviously not even considered is the fact that on the northern side are 4 schools, which cater now for over 2000 students. This alone causes heightened traffic movement and heavy parking requirements. Of greater consideration though is the safety of children because such a huge development will obviously result in more students in a relatively small concentrated area all moving either towards or away from school, with an even higher volume of traffic. Safety is a real and important issue.

Council's Croydon Master Plan is poor, and thorough research and investigation lacking in specific areas of importance that residents foresee. At least the N.S.W. Government Plan provided fairer equity. The council needs to consider and react to the best interests of all its residents and be a fairer unit. Scrap the Croydon Master Plan and if the council can do no better than what has been presented accept the State Government's plan, which, at least, presented a fairer outcome overall.

[REDACTED]


[REDACTED]

Archived: Wednesday, 11 December 2024 1:59:32 PM
From: [Pascale Esber](#)
Mail received time: Thu, 21 Nov 2024 09:38:43
Sent: Thu, 21 Nov 2024 09:38:34
To: [Tommaso Briscese](#) [Jacqueline Tafokitau](#)
Subject: Fw: Croydon draft masterplan - Anonymous Resident(s)
Importance: Normal
Sensitivity: None

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Pascale Esber
Councillor
M: 0428 459 667
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Tuesday, November 19, 2024 10:21:56 PM
To: Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>
Subject: Croydon draft masterplan

Dear Councillor Esber,

Thank you being our wonderful local councillor. Many Croydon residents have concerns about the draft croydon masterplan.

While the council needs to meet the State requirements for Croydon TOD, There should be a better, more even and fair distribution of this burden across greater area of Croydon than the proposed plans.

I refer to the information on council website:

Engagement Outcomes – Redacted Formal Submissions

<https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area>

The draft plans unfairly places the burden of the required increase in dwellings to a very small area of Croydon.

There will be severe adverse effects on local traffic flows.

As any local road user will point out, the plan includes local streets that are very narrow and allow only one car to pass at any one time currently. Even if council plans to remove off-street parking (which would make residents worse off), these streets are much too narrow to cope with the proposed high density of planned dwellings.

These streets include:

Brand st

King st

cross st

waimea street between lucas and cheltenham

albert crescent

webb street between king street and albert crescent

Traffic congestion already occurs daily at the shaftesbury road and railway parade, shaftesbury road and waimea street junction. these are sites where local residents enter and exit shaftesbury road.

This increase in traffic will worsen with this draft plan where the highest density blocks are concentrated to this corner of croydon and be detrimental to the flow of traffic along the already congested shaftesbury road.

Crime

Crime rate along Albert Crescent and shaftesbury, near this area is already higher than the suburb average.

By massively increasing the dwelling density to this small area, it will further deteriorate the public safety of the area.

Streetscape

There is a great UNEVEN distribution to the proposed building height in the draft plan. The proposed 25 level buildings are much too disproportionately tall for our quiet residential suburb.

In the draft plans, there are many sites of sudden changes in building height from 15 levels or 8 levels to the existing 1-2 storey dwellings. These occur along lucas rd, webb st and cheltenham st. This is unsightly from streetscape point of view and EXTREMELY UNFAIR to the many long term croydon residents that will lose their privacy, forever. Imagine standing in your beautiful backyard and looking up at 8, 15 storey unit on the other side of your fence!

Alternative options

The current plans are detrimental to the prestigious Croydon area on many levels.

The TOD changes in density of dwelling for Croydon could be met by spreading out across a larger area of Croydon with lower height limits. This will still fulfill the state TOD increase in dwelling requirements for our suburb.

The current height limit of 8 storey for Croydon (boundary and

Engagement Outcomes – Redacted Formal Submissions

grosvenor st) should be maintained throughout the whole suburb.
Council could consider to widen the increase in density area to an area bound by (queen st, young st albert crescent, shaftesbury rd)

This will make use of the under utilisation of the non heritage zones of Irrara and Orchard street.

Make use of these wider streets in the area to allow for the increased traffic (Queen, Webb, young, orchard, irrara, Cheltenham Rd). These streets are wide enough for 4 cars at any one time.

These changes will be better for streetscape, traffic flow, crime and for wellbeing to local residents.

By having more even building height limits and re- setting this wider area, which is clearly bounded by wider roads, it will improve privacy to residents.

More importantly, these changes allow residents affected by the TOD plans the option to amalgamate and relocate when their precious forever home is being approached by developers, rather than having to live with the nightmare of years of construction noise and pollution, and having hundreds of people staring into their homes from next door.

Most Croydon residents have been living here for a long time. They deserve to be treated fairly by the council that they have supported all these years.

As our local councillor, we would appreciate if you could ask the Council to please consider these options.

regards,

[Redacted Signature]

Archived: Wednesday, 11 December 2024 1:59:35 PM
From: [REDACTED]
Sent: Mon, 18 Nov 2024 06:29:08
To: [Burwood Council](#)
Subject: Croydon Housing Investigation Area - Draft Master Plan
Importance: Normal
Sensitivity: None

Firstly, what a terrible thing to do to Croydon. We understand that Council is between a rock and a hard place:

1. Destroy the Malvern Hill conservation area by allowing developers to pick off houses, two by two, within 400m of Croydon Station, through the State Government's TOD program; or
2. Sacrifice a chunk of non-heritage Croydon, so that Malvern Hill survives.

[REDACTED]
[REDACTED] were not planning on moving in the short- or medium-term.

[REDACTED] in the Draft Master Plan to become a pocket park, providing pedestrian access between Waimea Street and Irrara Street (through creating a further pocket park [REDACTED]). In planning terms, a stroke of genius, if it was not displacing us and our rear neighbours! And this is not to mention the hundreds of other households within the Croydon HIA that will be ultimately displaced to save Malvern Hill.

As we have already said, Council is between a rock and a hard place.

Facing the inevitable destruction of our home, we draw your attention to an error on Page 73 of the Draft Master Plan regarding Incentive FSR. We are [REDACTED] Table 5 on Page 73 shows [REDACTED] is to have a minimum area of 1,000sqm. This needs to be reduced to (say) 860sqm, otherwise the southern boundaries of the two pocket parks in Cheltenham Road and Webb Street will not align.

[REDACTED]
[REDACTED]
[REDACTED]

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Archived: Wednesday, 11 December 2024 1:59:45 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 21:47:42

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) sukirti.bhatta@burwood.nsw.au [Deyi Wu](#)

Subject: Objection to Proposed Master Plan for High-Rise Apartment Towers in Croydon

Importance: Normal

Sensitivity: None

To Burwood Councilors,

I am writing to formally object to the Council's proposed master plan to introduce high-rise apartment towers to Croydon. While I acknowledge the intent to align with the government's Transit-Oriented Development (TOD) initiative, this plan represents a significant departure from the principles of TOD and fails to adequately address the needs of the community.

The proposal to insert high-rise apartments into established residential family areas is fundamentally flawed for the following reasons:

Street Infrastructure and Traffic Congestion

The existing streets in Croydon are too narrow to accommodate the additional traffic that would result from a high-density population increase. Introducing high-rise towers would exacerbate congestion, creating bottlenecks and significantly reducing the quality of life for current residents. Emergency services, waste collection, and other essential services would also face delays due to overcrowded roads.

Safety Risks for School Students

Croydon is home to a large number of school students, and the increased traffic volumes would pose significant safety risks for children walking, cycling, or commuting to school. The area lacks the infrastructure to ensure pedestrian safety in a high-density traffic environment, such as wide footpaths, crossings, and buffer zones.

Community Character and Liveability

The introduction of high-rise apartments in predominantly single-family residential zones would disrupt the character of Croydon. These family-oriented neighborhoods provide open spaces, gardens, and a sense of community that would be eroded by the shadowing, noise, and density of high-rise developments.

Inadequate Amenities and Strain on Local Services

Croydon's current amenities and infrastructure are not equipped to support a sudden population boom. Schools, healthcare facilities, parks, and public utilities are already stretched and would not cope with the increased demand. TOD principles require that such services are developed before or in tandem with residential expansion, which has not been adequately addressed in this plan.

Environmental Concerns

High-rise developments bring environmental challenges, including increased heat island effects, loss of green space, and additional waste generation. Croydon has limited natural buffers, and replacing green areas with high-density structures would further impact local biodiversity and air quality, not to mention the additional noise pollution this will create.

Improper Alignment with TOD Principles

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True TOD focuses on improving amenities and liveability within close proximity to transit hubs. The current proposal seems to prioritise high-density housing over enhancing community facilities, efficient public transport links, and walkable urban environments that align with TOD goals.

As a resident and advocate for responsible urban planning, this proposal is anything but responsible and does not genuinely reflect the community's needs. It does this align with sustainable planning principles, and does not prioritise the wellbeing of residents. Council should respect the integrity of Croydon's family-focused neighborhoods while addressing the state's development goals in a responsible and sustainable manner.

Thank you for considering this feedback. I trust that the Council will act in the best interest of its constituents and not housing developers.

Regards

[REDACTED]

Croydon Resident.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:59:49 PM

From: [REDACTED]

Sent: Mon, 18 Nov 2024 23:59:52

To: [Burwood Council](#)

Subject: Re Burwood CouncilDraft Masterplan to save Croydon

Importance: Normal

Sensitivity: None

Att. City planning Team re Draft Croydon Masterplan

As long-time residents of Croydon spanning 44 years [REDACTED], we are writing to strongly oppose the NSW State Government's inclusion of Croydon in its "Transport Oriented Development Plan" (TOD), which will allow the development of apartments on all sites within 400 metres of Croydon Train Station.

We encourage Burwood Council in its development of a Draft Masterplan to protect the Malvern Hill Estate and other protected Heritage Conservation Areas from development. You have our full support in all you are doing to protect this beautifully preserved area, where residents take great pride in looking after their houses and surrounding areas.

Croydon has a history of strong community spirit. We still have monthly street morning teas after 40 years, and street parties are held at special times with permission from the council. These include Christmas, royal occasions and religious ceremonies. We therefore strongly oppose the NSW State Government's "one size fits all approach."

Yours sincerely,

[REDACTED]

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:59:52 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 22:12:44

To: [Burwood Council](#)

Subject: BURWOOD COUNCIL CROYDON MASTERPLAN

Importance: Normal

Sensitivity: None

To Whom It May Concern

I have been a resident of Croydon for 41 years. I have been living in the same house for 41 years in [REDACTED]

I agree with Burwood Council's proposed Draft Masterplan to save Croydon and to build apartments closer to the new Metro at Burwood North (and surrounding area) where there will be infrastructure and already a shopping centre (Westfield Burwood) and shops that are along Burwood Road, Burwood Plaza etc.

Hoping for a successful outcome for all of the residents/homeowners of Croydon who have lived in Croydon over many years and paid top price for their home and value and are proud of the history of Croydon and its beautiful homes in tree lined streets.

Kind Regards

[REDACTED]

Archived: Wednesday, 11 December 2024 1:59:58 PM

From: [REDACTED]

Sent: Thu, 21 Nov 2024 13:07:15

To: [Burwood Council](#)

Cc: [John Faker](#)

Subject: Comments on Croydon Housing Investigation Area Masterplan

Importance: Normal

Sensitivity: None

The Burwood Council Planning Team,

I would like to comment on this plan.

The Masterplan has my vote - when compared to the TOD the Masterplan is preferable and has my vote when there is only a choice of 2. By the way initially I did not realise this was a choice I thought it was about comments – with such a complex issue it is likely that you are always going to get criticism of some sort – to comment is almost an invitation to study, consider and point out inadequacies so I think this very process is flawed if you were wanting an either or.

The Masterplan at least gives consideration to heritage areas – particularly the Malvern Hill Estate. I have great concerns about the limited vision of Sydney ‘s development and believe we should be trying to incorporate heritage in our planning.

To be honest I could write an essay on issues relating to the Masterplan (the TOD is so lacking in vision and I believe will not deliver “Affordable housing anyway, it is a very concerning document on so many levels.) If a choice has to be made **the Masterplan is my preferred option.**

I am a forever Labor voter but would like to express my great disappointment in the current State Labor Government and especially Chris Minns – he is impressing as a bully who is not properly consulting with those effected by decisions around housing . One can only come to the conclusion that the only people being considered especially with the TOD are Developers who would be rubbing their hands together in glee at present.

The issues are complex and I believe are not adequately addressed in either plan to name a couple of issues without elaborating – who are we actually building for(the demographic)?, what evidence is there that affordable housing will be an endpoint?, there is no real reference to Social Housing being part of either plan?, what about amenities – schools, transport , greenspace (and please do not come up with the “pocket parks” - what is presented and what eventuates are 2 different things and there are many examples of this already in our area and adjoining areas, any development will quickly wipe out the well established trees in our area – do we have no commitment to working against Climate Change?) The list could go on of concerns but I realise I need to get my preference in quickly.

As previously stated **my preference is for the Masterplan.**

Regards

[REDACTED]

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:58:34 PM

From: [REDACTED]

Sent: Wed, 20 Nov 2024 16:50:21

To: [Burwood Council](#)

Importance: Normal

Sensitivity: None

Dear council members,

I am writing because I am concerned about the Draft Croydon Masterplan. In the first place, setting aside the details of the plan itself, I and other locals don't feel adequately consulted and informed about the proposal. According to the council website, notification letters were sent to the public between 23 October and 20 November. No such letters were received by my household.

As for the proposal itself, I'm concerned that thirty storey developments will tarnish the quiet, suburban character I and other locals cherish in Croydon. I feel that the maximum eight-storey-high developments proposed in the TOD plan will better suit and preserve the existing atmosphere of Croydon.

I hope that development can be effected in ways that nurture all who live in the area, sustainably building on what is here, with the goal of enhancing the area for everyone who lives here and enjoys it.

Rapid expansion seems to risk disrupting the community and to offer little to those who already live here. A more sustainable, thought-through approach could enhance what the area offers, not subtract from it.

[REDACTED] Croydon resident

Archived: Wednesday, 11 December 2024 2:00:01 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 06:17:10

To: [Burwood Council](#)

Subject: Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear sir or madam

I was recently made aware of the Burwood development under the Croydon Housing Investigation Masterplan. [REDACTED] and have several daily trips to the Burwood shopping district and also to homes to visit family and friends. Unfortunately, there is a constant gridlock of traffic especially from Parramatta Road up Burwood Road and Shaftesbury Road. It doesn't matter if it's 7am or 12 noon, the roads are like a car park with minimal movement.

This has been very frustrating over the years but since I've known about the Burwood development, I find I need to voice my opinion as I believe the congestion to and in Burwood would suffer irreversible damage to the quality of life for residents and frustration for those who visit or do business in the Burwood precinct.

As the plan title states, it is a Croydon Masterplan but the majority of the development is closer to Burwood Station than Croydon Station. This is not the proposal given down from the NSW Government.

Burwood already has a sizeable amount of development with its high-rise buildings and new Metro Station. Croydon needs to share the load when it comes to development of this area of Sydney. Further development of high-rise buildings in the Burwood area would lead to further noise pollution, over density, poor amenities and not enough green space for residents.

Burwood is already densely populated with gridlock areas. The Croydon Masterplan was proposed to concentrate development closer to Croydon

Station. Burwood Station is 5th most frequented stations in Sydney (according to Opal data), Croydon Station is 110th most frequented. This demonstrates Croydon's capacity to sustain additional development with less disturbance to residents' quality of life. There is an imbalance here which needs to be rectified in the plans. Burwood cannot assume most of the burden of development.

These are the reasons why I am totally opposed to the unfair development of Burwood, as are others who I have spoken to but do not have a voice in this matter because of their language barriers or old age. This plan horrifies me and will diminish the wellbeing of residents already living in the area. Please consider all these points and vote against The Croydon Masterplan for Burwood.

[REDACTED]

Archived: Wednesday, 11 December 2024 2:00:04 PM

From: [REDACTED]

Sent: Fri, 15 Nov 2024 01:47:05

To: [Burwood Council](#)

Subject: Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Burwood council,

Thank you for the opportunity for burwood council area residents/rate payers to express our concerns regarding the draft croydon masterplan.

I refer to the information on your website:

<https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area>

The draft plans unfairly places the burden of the required increase in dwellings to a very small area of Croydon. While the council needs to meet the State requirements for Croydon TOD, There should be a better, more even and fair distribution of this burden across greater area of Croydon than the proposed plans.

Traffic

As any local road user will point out, the following local streets are very narrow and allow only one car to pass at any one time. Even if council plans to remove off- street parking (which would make residents worse off), these streets are much too narrow to cope with the proposed high density of planned dwellings. Please take a walk along these streets in person!

These streets include:

Brand st

King st

cross st

waimea street between lucas and cheltenham

albert crescent

webb street between king street and albert crescent

Traffic

Traffic congestion already occurs daily at the shaftesbury road and railway parade, shaftesbury road and waimea street junction. these are sites where local residents enter and exit shaftesbury road.

This increase in traffic will worsen with this draft plan where the highest density blocks are concentrated to this corner of croydon and be detrimental to the flow of traffic along the already congested shaftesbury road.

Crime

Crime rate along Albert Crescent and shaftesbury, near this area is already higher than the suburb average. Please consult the residents living in the apartments along the railway line on albert crescent and also Burwood police.

By massively increasing the dwelling density to this small area, it will further deteriorate the public safety of the area.

Streetscape

There is a great UNEVEN distribution to the proposed building height in the draft plan. The proposed 25 level buildings are much too disproportionately tall for our quiet residential suburb.

In the draft plans, there are many sites of sudden changes in building height from 15 levels or 8 levels to the existing 1-2 storey dwellings. These occur along lucas rd, webb st and cheltenham st.

This is unsightly from streetscape point of view and EXTREMELY UNFAIR to the many long term croydon residents that will lose their privacy, forever. Imagine standing in your beautiful backyard and looking up at 8, 15 storey unit on the other side of your fence!

As highlighted above many streets in This part of Croydon is very narrow, even being across the road from a 8,15,25 storey building full of residents does not protect a residents privacy as you are only 6 meters away!

Alternative options

The current plans are detrimental to the prestigious Croydon area on many levels.

The TOD changes in density of dwelling for Croydon should be met by spreading out across a larger area of Croydon with lower height limits. This will still fulfill the state TOD increase in dwelling requirements for our suburb.

The current height limit of 8 storey for Croydon (boundary and grosvenor st) should be maintained throughout the whole suburb.

Council should consider to widen the increase in density area to an area bound by (queen st, young st albert crescent, shaftesbury rd)

This will make use of the under utilisation of the non heritage zones of Irrara and Orchard street under current draft plans.

Make use of the wider streets in the area to allow for the increased traffic (Queen, Webb, young, Cheltenham Rd). These streets are wide enough for 4 cars at any one time.

These changes will be better for streetscape, traffic flow, crime and for wellbeing to local residents.

By having more even in building height limits and setting this wider area, which is clearly bounded by wider roads, it will improve privacy to residents.

More importantly, these changes allow residents affected by the TOD plans the option to amalgamate and relocate when their precious forever home is being approached by developers, rather than having to live with the nightmare of years of construction noise and pollution, and having hundreds of people staring into their homes from next door.

Most Croydon residents have been living here for a long time. They deserve to be treated fairly by the council that they have supported all these years.

I ask that the Council to please consider these options.

regards



Archived: Wednesday, 11 December 2024 2:00:08 PM
From: [REDACTED]
Sent: Tue, 19 Nov 2024 20:09:39
To: [Burwood Council](#)
Subject: Croydon Housing Investigation Area - draft plan
Importance: Normal
Sensitivity: None
Attachments:
[Croydon Draft Masterplan BWJ.pdf](#);

Please find attached my response to the Croydon Housing Investigation Area draft plan.

[REDACTED]



Re: Croydon Housing Investigation Area, Draft Master Plan

I broadly support the draft plan prepared by Burwood Council in response to the NSW Government's Transport-Oriented Development proposal.

The Council is to be commended on a plan that achieves protection of (low density) conservation areas while also providing opportunities for higher density in appropriate areas. In doing so, this draft plan will ensure that the present character of Croydon is maintained for the benefit of current and future residents.

I have lived in the Burwood LGA for more than 45 years, and have observed close up the changes in the LGA over that time, most of which I regard positively.

I have read the submission from the Burwood and District Historical Society (BDHS) and share some of the concerns that they raise.

In particular,

With higher densities comes a need for more green space, which is already low compared to most LGAs. The concept of green streets is a good idea. Wangal Park, created from an old brick pit about a decade ago, is an excellent example of what can be achieved with legacy open space. Unfortunately there seems little opportunity for further public open space in the Burwood LGA. The proposal by BDHS for investigating the potential for public access to open space in the Webb Street development on the old brick pit site deserves further consideration.

The BDHS submission makes a good point about the need for improved infrastructure that will come with increased density and draws a valid comparison with what is happening at Green Square.

Although towers are proposed for areas close to the Burwood town centre, where there are already existing tower developments, a buffer zone between towers and low density areas would be particularly suitable for medium density developments. Also lower height podium levels at street frontages would help ameliorate the impact of high towers on streetscapes.

Higher densities prove an opportunity for a socially desirable increase of affordable housing in the LGA. A proposed goal of 2% lacks ambition; a significantly higher goal of at least 10% should be achievable.



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 2:00:15 PM

From: [REDACTED]

Sent: Sat, 16 Nov 2024 05:57:47

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: Attention City Planning Team: Submission Croydon Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[L_CityPlanningTeam_CroydonMasterplanSubmission_20241116.pdf](#);

Good afternoon

Please find attached our submission to the Croydon Masterplan.

We would appreciate it if you could confirm receipt of this email and that the attached pdf submission was able to be opened.

Kind regards

[REDACTED]

[REDACTED]

16 November 2024

Dear City Planning Team

EXECUTIVE SUMMARY

We write with serious concern about the proposed draft Croydon Housing Investigation Area Masterplan (the ***draft Croydon Masterplan***).

We urge Burwood Council (the ***Council***) to properly consider the concerns raised in this submission and, in light of these serious concerns, reject the draft Croydon Masterplan. It is in no state to be adopted by Council or presented to the NSW Government. A failure to do so will be catastrophic for the integrity of the Council, and more importantly, to the urban, environmental and social satisfaction of the Burwood community.

In summary, the draft Croydon Masterplan:

1. is inadequate as a strategic planning and urban design exercise and will produce poor planning, including urban, environmental and social outcomes. The draft Croydon Masterplan:
 - a. contradicts the Council's own planning objectives;
 - b. is inconsistent with the TOD principles;
 - c. is inconsistent with the Burwood LEP;
 - d. disproportionately affects Burwood residents;
 - e. is inconsistent with the Burwood North Masterplan;
 - f. is incomplete, underdeveloped and inadequate;
 - g. fails to consider impacts on transport and traffic, future education and health demands, and impacts on the liveability of the Burwood community;
 - h. protects the privileged of Croydon and fails Burwood's broader community;
2. ignores the substantial contributions to density and housing that Burwood has already made;
3. completely ignores the heritage value of Boronia Avenue;
4. adopts feedback inconsistently, selectively and in a manner that is misleading;
5. selectively adopts expert third party advice (and on the whole, those experts report are inadequate);
6. fails to demonstrate collaboration with Inner West Council to share the additional density burden;
7. fails to provide adequate consideration to other vacant sites more suitable to development;
8. has not been pursued in good faith or transparently; and
9. despite being titled 'the *Croydon* Housing Investigation Area', results in no substantial development in Croydon, leaving Croydon exposed to future development demands from planning authorities (exactly why it was identified by TOD to begin with).

We expand on these matters in our submission below.

Ultimately, the draft Croydon Masterplan is not a fair or sensible alternative to the NSW Government Transport Oriented Development (*TOD*) Program and should be rejected.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN CONTRADICTS THE COUNCIL'S OWN PLANNING OBJECTIVES

The Council's own 'Operational Plan Objective' states the following as the Council's objectives:

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

C.3.2 Protect our unique built heritage and maintain or enhance local character

P.13 Identify and plan for built heritage and 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

The matters raised in this letter demonstrate how the Council has failed to achieve its own objectives under C.3, C.3.1, C.3.2, P.13, C.4 and C.4.2 in all respects. At particular risk is the identity of Burwood, appropriate scale, the protection and access to local heritage, complementary design, local character, sustainability and liveability.

We request the Council to explain, in light of the matters raised in this submission, how the Council considers the draft Croydon Masterplan achieves these Operational Plan Objectives.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN IS INCONSISTENT WITH THE TOD PRINCIPLES

Despite the draft Croydon Masterplan being developed as an alternative to TOD, the draft Croydon Masterplan is entirely inconsistent with TOD principles and as a result, is unlikely to be acceptable to the NSW Government as an appropriate alternative to the TOD. In this section, we provide a selection of instances where the draft Croydon Masterplan makes proposals that are inconsistent with the TOD principles, however these are not exhaustive.

The TOD focuses on areas within 400m of train stations and aims for gentle low-medium density with maximum building heights of 22m (6 storeys, residential). Through the TOD, the NSW government *"aims to deliver more mid-rise residential flat buildings and shop-top housing around rail and metro stations. The aim is to create developments that are well designed, are of appropriate bulk and scale, and that provide amenity and liveability"*.

This appears to have been entirely ignored in the draft Croydon Masterplan. Instead, the draft Croydon Masterplan proposes in a single block between Shaftesbury Road and Boronia Avenue and Queen Street and Albert Crescent (an area of only 10% of the Croydon Housing Investigation Area):

- 3 towers of almost 110m in height (30 storeys) 1.2km from Croydon station (and in fact closer to Burwood Station, which was not selected by the NSW government to be part of TOD), and
- 6 towers of 86m (25 storeys), 2 towers of 54m (15 storeys) and 3 towers of 32m (8 storeys), all 1km from Croydon Station.

It seems, without explanation, the draft Croydon Masterplan:

- exceeds the maximum building heights stated in the TOD by 5-6 times (6 storeys stated in the TOD vs 30 storeys proposed in the draft Croydon Masterplan); and
- proposes high density towers in areas located 3x further away from a station than contemplated in the TOD (400m from Croydon station stated in the TOD vs 1-1.2km from Croydon Station proposed in the draft Croydon Masterplan).

This is not the low-medium or gentle density contemplated by the TOD and detracts from the amenity and liveability that are principal aims of the TOD.

The TOD applies to Heritage Conservation Areas (**HCA**s). Despite this, the draft Croydon Masterplan indiscriminately ignores all HCAs from consideration, resulting in the concentration of towers within the Shaftesbury Precinct. The Council has severely constrained itself by self-excluding all HCAs and adopting a principle that is not required by the TOD. The result of this is that the residents of Croydon are protected at the expense of residents of Burwood. We discuss this unfairness in further detail in the next section.

The TOD underscores the importance of development considering the Apartment Design Guide (**ADG**) (*“Section 161 of the TOD amendment reinforces that residential flat buildings and shop-top housing should continue to consider the Apartment Design Guide”*). Despite this, ADG compliance analysis does not appear to have been undertaken for the draft Croydon Masterplan. This is remarkable given the highest density towers are oriented east-west and are likely to create significant overshadowing. This is a clear indication the proposed level of density in the Shaftesbury Road precinct is excessive and inappropriate. The Council’s own experts say further work needs to be done, and ADG may not be possible to be met. This is simply not satisfactory and puts at risk the sustainability and liveability of Burwood.

Ultimately, the draft Croydon Masterplan is fundamentally at odds with the State government's approach with the TOD and Diverse and Well Located Housing Reforms (DLWH), which encourage more medium or “missing middle” gentle density to provide more housing at an *appropriate* neighbourhood scale. There is a significant amount of research internationally which supports this gentle density approach as producing better environmental, urban and social outcomes in our communities compared to excessive high-density development. It is disappointing to see the Council opting to ignore (without explanation) these broadly accepted benefits of low-medium density in the face of the less considered solution of erasure and excessive overdevelopment.

In light of these examples of inconsistency, we request the Council explain how it considers that the draft Croydon Masterplan achieves the principles set out in the TOD, such that it can be seriously pursued as an appropriate alternative to the TOD.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN IS INCONSISTENT WITH THE BURWOOD LEP

The draft Croydon Masterplan is inconsistent with the Burwood LEP. In this section, we provide a selection of instances where the draft Croydon Masterplan makes proposals that are inconsistent with the Burwood LEP, however these are not exhaustive.

The Burwood LEP has a maximum height of 70m in the “Burwood Town Centre” which then steps down to 30m on the western side of Shaftesbury Road. The draft Croydon Masterplan, however, proposes maximum heights in excess of the current maximum (102m) on the eastern side of Shaftesbury Road opposite existing tolerances of only 30m. This height imbalance is indicative of poor planning. Maximum building heights of 102m represents a significant increase in planning controls in the Burwood LGA.

There is no evidence available that light or amenity analysis according to ADG principles has been undertaken by Council as part of the draft Croydon Masterplan. The proposed 102m towers are unfortunately west facing and shield smaller towers of 86m and 32m in a westerly direction from this density. It is difficult to see how ADG principles and minimum light requirements are being met. This indicates a low level of amenity in the proposed plan. Further, there is no eye level view impact analysis which would demonstrate the oppressive impact of the towers of the Shaftesbury Road precinct at immediate street level and at key vantage points.

Burwood LEP also mandates a minimum of 6m setbacks to front but in the draft Croydon Masterplan, this is reduced to 3m in Boronia Avenue for 8 storey buildings. This halving of the current LEP provision destroys amenity and solar access for affected properties and their private open space.

We request the Council explain how it considers the draft Croydon Masterplan satisfies the terms of the Burwood LEP.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN DISPROPORTIONATELY AFFECTS BURWOOD RESIDENTS

The draft Croydon Masterplan, despite being a plan for Croydon, disproportionately affects Burwood residents.

The stated priority of the Council in developing the draft Croydon Masterplan is to: *“prioritise the protection of The Strand, Malvern Hill, and Cintra Heritage Conservation Areas, while higher density development is concentrated near the Burwood Town Centre.”* As a result, Council seeks to only protect the heritage values of Malvern Hill Estate and the Strand. However, it does not genuinely consider how good strategic planning and urban design could both address NSW housing targets and also provide a good urban outcome appropriate for the area and fair to the entire community, including Burwood.

Rather, the Council’s proposed method to achieving the protection of Croydon’s heritage is to narrowly redistribute and concentrate the majority of the proposed density to a confined area in another suburb entirely (Burwood, primarily in the Shaftesbury Road Precinct), displaced from Croydon (more than 1km from Croydon Station and only 400m from Burwood Station).

As a result an excessive amount of density (CBD scale) is proposed in the small area of the Shaftesbury Road Precinct which will produce very poor urban and environmental outcomes with respect to overshadowing, wind impacts, privacy, view/outlook, local character and traffic on the adjacent

detached single dwelling context. It will also erase significant contributory heritage of various Federation homes in that precinct in order to protect Croydon's heritage.

This approach does not reflect a best practice strategic planning or urban design response and fundamentally and critically lacks equity and fairness to the broader Burwood community in favour of the few very privileged people in Croydon.

The draft Croydon Masterplan fails to acknowledge that development capacity exists across the broader study area, across the entirety of the Croydon HIA (and beyond its narrowly defined borders to the north and south), and rather elects to concentrate all of the development (and its associated and exacerbated adverse environmental impacts) into the Shaftesbury Road Precinct.

It is clear the draft Croydon Masterplan has not appropriately considered options or alternate solutions which seek a fairer distribution of the density across the larger study area as the majority of the study area is not proposed for any uplift- almost approximately 70% of the Croydon HIA is ignored for development.

To further illustrate this, point the South Railway precinct is unseriously included by the Council to only be dismissed as an area for future development because it 'protects' Malvern Hill HCA, *"Under the draft Masterplan development uplift is not proposed given its proximity to Malvern Hill Heritage Conservation Area."* (Appendix 1). Why include an area to simply exclude it? The inclusion therefore appears to (cynically) further the case that the only possible area for development is in the Shaftesbury Precinct.

A fairer distribution of gentle density increases across the entire study area (of 400m from Croydon Station) would significantly reduce the poor environmental outcomes of overshadowing, wind impacts and lack of privacy. A fairer distribution of gentle density would ultimately retain a neighbourhood scale of built form and avoid oppressive CBD-scale 30-storey towers directly adjacent to a single detached suburban setting.

Residents in Croydon are demonstrably wealthier than their neighbours in Burwood, with respect to both income and assets. 2021 Census data shows that the median income in Croydon is 16% higher than Burwood and home ownership in Croydon is 66%, 35% higher than in Burwood. The outcome of the draft Croydon Masterplan is that the income and asset rich get protected and looked after and their poorer neighbours can only look forward to poorer amenity and poorer liveability.

In light of the extreme and disproportionate impact the draft Croydon Masterplan has on Burwood residents, we request that Council explain how it considers the draft Croydon Masterplan produces an outcome that is fair and equitable to the residents of Burwood.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN IS INCONSISTENT WITH THE BURWOOD NORTH PRECINCT MASTERPLAN

The draft Croydon Masterplan is also inconsistent with the Burwood North Precinct Masterplan (**BNMP**). In this section, we provide a selection of instances where the draft Croydon Masterplan makes proposals that are inconsistent with the BNMP, however these are not exhaustive.

The BNMP provides for maximum 8 storey development on the western edge of Shaftesbury Road from Wilga Street to Parramatta Road and no development on the eastern edge of Shaftesbury Road. The draft Croydon Masterplan however, proposes 30 storeys on the eastern edge of Shaftesbury Road in the single south-north eastern block between Waimea Street and Victoria Street.

BNMP steps down building heights to major roads- 30 storey buildings step down to 8-10 storey buildings along Parramatta Road and 20-30 storeys step down to 10 storeys on Burwood Road. In contrast, the draft Croydon Masterplan steps up storeys to the road's edge.

The additional dwellings proposed in the draft Croydon Masterplan represents around 40% of the additional dwellings proposed in the BNMP (BNMP proposes 9,000 dwellings compared to the draft Croydon Masterplan's 3,600). BNMP covers a geographical area of approximately 30ha and the draft Croydon Masterplan concentrates its development in a geographical area less than 5ha. If the ratio of the number of additional dwellings to geographical area was consistent between the BNMP and the draft Croydon Masterplan, the draft Croydon Masterplan should spread its additional dwellings across an area of at least 12 ha- an area almost 2.5 times what the draft Croydon Masterplan proposes. This is indicative of the extreme localisation and concentration of density of the draft Croydon Masterplan and demonstrates how inferior it is as a reasonable planning instrument compared to other Burwood planning documents and especially to the TOD.

In light of the inconsistent density plans between the draft Croydon Masterplan and the BNMP, we request that Council explain how it considers the draft Croydon Masterplan produces an outcome that is fair and equitable to the residents of Burwood compared to Burwood North.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN FAILS TO CONSIDER IN ANY DETAIL THE IMPACTS ON TRANSPORT DEMANDS AND TRAFFIC IMPACTS, EDUCATION AND HEALTH DEMANDS AND LIVEABILITY

The draft Croydon Masterplan fundamentally fails the Burwood community, ignoring the impact the proposed density will have on transport demands and traffic impacts, education demands, and liveability.

TRAFFIC

With regard to traffic impacts, JMT Consulting, Council's experts, indicate no traffic network analysis work was undertaken. This is, quite simply, unbelievable. Traffic impact analysis should be a critical factor in designating the density in the draft Croydon Masterplan.

Traffic at Burwood around the Shaftesbury precinct is already significantly congested on weekdays and weekends owing to the narrow streets, location of Westfield and access to Parramatta Road at the north end of Shaftesbury Road. Further, there are limited options to alter traffic or roads to address this given the location of Westfield.

TRANSPORT

With regard to transport impacts, if the draft Croydon Masterplan is intended to take advantage of existing transport options in Croydon, then it fails. The proposal put forward in the draft Croydon Masterplan, which densifies Burwood, 1.2km from Croydon station, will lead to an increase in train utilisation at Burwood Station and negligible change at Croydon Station.

Opal data shows that Burwood station is the 5th most frequented station in NSW (excluding CBD stations) and Croydon is the 110th most frequented station (a sound reason for its inclusion in the TOD). From the proposed additional density, it is reasonable to assume that there will be an additional 6,000 daily passengers from Burwood Station (two thirds of the 9,000 additional residents in the

labour force, consistent with Census data). This many additional passengers would reflect an increase of 25% in trips at Burwood station and mean that Burwood Station becomes the 3rd most frequented station in NSW. This is a significant burden to be placed on Burwood Station.

EDUCATION AND HEALTH

With regard to education and health demands, the draft Croydon Masterplan does not allow for additional infrastructure - aged care, health, other services, and schools. The Social Infrastructure and Open Space Needs Report recommends discussion with the Department of Education to assess needs for education. The stakeholder engagement report indicates no such discussions are planned. This defies belief, given the additional 1,800 students expected.

The same report also recommends discussions with the Local Health District and the stakeholder engagement plan indicates no such engagement occurred. By way of example, if additional residents suffer long-term health conditions in the same proportion as Burwood (according to Census data), an additional 1,800 frequent users of the health system could be expected. The Council has indicated no provision for additional health services and no discussions with the LHD.

GREEN SPACES

With regard to liveability, the additional green spaces proposed in the draft Croydon Masterplan is extremely limited given the density proposed in the plan. The minimum standards (GANSW) for high density areas of local parks of 1,500 to 3,000 sqm is not adequately achieved by further subdivision of these spaces into so-called “pocket parks” - the size of one standard lot in Burwood LGA. Burwood aims for 10sqm of open space per person (and Croydon 15sqm), however the draft Croydon Masterplan suggests this is outdated and the solution is to offer only 0.67 sqm of open space- this is less than 10% of Council’s own aim and barely meets the minimum requirement of GANSW of 1,500 sqm. This is not satisfactory. The Council should aim higher than State minimums for additional density.

In terms of the green spaces that have been provided in the draft Croydon Masterplan, they are small and ineffective. They do not allow residents to complete a decent walk; they do not sufficiently allow for a range of sporting activities; they do not allow for sufficient variety of visual stimulation from flora. What the people of Burwood appreciate are areas like Wangal Park, which can cater to a range of activities.

Furthermore, the report is vague on which open spaces will have which amenities- basketball hoops (not even courts) and playgrounds are mentioned, but where will these go? The plaza is placed in the Shaftesbury precinct, and therefore denies proper green open space to this extremely high-density precinct. The plaza will also include retail spaces at the ground level of the Shaftesbury towers, which hardly contributes to any connection to nature. A vape shop by a concrete bench fronting a grid-locked Shaftesbury Road is a distinct possibility.

The only sizeable green space proposed in the Croydon Masterplan (and yet the minimum specified by the GANSW) actually borders the non-uplifted “Croydon low density precinct”. Here, Council proposes an impractically sized park of 150m x 10m. We note that this is less than the GANSW minimum of 15m width for open spaces.

It is misleading, cheap and disingenuous to say that additional residents have access to green areas outside Croydon HIA- this is not how the standards are applied, and means new residents cannibalise existing open spaces. Therefore, under the draft Croydon Masterplan every resident is a loser.

We request that Council explain how its draft Croydon Masterplan considers and accounts for impacts on traffic impacts, transport demands, education and health demands and liveability for the Burwood community.

DRAFT CROYDON MASTERPLAN IGNORES BURWOOD’S ALREADY SUBSTANTIAL CONTRIBUTIONS TO DENSITY AND HOUSING, CROYDON HAS NOT

Burwood has already made significant contributions to increasing density, with a number of recent high rise apartment buildings around Burwood Station and surrounding areas. Under the BNMP, Burwood will continue to do so (an additional 9,000 dwellings are planned). Burwood is already at risk of overdevelopment, and with the further densification now proposed by the draft Croydon Masterplan, it will certainly be overdeveloped.

It is precisely for this reason that Croydon, not Burwood, was identified by the NSW Government in the TOD as an area for potential development. The Croydon Housing Investigation Area, results in no substantial development in Croydon. It is a short-sighted approach that leaves Burwood overdeveloped and Croydon exposed to future development demands from planning authorities (which is exactly why it was identified by the NSW Government for development in the TOD initially).

We request that Council explain how the further densification of Burwood and the exclusion of Croydon is an adequate response to the NSW Government’s request through the TOD to make proposals in relation to the development of Croydon.

DRAFT CROYDON MASTERPLAN IGNORES THE HERITAGE VALUE OF BORONIA AVENUE

The draft Croydon Masterplan claims to protect the heritage value of Croydon (primarily Malvern Hill), but completely ignores the heritage value of the intact series of federation homes on Boronia Avenue and the broader Burwood Municipality. On Boronia Avenue, a significantly intact area of contributory heritage, Council proposes 8-25 storey towers.

To date, Burwood has successfully mediated high density areas concentrated around centres of commerce and transport with single dwelling heritage subdivisions with a high level of amenity and established landscaping. The draft Croydon Masterplan undoes this. As it stands, the draft Croydon Masterplan identifies the Western and Eastern sides of Boronia Avenue for 25 storey and 8 storey development respectively. This proposal erases the unique heritage character of Boronia Avenue, and the connection individuals have with the cultural heritage of the street. Once this heritage is gone it is lost forever. We note that, personally, residents of Boronia Avenue (east), have lived on the street since 1963 and have longstanding connections with their neighbours, their street and the suburb of Burwood.

Burwood Council Planning Controls webpage states that Council seeks to protect the significance of Heritage Items and the Heritage Conservation Area. Boronia Avenue is wholly consistent with other Heritage Conservation areas immediately surrounding it and as such should be considered as having the same heritage value, including the Lucas Road Heritage Conservation Area, the Blair Avenue Heritage Conservation Area and the Rostherne Avenue Heritage Conservation Area.

Good heritage planning and protection considers not only the value of individual dwellings but the collection of places of heritage significance together and their inherent value to the communities who inhabit and live around them. The proximity and stark transition from high density developments to single standing dwellings proposed is not consistent with the Heritage Values and Significance of the Burwood LGA. As the proposed plans clearly state, Lucas Road HCA and Heritage Items are not targeted for increased density and as such present an inconsistent dwelling character with adjoining higher densities.

The proposed plan, especially the treatment of Boronia Avenue, is not consistent with levels of Heritage protection from the TKD heritage study. The study identifies every site on the Eastern side of Boronia Avenue as contributory and the majority of sites on the Western side as contributory- with the following classification: *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.*

The TKD study identifies the cohesiveness of the Area D- Shaftesbury Road Precinct as being low with 1970s flat building interventions. This is not correct in respect to Boronia Avenue, with the Eastern side of Boronia Avenue having all contributory dwellings with no 1970 interventions. The Western side has majority contributory dwellings bar the corner with Victoria Street (single neutral dwelling) and 15 Boronia Avenue (detracting dwelling)- again with no 1970s interventions. This should merit this street being retained for its character and Heritage value and should be recommended for listing as a Heritage Conservation Area.

Furthermore, the heritage report prepared by TKD architects is selective - despite 13 pages of photo analysis of individual houses in the Croydon HIA, and identification of Boronia Avenue as a largely intact street of contributory significance in the Croydon HIA, there is no photo evidence of Boronia Avenue. This reads as a deliberate downplaying of the heritage of Boronia Avenue, which is later earmarked by the report for future potential high-density development. This is inconsistent with the treatment of the South of the Railway precinct, where the faintest indication of heritage is protected.

We request that Council make Boronia Avenue a Heritage Conservation Area consistent with surrounding intact streets of early twentieth century bungalows and explain, consistent with the Council values, how the draft Croydon Masterplan has considered all areas of heritage value and significance, including Boronia Avenue.

DRAFT CROYDON MASTERPLAN HAS ADOPTED FEEDBACK INCONSISTENTLY, SELECTIVELY AND IN A MANNER THAT IS MISLEADING

The Council has developed the draft Croydon Masterplan after allegedly incorporating feedback received from residents in response to the NSW Government's TOD plan in April / May 2024. The area for comment was limited to within 1km of Croydon Station, and so did not include a significant portion of the Shaftesbury Precinct (because it is further than 1km from Croydon Station) where the majority of high-density development is now proposed.

Council, in its report summarising the draft Croydon Masterplan claims, *"Early community engagement undertaken by Council supports additional housing, especially north of the railway line between Croydon station and Burwood Town Centre"*. This borders on misrepresentation. Council's

own data suggests that the areas of greatest (net) support were South of Liverpool Road and along the commercial strip of the Strand. Support for Burwood and North of the Railway areas were the 4th and 6th most popular areas identified by the 82 respondents.

For completeness, the areas of highest support for further density were (in order):

1. South of Liverpool Road, however, the draft Croydon Masterplan proposes no development of this area;
2. The Strand Croydon, however, the draft Croydon Masterplan proposes no development of this area;
3. South of the Railway, however, the draft Croydon Masterplan proposes no development of this area;
4. North of the railway, the draft Croydon Masterplan proposes extreme density in this area;
5. Parramatta Road (though not part of area highlighted for feedback), the draft Croydon Masterplan proposes no development to this area;
6. Burwood town centre (though not part of area highlighted for feedback), the draft Croydon Masterplan proposes no development of this area;
7. Malvern Hill, the draft Croydon Masterplan proposes no development of this area.

This analysis contradicts Council's claim that the majority of support was for north of the railway.

Community feedback was also relatively positive about shop-top development along the Strand in Croydon (second highest number of net positive community support). The draft Croydon Masterplan completely excludes the Strand for future development. Why did Council forgo this opportunity welcomed by the community and consistent with the principles of TOD? It is not clear why this decision was made by Council.

Lastly, Council in April/May 2024 only sought feedback on medium-high density (6-13 storeys) not high density (17-30 storeys). It is fundamentally not known if there is any community support for high density and further high density, especially in Burwood. To be clear, we do not support it.

COUNCIL HAS BEEN SELECTIVE IN ITS USE OF EXPERT THIRD PARTY ADVICE AND ON THE WHOLE, THE REPORTS ARE INADEQUATE

Burwood Council has engaged third party consultants to help it prepare its draft Croydon Masterplan and in key areas has selectively chosen to follow or not follow their experts' advice. The following is a non-exhaustive list:

1. The heritage report identifies Boronia Avenue (particularly the eastern edge) as an intact area of contributory heritage value. Yet Council proposes towers of 8-25 storeys in this street.
2. The Case for Change report identifies significant areas of "no constraint" (i.e. areas that can be developed) along Robinson Street and between Queen Street and Orchard and Irrara Street, yet no development is proposed for these areas which are of similar size to the Shaftesbury Precinct.

3. The Flood and Services report shows sewer trunk assets passing underneath Shaftesbury Road to Boronia Avenue, and states, “Sydney Water prefer **no development to occur within a stormwater asset ZOI (zone of interest)**” (bolding report’s own). Yet towers of 8-30 storeys are proposed in this area. Further, council’s own experts (Northrop), acknowledge additional costs and engineering complexity in building over these assets. Therefore, is this even a sensible development zoning? Or likely to be taken up by developers?
4. To our knowledge Council has not engaged experts to undertake any shadowing, amenity or analysis showing compliance with ADG standards, which Council allegedly aspires to.

DRAFT CROYDON MASTERPLAN FAILS TO DEMONSTRATE COLLABORATION WITH INNER WEST COUNCIL

The draft Croydon Plan fails to demonstrate any collaboration with Inner West Council.

Croydon TOD straddles Burwood and Inner West local government areas. Why has Council not worked with the Inner West Council to share the 3,600 additional dwellings, instead of Burwood having to bear 100% of the density?

We also raise a significant inconsistency in the number of additional dwellings proposed by Council. In their Report (page 4, 25 June 2024), Council’s own estimates of additional dwellings (before any heritage exclusions) in the Burwood LGA under the TOD is 1,500 dwellings. However, the draft Croydon Masterplan indicates a yield of 3,651 additional dwellings (and consistently when quoted elsewhere rounds down this figure to 3,600 additional dwellings). This disparity in the number of additional dwellings indicates either:

- a) that Burwood Council is proposing adopting the entirety of the additional dwelling load for both itself and the Inner West Council. This is not fair to residents of the Burwood LGA and was not anticipated by the TOD; or
- b) there has been an error in either of the estimates.

.We ask that Council share further details on how they arrived at the proposed additional dwelling estimate of 3,651 in its draft Croydon Masterplan, and how this changed from its original estimate of 1,500 additional dwellings.

DRAFT CROYDON MASTERPLAN FAILS TO PROVIDE ADEQUATE CONSIDERATION OF OTHER VACANT SITES MORE SUITABLE TO DEVELOPMENT

The identification of the boundary of the Croydon HIA seems to intentionally and without justification to have limited the study area to exclude areas where density/development capacity could also have easily been distributed. For example, the draft Croydon Masterplan identifies the areas further north in Lucas Road as “areas for future investigation”. There is no valid reason to have not included these areas in the draft Croydon Masterplan to enable the density to be more fairly distributed. This is similarly the case for the South Railway Precinct. This, as stated above, would significantly reduce the environmental impacts and help to retain a neighbourhood scale, and healthy community.

Why is development not considered in **Croydon Low Density Dwelling Residential Precinct**? It makes up the largest area within the Croydon HIA even after excluding schools. Council offers only (feebly), *“This precinct is the largest in the draft Masterplan and development uplift is not proposed...This*

precinct includes the existing network of schools and parks and is part of the wider Croydon HIA's interface with the surrounding suburban residential characteristics."

Place and scale appropriate housing, dispersed low to medium density within 400m of transport is exactly what the TOD is meant to achieve. Croydon HIA excludes this area (within 400m of the station) for development because it is too 'suburban' yet ignores Boronia Avenue and Waimea Street as similar locations of existing low-density dwellings.

Similarly, for the **Railway South Precinct**, Council illogically offers, "*development uplift is not proposed given its proximity to Malvern Hill Heritage Conservation Area and several high value heritage items. This precinct has been deferred for future consideration*". Reasons for the deferral are especially weak.

The Council is due to respond to the NSW Government by January 2025- if not now for the investigation into the feasibility of these areas, then when?

Croydon Core Precinct is proposed to have building heights of 15 storeys- this is likely economically unattractive to future developers given that this precinct is already developed to around 6 storeys. This is nothing to say of this area's higher flood risk.

The draft Croydon Masterplan states it is not exploring existing strata title scheme sites due to the difficulty of developing these, however existing low rise medium density sites present a perfect opportunity for sustainable refit to increase density, often with the open space, parking and servicing requirements for low rise medium density development.

Office Architects in Melbourne have completed several feasibility studies at Barrack Beacon Estate, Ascot Vale and Kensington via their 'Retain, Repair, Reinvest' model which has resulted in a 30% increase in apartment yield on existing sites with strategic retrofit and considered medium density infill.

Sites such as those along Albert Crescent, Deane Street and Waimea Street, east of Shaftesbury present an excellent opportunity to more adequately spread the share of density in sites that already support density beyond single residential.

Burwood Council should:

- explain why it has not considered Croydon Low Density Precinct and Railway South Precinct for further development to more fairly distribute the additional density
- explain why proximity to HCAs is sufficient to exclude the South Railway Precinct but not Lucas Road south or Boronia Avenue
- present a similar feasibility study as to that in Melbourne, exploring alternate methods of delivery of desired density to allow residents to fully consider all options available.

DRAFT CROYDON MASTERPLAN HAS NOT BEEN PURSUED IN GOOD FAITH OR TRANSPARENTLY

There are significant issues with Council's process to deliver the draft Croydon Masterplan. The process has been so deficient as to significantly impair its integrity.

To name a few issues:

1. The name of the draft Croydon Masterplan is deliberately misleading. Despite the title including 'Croydon', the majority of the development is in Burwood, and more than 1.2km

from Croydon Station. The name has likely produced a low response rate from Burwood residents, including those who ended up most significantly affected by the draft Croydon Masterplan.

2. The initial questions posed to the community were narrow and focused on medium-high density, not the high density now proposed.
3. It is unclear whether Council actually sought responses from residents in the area most affected by the Croydon Masterplan (Shaftesbury Precinct especially). Shaftesbury Precinct did not appear to be included in Council's original feedback Map (outside 1km from Croydon Station).
4. Council signage during the current Exhibition period has focused solely on Croydon Station and the Strand. To date, we have observed only one poster in Burwood, facing the interior of Burwood Park. Council was made aware of this disparity on the 12/11 and to date has not rectified this issue by putting posters up around Burwood Westfield or Burwood Station.
5. Council documents are available only in English, unlike the BNMP, where documents and exhibits are available in a range of languages, consistent with Burwood's multiculturally diverse community. Council has failed to cater for its community.
6. Council drop-in sessions favour Croydon (at Croydon Station), whereas Burwood drop-in sessions are at the library and not near areas most affected.
7. Council's self-imposed timeline disadvantages residents' ability to respond in an informed way. Council was aware in April 2024 of its commitment to deliver to the State government a revised plan in January 2025. Not releasing its Croydon Masterplan until late October and after the September elections appears deliberate. The Croydon HIA delivers no benefit to the residents of Burwood and the Council's actions indicate it was sensitive to this reality.

Council should explain how it will reflect the concerns of residents, if it plans to approve the plan only 6 days after feedback closes?

The process is so deficient and the draft Croydon Masterplan so without merit, the only option available to Council is to reject it outright and proceed with the TOD.

DRAFT CROYDON MASTER PLAN RESULTS IN NO SUBSTANTIAL DEVELOPMENT IN CROYDON

The draft Croydon Masterplan results in no substantial development in Croydon. Rather than be protected by Council's draft Croydon Masterplan, Malvern Hill continues to stick out like a(n undeveloped) sore thumb.

The residents of Malvern Hill remain exposed to future development demands by NSW Government and future governments, especially since TOD allows development in HCAs.

CONCLUSION

In its current form, the draft Croydon Masterplan is a **planning failure**. It is ill-considered, ill-advised, and disingenuous. As lifelong residents of Burwood, with connections to the suburb over generations,

we are disappointed that Council is pursuing a proposal that so fundamentally fails the Burwood community.

We urge the Council to reject the draft Croydon Masterplan. It is in no state to be adopted by Council and is not fit for presentation to the NSW Government. It should not be accepted as an appropriate alternative to the TOD, and **should not be pursued**.

And finally, the cost to prepare the draft Croydon Masterplan at \$0.6m (estimated), is an abject waste of ratepayer money. Funds of this size should be better spent fixing footpaths and the amenity of the areas around Burwood's existing skyscrapers and improving the amenity for people walking to Burwood Station along Waimea Street, which Council has allowed to descend into dereliction.

We have provided a copy of this submission to:

- John Faker, Mayor of Burwood
- All Burwood Councillors
- Jason Yat-Sen Li, Member for Strathfield
- Paul Scully, Minister for Planning and Places
- Sally Sitou, Member for Reid
- Michael Koziol, Sydney Editor, Sydney Morning Herald

We look forward to your response.

Yours sincerely

[Redacted Signature]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 2:00:19 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 21:50:07

To: [Burwood Council Mayor](#)

Cc: [George Mannah](#) [Pascale Esber](#) [Deyi Wu](#) [Sukirti Bhatta](#) [David Hull](#)

Subject: Against Croydon Masterplan, For TOD!

Importance: Normal

Sensitivity: None

Evening,

As a long term resident of [REDACTED] I am strongly opposed to the Burwood Council Draft Croydon Masterplan.

The NSW Government's Transport Oriented Development (TOD) appears at this stage to be able to provide a much more sustainable community life.

Thank You,

[REDACTED]


[REDACTED]

[REDACTED]

Archived: Wednesday, 11 December 2024 2:00:25 PM
From: [George Mannah](#)
Mail received time: Tue, 19 Nov 2024 22:54:13
Sent: Tue, 19 Nov 2024 22:54:07
To: [Tommaso Briscese](#)
Subject: Fw: Croydon Masterplan
Importance: Normal
Sensitivity: None
Attachments:
[L_CityPlanningTeam_CroydonMasterplanSubmission_20241116.pdf](#);

George Mannah
Deputy Mayor of Burwood
M: 0428 363 826
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Saturday, November 16, 2024 6:04:41 PM
To: George Mannah <George.Mannah@burwood.nsw.gov.au>
Subject: Croydon Masterplan

Dear Councillor

Re: Draft Croydon Masterplan proposed by Burwood Council

We are residents of the Burwood Local Government Area.

We write to you regarding the draft Croydon Masterplan proposed by Burwood Council in response to the NSW Government's TOD.

Council's proposal should be rejected outright.

We wish to apprise you of our views which we have detailed in the attached submission provided to Burwood Council.

In short, the Council's plan is an extreme response to the NSW Government's commendable, measured and reasonable TOD scheme. Council's plan is none of these.

As lifetime Labor voters in all three levels of government, we are horrified that a Labor Mayor and Labor Council propose such an inequitable plan without community support. A plan that privileges the affluent few at the expense of the broader multicultural community.

Yours sincerely,

[Redacted Signature]

[Redacted Name]

16 November 2024

Dear City Planning Team

EXECUTIVE SUMMARY

We write with serious concern about the proposed draft Croydon Housing Investigation Area Masterplan (the ***draft Croydon Masterplan***).

We urge Burwood Council (the ***Council***) to properly consider the concerns raised in this submission and, in light of these serious concerns, reject the draft Croydon Masterplan. It is in no state to be adopted by Council or presented to the NSW Government. A failure to do so will be catastrophic for the integrity of the Council, and more importantly, to the urban, environmental and social satisfaction of the Burwood community.

In summary, the draft Croydon Masterplan:

1. is inadequate as a strategic planning and urban design exercise and will produce poor planning, including urban, environmental and social outcomes. The draft Croydon Masterplan:
 - a. contradicts the Council's own planning objectives;
 - b. is inconsistent with the TOD principles;
 - c. is inconsistent with the Burwood LEP;
 - d. disproportionately affects Burwood residents;
 - e. is inconsistent with the Burwood North Masterplan;
 - f. is incomplete, underdeveloped and inadequate;
 - g. fails to consider impacts on transport and traffic, future education and health demands, and impacts on the liveability of the Burwood community;
 - h. protects the privileged of Croydon and fails Burwood's broader community;
2. ignores the substantial contributions to density and housing that Burwood has already made;
3. completely ignores the heritage value of Boronia Avenue;
4. adopts feedback inconsistently, selectively and in a manner that is misleading;
5. selectively adopts expert third party advice (and on the whole, those experts report are inadequate);
6. fails to demonstrate collaboration with Inner West Council to share the additional density burden;
7. fails to provide adequate consideration to other vacant sites more suitable to development;
8. has not been pursued in good faith or transparently; and
9. despite being titled 'the *Croydon* Housing Investigation Area', results in no substantial development in Croydon, leaving Croydon exposed to future development demands from planning authorities (exactly why it was identified by TOD to begin with).

We expand on these matters in our submission below.

Ultimately, the draft Croydon Masterplan is not a fair or sensible alternative to the NSW Government Transport Oriented Development (*TOD*) Program and should be rejected.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN CONTRADICTS THE COUNCIL'S OWN PLANNING OBJECTIVES

The Council's own 'Operational Plan Objective' states the following as the Council's objectives:

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

C.3.2 Protect our unique built heritage and maintain or enhance local character

P.13 Identify and plan for built heritage and 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

The matters raised in this letter demonstrate how the Council has failed to achieve its own objectives under C.3, C.3.1, C.3.2, P.13, C.4 and C.4.2 in all respects. At particular risk is the identity of Burwood, appropriate scale, the protection and access to local heritage, complementary design, local character, sustainability and liveability.

We request the Council to explain, in light of the matters raised in this submission, how the Council considers the draft Croydon Masterplan achieves these Operational Plan Objectives.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN IS INCONSISTENT WITH THE TOD PRINCIPLES

Despite the draft Croydon Masterplan being developed as an alternative to TOD, the draft Croydon Masterplan is entirely inconsistent with TOD principles and as a result, is unlikely to be acceptable to the NSW Government as an appropriate alternative to the TOD. In this section, we provide a selection of instances where the draft Croydon Masterplan makes proposals that are inconsistent with the TOD principles, however these are not exhaustive.

The TOD focuses on areas within 400m of train stations and aims for gentle low-medium density with maximum building heights of 22m (6 storeys, residential). Through the TOD, the NSW government *"aims to deliver more mid-rise residential flat buildings and shop-top housing around rail and metro stations. The aim is to create developments that are well designed, are of appropriate bulk and scale, and that provide amenity and liveability"*.

This appears to have been entirely ignored in the draft Croydon Masterplan. Instead, the draft Croydon Masterplan proposes in a single block between Shaftesbury Road and Boronia Avenue and Queen Street and Albert Crescent (an area of only 10% of the Croydon Housing Investigation Area):

- 3 towers of almost 110m in height (30 storeys) 1.2km from Croydon station (and in fact closer to Burwood Station, which was not selected by the NSW government to be part of TOD), and
- 6 towers of 86m (25 storeys), 2 towers of 54m (15 storeys) and 3 towers of 32m (8 storeys), all 1km from Croydon Station.

It seems, without explanation, the draft Croydon Masterplan:

- exceeds the maximum building heights stated in the TOD by 5-6 times (6 storeys stated in the TOD vs 30 storeys proposed in the draft Croydon Masterplan); and
- proposes high density towers in areas located 3x further away from a station than contemplated in the TOD (400m from Croydon station stated in the TOD vs 1-1.2km from Croydon Station proposed in the draft Croydon Masterplan).

This is not the low-medium or gentle density contemplated by the TOD and detracts from the amenity and liveability that are principal aims of the TOD.

The TOD applies to Heritage Conservation Areas (*HCA*s). Despite this, the draft Croydon Masterplan indiscriminately ignores all HCAs from consideration, resulting in the concentration of towers within the Shaftesbury Precinct. The Council has severely constrained itself by self-excluding all HCAs and adopting a principle that is not required by the TOD. The result of this is that the residents of Croydon are protected at the expense of residents of Burwood. We discuss this unfairness in further detail in the next section.

The TOD underscores the importance of development considering the Apartment Design Guide (*ADG*) (*“Section 161 of the TOD amendment reinforces that residential flat buildings and shop-top housing should continue to consider the Apartment Design Guide”*). Despite this, ADG compliance analysis does not appear to have been undertaken for the draft Croydon Masterplan. This is remarkable given the highest density towers are oriented east-west and are likely to create significant overshadowing. This is a clear indication the proposed level of density in the Shaftesbury Road precinct is excessive and inappropriate. The Council’s own experts say further work needs to be done, and ADG may not be possible to be met. This is simply not satisfactory and puts at risk the sustainability and liveability of Burwood.

Ultimately, the draft Croydon Masterplan is fundamentally at odds with the State government's approach with the TOD and Diverse and Well Located Housing Reforms (DLWH), which encourage more medium or “missing middle” gentle density to provide more housing at an *appropriate* neighbourhood scale. There is a significant amount of research internationally which supports this gentle density approach as producing better environmental, urban and social outcomes in our communities compared to excessive high-density development. It is disappointing to see the Council opting to ignore (without explanation) these broadly accepted benefits of low-medium density in the face of the less considered solution of erasure and excessive overdevelopment.

In light of these examples of inconsistency, we request the Council explain how it considers that the draft Croydon Masterplan achieves the principles set out in the TOD, such that it can be seriously pursued as an appropriate alternative to the TOD.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN IS INCONSISTENT WITH THE BURWOOD LEP

The draft Croydon Masterplan is inconsistent with the Burwood LEP. In this section, we provide a selection of instances where the draft Croydon Masterplan makes proposals that are inconsistent with the Burwood LEP, however these are not exhaustive.

The Burwood LEP has a maximum height of 70m in the “Burwood Town Centre” which then steps down to 30m on the western side of Shaftesbury Road. The draft Croydon Masterplan, however, proposes maximum heights in excess of the current maximum (102m) on the eastern side of Shaftesbury Road opposite existing tolerances of only 30m. This height imbalance is indicative of poor planning. Maximum building heights of 102m represents a significant increase in planning controls in the Burwood LGA.

There is no evidence available that light or amenity analysis according to ADG principles has been undertaken by Council as part of the draft Croydon Masterplan. The proposed 102m towers are unfortunately west facing and shield smaller towers of 86m and 32m in a westerly direction from this density. It is difficult to see how ADG principles and minimum light requirements are being met. This indicates a low level of amenity in the proposed plan. Further, there is no eye level view impact analysis which would demonstrate the oppressive impact of the towers of the Shaftesbury Road precinct at immediate street level and at key vantage points.

Burwood LEP also mandates a minimum of 6m setbacks to front but in the draft Croydon Masterplan, this is reduced to 3m in Boronia Avenue for 8 storey buildings. This halving of the current LEP provision destroys amenity and solar access for affected properties and their private open space.

We request the Council explain how it considers the draft Croydon Masterplan satisfies the terms of the Burwood LEP.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN DISPROPORTIONATELY AFFECTS BURWOOD RESIDENTS

The draft Croydon Masterplan, despite being a plan for Croydon, disproportionately affects Burwood residents.

The stated priority of the Council in developing the draft Croydon Masterplan is to: *“prioritise the protection of The Strand, Malvern Hill, and Cintra Heritage Conservation Areas, while higher density development is concentrated near the Burwood Town Centre.”* As a result, Council seeks to only protect the heritage values of Malvern Hill Estate and the Strand. However, it does not genuinely consider how good strategic planning and urban design could both address NSW housing targets and also provide a good urban outcome appropriate for the area and fair to the entire community, including Burwood.

Rather, the Council’s proposed method to achieving the protection of Croydon’s heritage is to narrowly redistribute and concentrate the majority of the proposed density to a confined area in another suburb entirely (Burwood, primarily in the Shaftesbury Road Precinct), displaced from Croydon (more than 1km from Croydon Station and only 400m from Burwood Station).

As a result an excessive amount of density (CBD scale) is proposed in the small area of the Shaftesbury Road Precinct which will produce very poor urban and environmental outcomes with respect to overshadowing, wind impacts, privacy, view/outlook, local character and traffic on the adjacent

detached single dwelling context. It will also erase significant contributory heritage of various Federation homes in that precinct in order to protect Croydon's heritage.

This approach does not reflect a best practice strategic planning or urban design response and fundamentally and critically lacks equity and fairness to the broader Burwood community in favour of the few very privileged people in Croydon.

The draft Croydon Masterplan fails to acknowledge that development capacity exists across the broader study area, across the entirety of the Croydon HIA (and beyond its narrowly defined borders to the north and south), and rather elects to concentrate all of the development (and its associated and exacerbated adverse environmental impacts) into the Shaftesbury Road Precinct.

It is clear the draft Croydon Masterplan has not appropriately considered options or alternate solutions which seek a fairer distribution of the density across the larger study area as the majority of the study area is not proposed for any uplift- almost approximately 70% of the Croydon HIA is ignored for development.

To further illustrate this, point the South Railway precinct is unseriously included by the Council to only be dismissed as an area for future development because it 'protects' Malvern Hill HCA, *"Under the draft Masterplan development uplift is not proposed given its proximity to Malvern Hill Heritage Conservation Area."* (Appendix 1). Why include an area to simply exclude it? The inclusion therefore appears to (cynically) further the case that the only possible area for development is in the Shaftesbury Precinct.

A fairer distribution of gentle density increases across the entire study area (of 400m from Croydon Station) would significantly reduce the poor environmental outcomes of overshadowing, wind impacts and lack of privacy. A fairer distribution of gentle density would ultimately retain a neighbourhood scale of built form and avoid oppressive CBD-scale 30-storey towers directly adjacent to a single detached suburban setting.

Residents in Croydon are demonstrably wealthier than their neighbours in Burwood, with respect to both income and assets. 2021 Census data shows that the median income in Croydon is 16% higher than Burwood and home ownership in Croydon is 66%, 35% higher than in Burwood. The outcome of the draft Croydon Masterplan is that the income and asset rich get protected and looked after and their poorer neighbours can only look forward to poorer amenity and poorer liveability.

In light of the extreme and disproportionate impact the draft Croydon Masterplan has on Burwood residents, we request that Council explain how it considers the draft Croydon Masterplan produces an outcome that is fair and equitable to the residents of Burwood.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN IS INCONSISTENT WITH THE BURWOOD NORTH PRECINCT MASTERPLAN

The draft Croydon Masterplan is also inconsistent with the Burwood North Precinct Masterplan (*BNMP*). In this section, we provide a selection of instances where the draft Croydon Masterplan makes proposals that are inconsistent with the BNMP, however these are not exhaustive.

The BNMP provides for maximum 8 storey development on the western edge of Shaftesbury Road from Wilga Street to Parramatta Road and no development on the eastern edge of Shaftesbury Road. The draft Croydon Masterplan however, proposes 30 storeys on the eastern edge of Shaftesbury Road in the single south-north eastern block between Waimea Street and Victoria Street.

BNMP steps down building heights to major roads- 30 storey buildings step down to 8-10 storey buildings along Parramatta Road and 20-30 storeys step down to 10 storeys on Burwood Road. In contrast, the draft Croydon Masterplan steps up storeys to the road's edge.

The additional dwellings proposed in the draft Croydon Masterplan represents around 40% of the additional dwellings proposed in the BNMP (BNMP proposes 9,000 dwellings compared to the draft Croydon Masterplan's 3,600). BNMP covers a geographical area of approximately 30ha and the draft Croydon Masterplan concentrates its development in a geographical area less than 5ha. If the ratio of the number of additional dwellings to geographical area was consistent between the BNMP and the draft Croydon Masterplan, the draft Croydon Masterplan should spread its additional dwellings across an area of at least 12 ha- an area almost 2.5 times what the draft Croydon Masterplan proposes. This is indicative of the extreme localisation and concentration of density of the draft Croydon Masterplan and demonstrates how inferior it is as a reasonable planning instrument compared to other Burwood planning documents and especially to the TOD.

In light of the inconsistent density plans between the draft Croydon Masterplan and the BNMP, we request that Council explain how it considers the draft Croydon Masterplan produces an outcome that is fair and equitable to the residents of Burwood compared to Burwood North.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN FAILS TO CONSIDER IN ANY DETAIL THE IMPACTS ON TRANSPORT DEMANDS AND TRAFFIC IMPACTS, EDUCATION AND HEALTH DEMANDS AND LIVEABILITY

The draft Croydon Masterplan fundamentally fails the Burwood community, ignoring the impact the proposed density will have on transport demands and traffic impacts, education demands, and liveability.

TRAFFIC

With regard to traffic impacts, JMT Consulting, Council's experts, indicate no traffic network analysis work was undertaken. This is, quite simply, unbelievable. Traffic impact analysis should be a critical factor in designating the density in the draft Croydon Masterplan.

Traffic at Burwood around the Shaftesbury precinct is already significantly congested on weekdays and weekends owing to the narrow streets, location of Westfield and access to Parramatta Road at the north end of Shaftesbury Road. Further, there are limited options to alter traffic or roads to address this given the location of Westfield.

TRANSPORT

With regard to transport impacts, if the draft Croydon Masterplan is intended to take advantage of existing transport options in Croydon, then it fails. The proposal put forward in the draft Croydon Masterplan, which densifies Burwood, 1.2km from Croydon station, will lead to an increase in train utilisation at Burwood Station and negligible change at Croydon Station.

Opal data shows that Burwood station is the 5th most frequented station in NSW (excluding CBD stations) and Croydon is the 110th most frequented station (a sound reason for its inclusion in the TOD). From the proposed additional density, it is reasonable to assume that there will be an additional 6,000 daily passengers from Burwood Station (two thirds of the 9,000 additional residents in the

labour force, consistent with Census data). This many additional passengers would reflect an increase of 25% in trips at Burwood station and mean that Burwood Station becomes the 3rd most frequented station in NSW. This is a significant burden to be placed on Burwood Station.

EDUCATION AND HEALTH

With regard to education and health demands, the draft Croydon Masterplan does not allow for additional infrastructure - aged care, health, other services, and schools. The Social Infrastructure and Open Space Needs Report recommends discussion with the Department of Education to assess needs for education. The stakeholder engagement report indicates no such discussions are planned. This defies belief, given the additional 1,800 students expected.

The same report also recommends discussions with the Local Health District and the stakeholder engagement plan indicates no such engagement occurred. By way of example, if additional residents suffer long-term health conditions in the same proportion as Burwood (according to Census data), an additional 1,800 frequent users of the health system could be expected. The Council has indicated no provision for additional health services and no discussions with the LHD.

GREEN SPACES

With regard to liveability, the additional green spaces proposed in the draft Croydon Masterplan is extremely limited given the density proposed in the plan. The minimum standards (GANSW) for high density areas of local parks of 1,500 to 3,000 sqm is not adequately achieved by further subdivision of these spaces into so-called "pocket parks" - the size of one standard lot in Burwood LGA. Burwood aims for 10sqm of open space per person (and Croydon 15sqm), however the draft Croydon Masterplan suggests this is outdated and the solution is to offer only 0.67 sqm of open space- this is less than 10% of Council's own aim and barely meets the minimum requirement of GANSW of 1,500 sqm. This is not satisfactory. The Council should aim higher than State minimums for additional density.

In terms of the green spaces that have been provided in the draft Croydon Masterplan, they are small and ineffective. They do not allow residents to complete a decent walk; they do not sufficiently allow for a range of sporting activities; they do not allow for sufficient variety of visual stimulation from flora. What the people of Burwood appreciate are areas like Wangal Park, which can cater to a range of activities.

Furthermore, the report is vague on which open spaces will have which amenities- basketball hoops (not even courts) and playgrounds are mentioned, but where will these go? The plaza is placed in the Shaftesbury precinct, and therefore denies proper green open space to this extremely high-density precinct. The plaza will also include retail spaces at the ground level of the Shaftesbury towers, which hardly contributes to any connection to nature. A vape shop by a concrete bench fronting a grid-locked Shaftesbury Road is a distinct possibility.

The only sizeable green space proposed in the Croydon Masterplan (and yet the minimum specified by the GANSW) actually borders the non-uplifted "Croydon low density precinct". Here, Council proposes an impractically sized park of 150m x 10m. We note that this is less than the GANSW minimum of 15m width for open spaces.

It is misleading, cheap and disingenuous to say that additional residents have access to green areas outside Croydon HIA- this is not how the standards are applied, and means new residents cannibalise existing open spaces. Therefore, under the draft Croydon Masterplan every resident is a loser.

We request that Council explain how its draft Croydon Masterplan considers and accounts for impacts on traffic impacts, transport demands, education and health demands and liveability for the Burwood community.

DRAFT CROYDON MASTERPLAN IGNORES BURWOOD'S ALREADY SUBSTANTIAL CONTRIBUTIONS TO DENSITY AND HOUSING, CROYDON HAS NOT

Burwood has already made significant contributions to increasing density, with a number of recent high rise apartment buildings around Burwood Station and surrounding areas. Under the BNMP, Burwood will continue to do so (an additional 9,000 dwellings are planned). Burwood is already at risk of overdevelopment, and with the further densification now proposed by the draft Croydon Masterplan, it will certainly be overdeveloped.

It is precisely for this reason that Croydon, not Burwood, was identified by the NSW Government in the TOD as an area for potential development. The Croydon Housing Investigation Area, results in no substantial development in Croydon. It is a short-sighted approach that leaves Burwood overdeveloped and Croydon exposed to future development demands from planning authorities (which is exactly why it was identified by the NSW Government for development in the TOD initially).

We request that Council explain how the further densification of Burwood and the exclusion of Croydon is an adequate response to the NSW Government's request through the TOD to make proposals in relation to the development of Croydon.

DRAFT CROYDON MASTERPLAN IGNORES THE HERITAGE VALUE OF BORONIA AVENUE

The draft Croydon Masterplan claims to protect the heritage value of Croydon (primarily Malvern Hill), but completely ignores the heritage value of the intact series of federation homes on Boronia Avenue and the broader Burwood Municipality. On Boronia Avenue, a significantly intact area of contributory heritage, Council proposes 8-25 storey towers.

To date, Burwood has successfully mediated high density areas concentrated around centres of commerce and transport with single dwelling heritage subdivisions with a high level of amenity and established landscaping. The draft Croydon Masterplan undoes this. As it stands, the draft Croydon Masterplan identifies the Western and Eastern sides of Boronia Avenue for 25 storey and 8 storey development respectively. This proposal erases the unique heritage character of Boronia Avenue, and the connection individuals have with the cultural heritage of the street. Once this heritage is gone it is lost forever. We note that, personally, residents of Boronia Avenue (east), have lived on the street since 1963 and have longstanding connections with their neighbours, their street and the suburb of Burwood.

Burwood Council Planning Controls webpage states that Council seeks to protect the significance of Heritage Items and the Heritage Conservation Area. Boronia Avenue is wholly consistent with other Heritage Conservation areas immediately surrounding it and as such should be considered as having the same heritage value, including the Lucas Road Heritage Conservation Area, the Blair Avenue Heritage Conservation Area and the Rostherne Avenue Heritage Conservation Area.

Good heritage planning and protection considers not only the value of individual dwellings but the collection of places of heritage significance together and their inherent value to the communities who inhabit and live around them. The proximity and stark transition from high density developments to single standing dwellings proposed is not consistent with the Heritage Values and Significance of the Burwood LGA. As the proposed plans clearly state, Lucas Road HCA and Heritage Items are not targeted for increased density and as such present an inconsistent dwelling character with adjoining higher densities.

The proposed plan, especially the treatment of Boronia Avenue, is not consistent with levels of Heritage protection from the TKD heritage study. The study identifies every site on the Eastern side of Boronia Avenue as contributory and the majority of sites on the Western side as contributory- with the following classification: *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.*

The TKD study identifies the cohesiveness of the Area D- Shaftesbury Road Precinct as being low with 1970s flat building interventions. This is not correct in respect to Boronia Avenue, with the Eastern side of Boronia Avenue having all contributory dwellings with no 1970 interventions. The Western side has majority contributory dwellings bar the corner with Victoria Street (single neutral dwelling) and 15 Boronia Avenue (detracting dwelling)- again with no 1970s interventions. This should merit this street being retained for its character and Heritage value and should be recommended for listing as a Heritage Conservation Area.

Furthermore, the heritage report prepared by TKD architects is selective - despite 13 pages of photo analysis of individual houses in the Croydon HIA, and identification of Boronia Avenue as a largely intact street of contributory significance in the Croydon HIA, there is no photo evidence of Boronia Avenue. This reads as a deliberate downplaying of the heritage of Boronia Avenue, which is later earmarked by the report for future potential high-density development. This is inconsistent with the treatment of the South of the Railway precinct, where the faintest indication of heritage is protected.

We request that Council make Boronia Avenue a Heritage Conservation Area consistent with surrounding intact streets of early twentieth century bungalows and explain, consistent with the Council values, how the draft Croydon Masterplan has considered all areas of heritage value and significance, including Boronia Avenue.

DRAFT CROYDON MASTERPLAN HAS ADOPTED FEEDBACK INCONSISTENTLY, SELECTIVELY AND IN A MANNER THAT IS MISLEADING

The Council has developed the draft Croydon Masterplan after allegedly incorporating feedback received from residents in response to the NSW Government's TOD plan in April / May 2024. The area for comment was limited to within 1km of Croydon Station, and so did not include a significant portion of the Shaftesbury Precinct (because it is further than 1km from Croydon Station) where the majority of high-density development is now proposed.

Council, in its report summarising the draft Croydon Masterplan claims, *"Early community engagement undertaken by Council supports additional housing, especially north of the railway line between Croydon station and Burwood Town Centre"*. This borders on misrepresentation. Council's

own data suggests that the areas of greatest (net) support were South of Liverpool Road and along the commercial strip of the Strand. Support for Burwood and North of the Railway areas were the 4th and 6th most popular areas identified by the 82 respondents.

For completeness, the areas of highest support for further density were (in order):

1. South of Liverpool Road, however, the draft Croydon Masterplan proposes no development of this area;
2. The Strand Croydon, however, the draft Croydon Masterplan proposes no development of this area;
3. South of the Railway, however, the draft Croydon Masterplan proposes no development of this area;
4. North of the railway, the draft Croydon Masterplan proposes extreme density in this area;
5. Parramatta Road (though not part of area highlighted for feedback), the draft Croydon Masterplan proposes no development to this area;
6. Burwood town centre (though not part of area highlighted for feedback), the draft Croydon Masterplan proposes no development of this area;
7. Malvern Hill, the draft Croydon Masterplan proposes no development of this area.

This analysis contradicts Council's claim that the majority of support was for north of the railway.

Community feedback was also relatively positive about shop-top development along the Strand in Croydon (second highest number of net positive community support). The draft Croydon Masterplan completely excludes the Strand for future development. Why did Council forgo this opportunity welcomed by the community and consistent with the principles of TOD? It is not clear why this decision was made by Council.

Lastly, Council in April/May 2024 only sought feedback on medium-high density (6-13 storeys) not high density (17-30 storeys). It is fundamentally not known if there is any community support for high density and further high density, especially in Burwood. To be clear, we do not support it.

COUNCIL HAS BEEN SELECTIVE IN ITS USE OF EXPERT THIRD PARTY ADVICE AND ON THE WHOLE, THE REPORTS ARE INADEQUATE

Burwood Council has engaged third party consultants to help it prepare its draft Croydon Masterplan and in key areas has selectively chosen to follow or not follow their experts' advice. The following is a non-exhaustive list:

1. The heritage report identifies Boronia Avenue (particularly the eastern edge) as an intact area of contributory heritage value. Yet Council proposes towers of 8-25 storeys in this street.
2. The Case for Change report identifies significant areas of "no constraint" (i.e. areas that can be developed) along Robinson Street and between Queen Street and Orchard and Irrara Street, yet no development is proposed for these areas which are of similar size to the Shaftesbury Precinct.

3. The Flood and Services report shows sewer trunk assets passing underneath Shaftesbury Road to Boronia Avenue, and states, “Sydney Water prefer **no development to occur within a stormwater asset ZOI (zone of interest)**” (bolding report’s own). Yet towers of 8-30 storeys are proposed in this area. Further, council’s own experts (Northrop), acknowledge additional costs and engineering complexity in building over these assets. Therefore, is this even a sensible development zoning? Or likely to be taken up by developers?
4. To our knowledge Council has not engaged experts to undertake any shadowing, amenity or analysis showing compliance with ADG standards, which Council allegedly aspires to.

DRAFT CROYDON MASTERPLAN FAILS TO DEMONSTRATE COLLABORATION WITH INNER WEST COUNCIL

The draft Croydon Plan fails to demonstrate any collaboration with Inner West Council.

Croydon TOD straddles Burwood and Inner West local government areas. Why has Council not worked with the Inner West Council to share the 3,600 additional dwellings, instead of Burwood having to bear 100% of the density?

We also raise a significant inconsistency in the number of additional dwellings proposed by Council. In their Report (page 4, 25 June 2024), Council’s own estimates of additional dwellings (before any heritage exclusions) in the Burwood LGA under the TOD is 1,500 dwellings. However, the draft Croydon Masterplan indicates a yield of 3,651 additional dwellings (and consistently when quoted elsewhere rounds down this figure to 3,600 additional dwellings). This disparity in the number of additional dwellings indicates either:

- a) that Burwood Council is proposing adopting the entirety of the additional dwelling load for both itself and the Inner West Council. This is not fair to residents of the Burwood LGA and was not anticipated by the TOD; or
- b) there has been an error in either of the estimates.

.We ask that Council share further details on how they arrived at the proposed additional dwelling estimate of 3,651 in its draft Croydon Masterplan, and how this changed from its original estimate of 1,500 additional dwellings.

DRAFT CROYDON MASTERPLAN FAILS TO PROVIDE ADEQUATE CONSIDERATION OF OTHER VACANT SITES MORE SUITABLE TO DEVELOPMENT

The identification of the boundary of the Croydon HIA seems to intentionally and without justification to have limited the study area to exclude areas where density/development capacity could also have easily been distributed. For example, the draft Croydon Masterplan identifies the areas further north in Lucas Road as “areas for future investigation”. There is no valid reason to have not included these areas in the draft Croydon Masterplan to enable the density to be more fairly distributed. This is similarly the case for the South Railway Precinct. This, as stated above, would significantly reduce the environmental impacts and help to retain a neighbourhood scale, and healthy community.

Why is development not considered in **Croydon Low Density Dwelling Residential Precinct**? It makes up the largest area within the Croydon HIA even after excluding schools. Council offers only (feebly), *“This precinct is the largest in the draft Masterplan and development uplift is not proposed...This*

precinct includes the existing network of schools and parks and is part of the wider Croydon HIA's interface with the surrounding suburban residential characteristics."

Place and scale appropriate housing, dispersed low to medium density within 400m of transport is exactly what the TOD is meant to achieve. Croydon HIA excludes this area (within 400m of the station) for development because it is too 'suburban' yet ignores Boronia Avenue and Waimea Street as similar locations of existing low-density dwellings.

Similarly, for the **Railway South Precinct**, Council illogically offers, "*development uplift is not proposed given its proximity to Malvern Hill Heritage Conservation Area and several high value heritage items. This precinct has been deferred for future consideration*". Reasons for the deferral are especially weak.

The Council is due to respond to the NSW Government by January 2025- if not now for the investigation into the feasibility of these areas, then when?

Croydon Core Precinct is proposed to have building heights of 15 storeys- this is likely economically unattractive to future developers given that this precinct is already developed to around 6 storeys. This is nothing to say of this area's higher flood risk.

The draft Croydon Masterplan states it is not exploring existing strata title scheme sites due to the difficulty of developing these, however existing low rise medium density sites present a perfect opportunity for sustainable refit to increase density, often with the open space, parking and servicing requirements for low rise medium density development.

Office Architects in Melbourne have completed several feasibility studies at Barrack Beacon Estate, Ascot Vale and Kensington via their 'Retain, Repair, Reinvest' model which has resulted in a 30% increase in apartment yield on existing sites with strategic retrofit and considered medium density infill.

Sites such as those along Albert Crescent, Deane Street and Waimea Street, east of Shaftesbury present an excellent opportunity to more adequately spread the share of density in sites that already support density beyond single residential.

Burwood Council should:

- explain why it has not considered Croydon Low Density Precinct and Railway South Precinct for further development to more fairly distribute the additional density
- explain why proximity to HCAs is sufficient to exclude the South Railway Precinct but not Lucas Road south or Boronia Avenue
- present a similar feasibility study as to that in Melbourne, exploring alternate methods of delivery of desired density to allow residents to fully consider all options available.

DRAFT CROYDON MASTERPLAN HAS NOT BEEN PURSUED IN GOOD FAITH OR TRANSPARENTLY

There are significant issues with Council's process to deliver the draft Croydon Masterplan. The process has been so deficient as to significantly impair its integrity.

To name a few issues:

1. The name of the draft Croydon Masterplan is deliberately misleading. Despite the title including 'Croydon', the majority of the development is in Burwood, and more than 1.2km

from Croydon Station. The name has likely produced a low response rate from Burwood residents, including those who ended up most significantly affected by the draft Croydon Masterplan.

2. The initial questions posed to the community were narrow and focused on medium-high density, not the high density now proposed.
3. It is unclear whether Council actually sought responses from residents in the area most affected by the Croydon Masterplan (Shaftesbury Precinct especially). Shaftesbury Precinct did not appear to be included in Council's original feedback Map (outside 1km from Croydon Station).
4. Council signage during the current Exhibition period has focused solely on Croydon Station and the Strand. To date, we have observed only one poster in Burwood, facing the interior of Burwood Park. Council was made aware of this disparity on the 12/11 and to date has not rectified this issue by putting posters up around Burwood Westfield or Burwood Station.
5. Council documents are available only in English, unlike the BNMP, where documents and exhibits are available in a range of languages, consistent with Burwood's multiculturally diverse community. Council has failed to cater for its community.
6. Council drop-in sessions favour Croydon (at Croydon Station), whereas Burwood drop-in sessions are at the library and not near areas most affected.
7. Council's self-imposed timeline disadvantages residents' ability to respond in an informed way. Council was aware in April 2024 of its commitment to deliver to the State government a revised plan in January 2025. Not releasing its Croydon Masterplan until late October and after the September elections appears deliberate. The Croydon HIA delivers no benefit to the residents of Burwood and the Council's actions indicate it was sensitive to this reality.

Council should explain how it will reflect the concerns of residents, if it plans to approve the plan only 6 days after feedback closes?

The process is so deficient and the draft Croydon Masterplan so without merit, the only option available to Council is to reject it outright and proceed with the TOD.

DRAFT CROYDON MASTER PLAN RESULTS IN NO SUBSTANTIAL DEVELOPMENT IN CROYDON

The draft Croydon Masterplan results in no substantial development in Croydon. Rather than be protected by Council's draft Croydon Masterplan, Malvern Hill continues to stick out like a(n undeveloped) sore thumb.

The residents of Malvern Hill remain exposed to future development demands by NSW Government and future governments, especially since TOD allows development in HCAs.

CONCLUSION

In its current form, the draft Croydon Masterplan is a **planning failure**. It is ill-considered, ill-advised, and disingenuous. As lifelong residents of Burwood, with connections to the suburb over generations,

we are disappointed that Council is pursuing a proposal that so fundamentally fails the Burwood community.

We urge the Council to reject the draft Croydon Masterplan. It is in no state to be adopted by Council and is not fit for presentation to the NSW Government. It should not be accepted as an appropriate alternative to the TOD, and **should not be pursued**.

And finally, the cost to prepare the draft Croydon Masterplan at \$0.6m (estimated), is an abject waste of ratepayer money. Funds of this size should be better spent fixing footpaths and the amenity of the areas around Burwood's existing skyscrapers and improving the amenity for people walking to Burwood Station along Waimea Street, which Council has allowed to descend into dereliction.

We have provided a copy of this submission to:

- John Faker, Mayor of Burwood
- All Burwood Councillors
- Jason Yat-Sen Li, Member for Strathfield
- Paul Scully, Minister for Planning and Places
- Sally Sitou, Member for Reid
- Michael Koziol, Sydney Editor, Sydney Morning Herald

We look forward to your response.

Yours sincerely



Archived: Wednesday, 11 December 2024 2:00:36 PM
From: [REDACTED]
Sent: Sun, 24 Nov 2024 17:57:02
To: [Burwood Council](#)
Cc: [John Faker](#)
Subject: Comments on Croydon Housing Investigation Area Masterplan
Importance: Normal
Sensitivity: None

The Burwood Council Planning Team,

I would like to comment on the Croydon Housing Investigation Area Masterplan.

I wish to indicate my preference for the Masterplan over the TOD.

While not perfect, the Masterplan at least gives consideration to heritage areas such as the Malvern Hill Estate.

I have great concerns about the limited vision of Sydney's development and believe we should be trying to incorporate heritage in our planning.

My main criticism of the TOD is that it is lacking in vision and I do not believe will deliver "affordable housing" as widely claimed. So if a choice has to be made **the Masterplan is my preferred option.**

The main beneficiaries of decisions such as the TOD would appear to be Developers and real estate agents who stand to gain much from high-density living.

In summary, I believe many complex issues were not addressed in either plan. Issues such as:

- * what demographic are we actually building for?
- * what evidence is there that affordable housing will be achieved?.
- * what of social housing?
- * what about amenities – schools, transport , green space ("pocket parks" are not enough)
- * what of our commitment to working against climate change and the detrimental effect of loosing more street tree canopy?

Notwithstanding these deficiencies, **my preference is for the Masterplan over the TOD.**

Regards

[REDACTED]

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:35:00 PM

From: [REDACTED]

Sent: Wed, 20 Nov 2024 08:32:45

To: [Burwood Council](#)

Subject: Re Croydon masterplan from Croydon Action Group - Attention City planning team

Importance: Normal

Sensitivity: None

Attachments:

[REDACTED] [Submission .pdf](#);

Re: Croydon Housing Investigation Area

Thankyou for the opportunity to comment on the Burwood Council masterplan for Croydon. I am writing as a representative of the Croydon Action Group which was formed in direct response to the State Government's TODD SEPP proposals and now has nearly 300 members who are local to Croydon.

We appreciate the pressure Burwood Council is under from the NSW State Government to increase housing density in spite of its heavy lifting in recent decades making it the 4th most densely populated LGA in NSW with only 10 square metres of open space per person, the worst level in NSW (and close to the World Health Organisation minimum standard of 9 square metres per person).

While in principle the majority of the group support the local placed based planning proposed by Burwood Council as an alternative to the NSW State Government's Transport Oriented Development (TOD) proposal there are also some significant concerns that have been raised.

Positive feedback about the master plan includes:

- Provides a considered, place based response to increasing housing in the Croydon area
- Places new housing closer to the limited open space that the Burwood LGA has
- Is situated close to Burwood and Croydon stations and the proposed new metro station
- Preserves the Strand and local character/ heritage
- Considers the congestion and bottle necks around school zones
- Locates new housing near extensive retail and entertainment services, banking, service New South Wales, and community services such as the library
- Maintains housing diversity in Burwood LGA where 65.8% of the dwellings are already medium or high density compared to 46% in Greater Sydney.

Significant ongoing concerns raised by local residents include:

- The lack of open space/ green space in the area
- How the increased housing is being shared with the inner west council portion of Croydon with Burwood LGA taking on more than its fair share
- How council is responding to pressure from outside pro-development lobby groups who do not live in or know the area
- How the necessary public infrastructure to support the increased density will be funded
- The potential negative effects on the residents in the proposed area and the immediate surrounds
- The proposal causing community division with one part of Croydon more impacted than others

Thankyou for involving the community in these discussions,

Yours Sincerely,



Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:35:03 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 13:44:52

To: [Burwood Council](#)

Subject: Submission to Draft Master Plan - Croydon

Importance: Normal

Sensitivity: None

Attachments:

[Submission_Draft_Croydon_Master_Plan.docx](#);

Dear,

I attended the consultation on Saturday 16/11/2024 for the draft development plan of Croydon. I am not sure the impact to our site and future plans, attached to my submission.

We need clear answers and progress.

Thank you,

Regards,

[REDACTED]

To: City Planning Team

To Whom it may Concern
(Including Ryan Cole
DIRECTOR CITY STRATEGY)
council@burwood.nsw.gov.au

Re: Croydon Draft Masterplan

OPEN SPACE (WEBB STREET RESERVE)

Our Address:

Ref:

<https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area>



My name is [REDACTED] and one of the 7 owner/occupiers of the above address

[REDACTED]

I wish to ask the council what the consequences of our site will be if this Masterplan goes ahead.

1. We are not sure that the council is aware that there is an existing open space (Webb St Reserve) [REDACTED] It does not show up on the Masterplan but can clearly be seen on google earth (as shown attached above). We would like the council to please recognize this reserve and remove the requirement for [REDACTED]

[REDACTED]

1.The proposal for our site is to lose half of it to a neighborhood park if we join our neighbor [REDACTED] to gain a 15 Storey height allowance. Our neighbor has recently been given DA approval to build a 10-story block of units under the current rules. If our neighbor goes ahead with the construction what will be the rules for our site? Will we still be able to build our site to 10 stores (as is the current rule) with an FSR of

3:1? Or will be allowed to build to 15 stores with the proposed FSR as is the proposal for the Grosvenor st precinct?

Mattress dumped on 16 Nov 2024:



Regards

[REDACTED]

[REDACTED]

17/11/2014

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:35:06 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 17:15:35

To: [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [Burwood Council](#) gm@burwood.nsw.gov.au [Deyi Wu](#) [David Hull](#)
[Mayor](#)

Subject: Request for Inclusion of [REDACTED] in Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear John & Councillors,

My name is [REDACTED]. I am writing to request that my property be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.

It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning and believe it represents an opportunity for positive development.

One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:

Economic Feasibility: Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.

Optimised Land Use: Increasing the FSR allows for more efficient use of land, which is especially important in urban areas where space is limited.

Improved Infrastructure: With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.

Sustainable Growth: Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities.

In addition to these general benefits, there are specific reasons why [REDACTED] should be included in the Croydon Master Plan rezoning:

Proximity to Amenities: Brand Street is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.

Public Transport Access: The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.

Minimal Impact on Lower Density Areas: [REDACTED] location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.

I kindly request that [REDACTED] be included in the Croydon Master Plan if the Master Plan is selected as the preferred option. Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail. This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome.

Thank you for considering my request. I look forward to your response and to participating in the ongoing discussions about the future development of our community.

Yours sincerely,
[REDACTED]

Archived: Tuesday, 7 January 2025 2:35:18 PM

From: [REDACTED]

Sent: Sat, 16 Nov 2024 17:02:20

To: Burwood Council Mayor strathfield@parliament.nsw.gov.au

Subject: Burwood & District Historical Society submission re the Croydon Housing Investigation Area

Importance: Normal

Sensitivity: None

[REDACTED]

[BDHS submission - Croydon Housing Investigation Area.pdf](#);

To: Burwood Council & The Burwood Mayor, Mr. John Faker,

Please find the [REDACTED] submission re the Croydon Housing Investigation Area attached.

Regards

[REDACTED]



Burwood and District Historical Society Inc.

A.B.N. 84 072 911 553

Email: [REDACTED]

16th November 2024The General Manager
Burwood CouncilEmail: Council@Burwood.nsw.gov.au
mayor@burwood.nsw.gov.au

Re: Submission re Croydon Housing Investigation Area

The Burwood & District Historical Society has serious concerns about the proposed Croydon Housing Investigation Area. The Society is astonished that Burwood LGA is suddenly taking on the entire Croydon TOD proposal housing & population increase within this Croydon Housing Investigation Area, when Burwood LGA should only be responsible for 50% of the increase, as the original proposed Croydon TOD area was shared between Burwood & Inner West Council areas.

Continued opposition to increased housing density in Burwood LGA (beyond the planned Burwood North Precinct, Parramatta Road Corridor and continuing development of the Burwood Town Centre)

The Society understands that the Croydon Housing Investigation Area has been proposed by Burwood Council as an alternative to the NSW State Government's Transport Oriented Development (TOD) proposal in a 400m circle around Croydon Railway Station, shared between Burwood & Inner West Council areas.

We understand the pressure Burwood Council, along with other local councils, is under from the NSW State Government to increase housing densities, however this pressure is particularly unreasonable for Burwood LGA, which has done so much heavy lifting over the past 20 years in relation to increasing housing, particularly in the Burwood Town Centre.

While not wishing to repeat all the Society's previous objections to the Croydon TOD proposal, it was a shockingly ill-informed proposal which threatened the largest contiguous area of Heritage Conservation Areas within the Burwood LGA (including the Malvern Hill Estate and Cintra Estate Heritage Conservation Areas).

The Society appreciates that Burwood Council has moved the area now proposed for higher density housing to the north of the railway line in the proposed Croydon Housing Investigation Area, as the area now proposed for higher housing densities has far less impact on Burwood LGA's heritage than the previous Croydon TOD proposal.

However, the Society contends that increased housing density in Burwood LGA, beyond what has already been envisaged in other planning strategies - such as the Burwood North Precinct Planning Proposal, and the Parramatta Road Corridor Urban Transformation Strategy - will inevitably lead to seriously reduced residential amenity in Burwood, primarily due to the lack of public open space and the lack of public infrastructure.

Both Burwood North Precinct and this Croydon Housing Investigation Area do propose pocket parks, however given that Burwood LGA currently only has 10 square metres of open space per person, the worst level in NSW (close to the World Health Organisation minimum standard of 9 square metres per person) and that the development of Burwood North Precinct and continuing development in the Burwood Town Centre will inevitably result in this falling below the 9 square metre per person open space standard, the increased densities now proposed for Croydon will only worsen an existing substandard situation with regard to access to public open space.

Regarding the other WHO open space standard, which calls for a 1000 square metre public park less than 400m walking distance from residences, the Croydon area close to the railway line (see attached map) is the worst location in Burwood LGA for increased housing densities, as the few large parks (Wangal Park and Blair Park) are more than 400m away.

Density proposed within the Croydon Housing Investigation Area

The densities proposed within the targeted Croydon Housing Investigation Area appear to simply respond to the NSW State Government's demand for an arbitrary amount of new housing/population uplift with no published justification and appear to have been formulated by Council to limit the physical size of the area affected.

The new housing/population uplift figure put forward by the NSW State Government for the Croydon TOD area (half of which was in the Inner West Council area, and half in Burwood LGA) appears to have called for 4450 new units within the original arbitrary 400m TOD circle, with an occupancy rate of 2.25 persons per unit (not the 2021 census figure for Burwood LGA of 2.5 persons per unit), and reflects a target of 10,000 new residents. However, the Croydon Housing Investigation Area proposes 4,111 new dwellings in Burwood LGA with a population increase of 13,525 at an occupancy rate of 2.5 persons per dwelling.

As Burwood LGA's share of the Croydon TOD area is only 50% (with the other 50% being in the Inner West Council area) why is Burwood LGA being asked to increase the population in Croydon by 10,000 or so? Burwood LGA should only be responsible for half the Croydon TOD population increase proposed by the NSW State government – a 5000 increase in population, not 10,000.

Given that Burwood North Precinct (Masterplan and Planning Proposal on public exhibition October 2023) proposed 5,366 new high rise units - estimated population increase from the Masterplan document: 15,473 – and that there will also be a population increase resulting from both the Parramatta Road Corridor increased densities and continued high rise residential development in the Burwood Town Centre, there is no shortage of either high rise housing within Burwood LGA, where 65.8% of the dwellings are already medium or high density (the majority being high density), compared to 46% in Greater Sydney (2021 census figures). With the development of the Burwood North Precinct going ahead, the % of single dwellings (detached houses with gardens) in Burwood LGA is already expected to reduce to under 20% of dwellings in the LGA within the next few years. This results in a threat to housing diversity in Burwood LGA.

The densities proposed within the Croydon Housing Investigation Area are grossly excessive and are putting the entire Croydon TOD population increase proposal onto Burwood LGA (where 50% of the population increase should be Inner West Council's responsibility).

30 storey units proposed along the Shaftesbury Road frontage of the Investigation Area and the 9-11-15 storey units proposed elsewhere within the Investigation area are grossly excessive.

The opposite western side of Shaftesbury Road, within the Burwood Town Centre, as the edge of the Town Centre, only generally allows for 6-8 storey units (with the Burwood RSL proposal approved just north of the railway line on Shaftesbury Road being the only exception to this we are aware of, where 20 storeys has been approved). To be consistent with the general height of development on the western side of Shaftesbury Road, heights of buildings along the eastern side of Shaftesbury Road in the Investigation Area should be limited to 6-8 storeys (6 storeys with setback 7th and 8th storeys). This should also be set as the maximum height of development throughout the rest of the Croydon Housing Investigation Area (noting that Grosvenor Street Croydon is already zoned for 8 storeys).

Heritage & Housing Diversity

As outlined above, there is no shortage of high-density housing in Burwood LGA. There is a greater need for 2-storey townhouses.

The Lucas Road Heritage Conservation Area, within the Croydon Housing Investigation Area, is threatened by the densities currently proposed – this heritage conservation area is proposed to be surrounded by 9 or 11-15 storey unit development. Instead, the density around the Lucas Road Heritage Conservation Area (HCA) - on Waimea Street, Albert Crescent and Cheltenham Road - should be reduced to allow for 2-storey townhouses, more compatible with the heights of houses within the HCA, to protect the vicinity of the HCA and provide a buffer between the HCA and higher density housing. Pocket parks can also be used to provide a buffer zone for the HCA.

The housing densities in the vicinity of Heritage Item Nos. I139 (former corner shop, 23 Brand Street) and I167 (Victorian era semi-detached dwellings at 31 & 33 Webb Street), both within the Croydon Housing Investigation Area, should also be reduced to allow 2-storey townhouses only, or alternatively pocket parks, adjacent to these heritage items, to protect the vicinity of these heritage items.

This alteration to the proposed housing density would also improve housing diversity, which is under serious threat in Burwood LGA.

Public Infrastructure (or the lack thereof)

Where is the NSW state government money to acquire the 20 hectares needed for a new large public park to serve the currently envisaged 20,000 increase in population proposed in Burwood LGA (even without the Croydon increased densities proposed), simply to maintain the currently inadequate amount of open space per capita?

Population density of Burwood LGA in the 2021 census is 5,726 per square kilometre (with the LGA being 7.13 square kilometres). The population density of Green Square (Sydney LGA) is 12,500 persons per square kilometre, with Green Square generally known as the area with the greatest population density in Australia. Burwood North (north of the railway west of Shaftesbury Road, up to Parramatta Road), with the Burwood North Masterplan & Planning Proposal alone, would increase the Burwood North population density to around 20,000 persons per square kilometre, which is nearly double the current population density of Green Square, with no new schools or community facilities planned. Green Square, planned by City of Sydney Council, has an award-winning library, an arts & cultural centre and an aquatic centre. So where is the new library, gymnasium, aquatic centre, community centre, and arts & cultural centre to support this increased population in Burwood LGA? Where is the funding for these?

Even the planning documents prepared for the Croydon Housing Investigation Area have not been financed by the NSW State Government – Burwood residents have had to pay for the formulation of the planning documentation for this Croydon Housing Investigation Area.

Conclusion/Summary

The Burwood & District Historical Society opposes the proposed increase in housing density put forward in the Croydon Housing Investigation Area documents, while also appreciating that Burwood Council has, under pressure from the NSW State Government, paid for and undertaken a detailed investigation of the urban environment in Croydon, and has relocated the proposed area for increased housing density north of the railway line, away from the largest heritage conservation areas in Burwood LGA which are south of the railway line in Croydon (previously threatened by the Croydon TOD proposal). Our opposition to increased housing densities in Croydon – beyond what has already been planned in Burwood Town Centre, Burwood North Precinct and the Parramatta Road Corridor – is based on:

- ***Astonishment as to how Burwood LGA is suddenly taking on within this Croydon Housing Investigation Area, the entire Croydon TOD proposal housing & population increase, when Burwood LGA should only be responsible for 50% of the increase.*** As the original proposed Croydon TOD area was shared between Burwood & Inner West Councils, therefore Burwood LGA should only be tasked with an increase arising from the TOD changes of 5000 population and (at 2.5 persons per unit occupancy rate, based on the 2021 occupancy census figure for Burwood) a resulting increase in Croydon of 2000 dwellings (not an increase of 4,111 new dwellings as proposed in this Croydon Housing Investigation Area). ***The Inner West Council area is responsible for the other 50% of the Croydon TOD area. There is no reason for Burwood Council area to suddenly take on 100% responsibility for the Croydon TOD proposed increase in housing and population.***
- The negative impact on public open space provision, already the lowest per capita in NSW and which will inevitably drop below the WHO standards, seriously impacting on future residential amenity in Burwood LGA, and noting that the Croydon area is the worst location in Burwood LGA for increased housing density, based on access to public open space (see attached map)
- The lack of any planning for or NSW state government funding for future public infrastructure in what will become one of the densest areas in Australia, again seriously impacting on residential amenity. Why does Green Square deserve decent public infrastructure, but Burwood LGA does not? Burwood LGA is heading to a future of Green Square level residential densities, therefore should have similar public infrastructure.
- The threat to housing diversity in Burwood LGA. Burwood LGA does not need more high-rise housing. Burwood LGA needs more townhouses, and low density detached dwellings will soon be below 20% of the housing mix, therefore areas of low-density dwellings should be largely preserved.

However, given the pressure of the NSW State Government on Burwood Council, if increased residential density in Croydon is to go ahead, we call for Council to redesign the Croydon Housing Investigation Area proposal to:

- Provide 2000 additional dwellings (not 4,111 as in this Housing Investigation Area proposal). 2000 additional dwellings will satisfy Burwood LGA's 50% responsibility for the population increase envisaged in the Croydon TOD proposal.
- Set out maximum building heights in the proposed affected area of 6-8 storeys (with setback 7th and 8th levels). This will match the predominant building heights at the edge of the Burwood Town Centre.
- Provide buffer zones for 2-storey townhouses and pocket parks around the Lucas Road Heritage Conservation Area and the two heritage items within the area proposed for higher residential density.

We also ask that Burwood Council:

- Not consider any submissions to the Croydon Housing Investigation Area proposal from lobby groups and vested interests that do not reside within Burwood LGA.
- Lobby the NSW State Government for funding to increase public open space and provide public infrastructure to support the proposed future population of Burwood LGA.
- Explore possible public open space acquisition from the Body Corporate of 10 Webb Street Croydon (former brick pit site).
- Explore obtaining public access for weekend open space use of the PLC playing field (Drummond Field) on the corner of Young Street and Hennessy Street Croydon.
- Lobby Transport for NSW for an eastern pedestrian entry point (with lifts) into Burwood Railway Station, to facilitate pedestrian access from the east.
- Monitor the progress of the Ku-ring-gai Council Land & Environment Court case against the NSW State Government's TOD changes. In the event that Ku-ring-gai Council wins the court case and the TOD controls are declared invalid by the Court, we ask that Burwood Council NOT proceed with any increase in housing density in the Croydon Housing Investigation Area (noting, however, that the recent Low and Mid Rise Housing changes under the NSW Housing SEPP do allow for townhouses and other forms of medium density housing within 800m of any railway or metro station - not including Heritage Conservation Areas and heritage items - which affect much of Croydon north of the railway line, and will lead to some increase in housing density in Croydon north in any case).

Regards



President
Burwood & District Historical Society

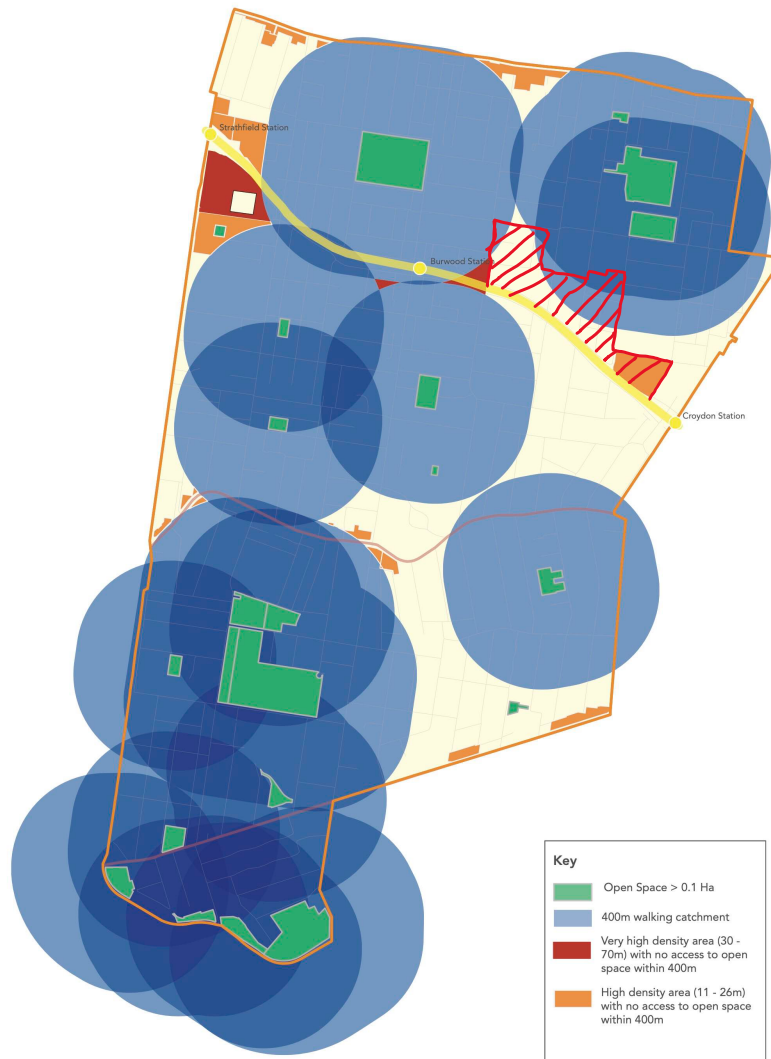


Figure 25 - Areas of the LGA that are not in 400m proximity to open space of at least 0.1ha
(areas in blue have access to open space within 400m)

Map showing open space in Burwood LGA against the World Health Organisation (WHO) public open space standards, with the Croydon Housing Investigation Area outlined and hatched in red. This diagram shows that the proposed Croydon Housing Investigation Area, along with the area of Croydon south of the Railway Line, are areas of Burwood LGA with the least access to public open space.

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:35:24 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 12:51:34

To: [Burwood Council](#)

Subject: Oppose Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear council,

I oppose the Croydon Masterplan. I only want TOD.

Too many development already north of railway for Croydon and Burwood.

1. Burwood north Masterplan
2. parramatta road corridor
3. now this Masterplan

Kind regards,

[REDACTED]

[REDACTED]

Croydon resident

Archived: Tuesday, 7 January 2025 2:35:27 PM

From: [REDACTED]

Mail received time: Mon, 25 Nov 2024 22:05:11

Sent: Tue, 26 Nov 2024 09:04:32

To: [Burwood Council gm@burwood.nsw.gov.au](mailto:gm@burwood.nsw.gov.au) Mayor

Subject: Request for Inclusion of [REDACTED] Street in Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Council and Mayor,

My name is [REDACTED] I am writing to request that my property be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.

It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning and believe it represents an opportunity for positive development.

One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:

1. **Economic Feasibility:** Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.
2. **Optimised Land Use:** Increasing the FSR allows for more efficient use of land, which is especially important in urban areas where space is limited.
3. **Improved Infrastructure:** With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.
4. **Sustainable Growth:** Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities.

In addition to these general benefits, there are specific reasons why [REDACTED] Street should be included in the Croydon Master Plan rezoning:

- **Proximity to Amenities:** [REDACTED] Street is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.
- **Public Transport Access:** The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.

.Minimal Impact on Lower Density Areas: [REDACTED] Street's location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.

I kindly request that [REDACTED] Street be included in the Croydon Master Plan if the Master Plan is selected as the preferred option. Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail. This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome.

Thank you for considering my request. I look forward to your response and to participating in the ongoing discussions about the future development of our community.

Yours sincerely,

[REDACTED]

Archived: Tuesday, 7 January 2025 2:35:30 PM

From: [REDACTED]

Sent: Wed, 20 Nov 2024 15:22:50

To: [Burwood Council](#)

Subject: FW: Comments on Croydon Housing Investigation Area Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[COMMENTS ON SNAPSHOT OF CROYDON draft MASTERPLAN.docx](#);

Burwood Council Planning Team,

I would like to submit my comments on the Croydon Housing Investigation Area (CHIA) Masterplan. They are attached as a Word document.

Let me make some preliminary comments.

- I firmly believe the Labor State government's TOD initiative is totally ill conceived and is an embarrassingly simplistic, knee jerk reaction to a perceived but ill-defined problem. The problem has not been clearly defined – perceived or actual housing shortage, housing availability, cost of housing, type of housing, distribution of ownership? It is a complex situation with a multitude of influencing factors. The number of residences is just one factor. It may not even be the main factor!
- If implemented, the TOD plan will cause irreversible destruction of Croydon's character and WILL NOT achieve the obscure intended outcomes (as far as I can ascertain what the intended outcomes are!). Basically it is a complete capitulation to the developer lobby. If anyone had any doubts re the alignment of the State Labor party to developer interests, the TOD "initiative", and subsequent announcements should put those doubts to rest.
- I support Burwood Council's attempt to reduce the degradation of Croydon's character and its attempt make the best of a very uncompromising situation. However, it would seem Council has conceded the inevitability of major unsustainable development within the Croydon area. That may be political pragmatism and expedient but the community that will result from enactment of the Masterplan, if indeed it is ever implemented, will be much poorer in every sense than that which already exists. I am saddened if Council is supportive of a one dimensional, sterile ghetto, and that's where the TOD and this interpretation of it is headed. Personally I am not.
- I cannot but point out the obvious i.e. while the Malvern Hill estate seems to be preserved, it has come at a very high cost to residents in the north western part of Croydon, and part of Burwood. They have been literally thrown under the bus.
- I am of the belief that the Masterplan should reflect reality. Development on the scale envisaged is absolutely NOT sustainable. Promotion of active transport is not the same as adaption of active transport. Any increase in open space will only be relative to the current dearth of open space (on a per-capita basis it will be going backwards to a massive extent). There is no mechanism to ensure design excellence – Councils' appalling past record is proof of that. The greenery from the "green streets" will be less than the existing greenery, unless Council cuts down all the existing greenery before the Masterplan is enacted. And it will be expensive to maintain, on the assumption that it will be maintained, again not a Council strong point. Solar access will be reduced not retained. The list goes on and on. That is the realistic picture that Masterplan should paint.

Surely it would be more honest to fully inform the community and the State Government what will be the REAL impacts of

Engagement Outcomes – Redacted Formal Submissions

the proposed TOD policy with respect to Croydon. Only then can an informed decision can be made. Paint the real picture and challenge the Labor State Government to admit that it is willingly to trade a strong and vibrant community for a ghetto, at a very high cost to all parties (there will be few winners other than the developers)and without achieving its stated goals (still not sure of what they are - except happy developers).

I am not sure that the abovementioned approach will achieve much as I feel the Labor State Government is not prepared to re-consider its position. Still, I would not be happy not to have made a representation. While I do not share Burwood Council's optimism I do appreciate it made an attempt to stave off a disastrous situation. Regrettably, I feel it will not end well.



P.S. to the above, it has just been announced that the Labor State Government has diminished Council planning powers and transferred ultimate planning controls in the hands of three State-Government-picked individuals. More concessions to the developers. Does that essentially make this whole exercise a waste of time?

P.S.S. If Council was really interested in community feedback, it should have staffed the Drop In Sessions with people knowledgeable in the CHIA Masterplan and actually take an interest in matters raised by community members, who made the effort to attend.

COMMENTS ON SNAPSHOT OF CROYDON HOUSING INVESTIGATION AREA draft MASTERPLAN

Attention : Planning Team Burwood Council

GENERAL

Judging by its “Drop in Sessions” Council does is not serious about getting community feedback. I attended a Drop in session at Croydon on 30th Oct (from memory). The table was staffed by two Council employees(?). I assume they were Council employees as they were in attendance at the table with hi-vis vests but they had no identification. During subsequent discussions it was ascertained the senior(?) person was a student (tech, uni?) and the less senior looked and acted more like a work experience person. The senior one showed some knowledge of the construction of the Masterplan but offered very little insight when attendees asked more detailed questions. Both representatives were in unison when they advised **no notes** were being taken re matters raised by residents, **no contact details** were being taken, there would be **no de-briefing sessions** when they got back to Council and there would be **no record of attendee numbers**. It was made very clear that if residents wanted to have a say they had to make a formal submission. It seems their task was to flip open the Masterplan document and point to a section that may be relevant to the question asked.

An interesting point verified by the representatives, after questioning by residents is that Burwood Council is not liaising with the Inner West Council (and/or visa-versa) and there is a high likelihood that major developments in the Inner West precinct at the East-West boundary between the Councils, right on the edge of the Malvern Hill estate will occur. This seems a fundamental and important oversight that must be urgently addressed. Some time ago I received the same reply about co-ordination with Canada Bay Council, when public comment was sought on the Burwood North Precinct (BNP) Masterplan!

It seems to me that there are fundamental assumptions that have to be challenged before any more resources, including a substantial part of my rates, are wasted and on any more “Masterplans”. It is apparent to me that Sydney has reached, or exceeded, its capacity to provide the reasonable standard of living its residents are due and have come to expect. No doubt the Covid years have been a challenge to what was the perceived normality. However how long can that be used as an excuse for our current position? I suggest that Covid has exposed the vulnerable underbelly of our society and our nation that existed pre-Covid. Australia has never developed its potential, especially after World War II when it was in a unique position to contribute and benefit enormously from the reconstruction of Europe. Australia chose to sell out to international interests and be happy with meagre royalties in exchange for plundering of its natural resources. That modus operandi has existed since and we are now one of, if not the most “sold-out” nations on Earth. The result is a total dependence on overseas conglomerates, depletion of our manufacturing capacity, minimal control over our resources and very limited capacity to produce even basic requirements. To underwrite this position we have relied on immigration to boost our GDP (which in itself is not necessarily a good thing). Basically we have been living on “credit” and now its come time to pay our debts - and we are struggling to do that. The so-called housing crisis is just a one symptom of that malaise.

Should we be having a more informed conversation about the housing crisis? Exactly what is the problem, not enough residences or prices are too high, or both. If there are not enough residences, we (Australia) do not have the capacity to remedy that in the short term (i.e. decades, not years). If it is the latter, the CHIA and BNP will not remedy that. What makes anyone think developers plan to

provide “affordable” housing, not to mention social housing. Just take look at the current situation which is due to the developers’ greed, government policies such as negative gearing and artificially low wages resulting from deliberate State Government policy over the last couple of decades, again a government initiative in sympathy with the big end of town (that incidentally did not seem to suffer the same restraint) and other factors. All of which are likely to be with us for some time yet. Yet all the impetus is ONLY on building more cheap and nasty dwellings, not in keeping with social needs but very profitable. To address this easy and politically sellable target, the solution is straightforward.

The bottom line is from a “what can be achieved in reasonable time” argument, its (past) time to put up the house full-sign in Sydney. I do not like the idea of curtailing immigration but as we have lost our capacity to produce, I cannot see any other solution. The proposed CHIA and BNP schemes are not achievable in less than several decades, at the earliest, due to building capacity capabilities. If the situation is so dire as purported by the Federal and State Governments, how long can the disadvantaged be expected to “hold their breath”? The housing backlog will only exacerbate with current immigration levels. A recent article in the SMH suggested the government was aiming to provide an additional 340,000 (approx.) residences over the next five years. This is absolutely NOT achievable given our limited building capacity. Only with a substantial reduction in demand (population growth through immigration) can the backlog be reduced. Government policy can make that happen with minimal lead time. Given our current immigration rate is near 500,000 PER YEAR the backlog can be reduced much more quickly by reducing immigration compared to building. But it will come at a cost to GDP, i.e. potentially a recession. Get used to it and make plans for that – it is an inevitability, likely sooner than later.

I can appreciate Councils intention of retaining the heritage and historical value of Croydon by coming up with a Masterplan that somehow is going to fend off the craziness of the State Labor government’s TOD announcement. The government has made it quite clear that it intends to take a sledgehammer approach to providing housing for the wealthy. The non-wealthy can make their own arrangements. I fail to see how the (CHIA) Masterplan, even if its implemented, will address the threat the TOD programme poses to Croydon and greater Sydney.

This brings me to the CHIA Masterplan itself. It is very, very long. In this age of instantaneous grabs and Twitter (X) text limits what makes Council think that many people will have the time or inclination to undertake the enormous effort to work through it. No doubt the consultancy that produced it considers quantity much more relevant than quality or is it a tactic to discourage feedback? The Masterplan is very repetitious and it seems the many of the diagrams occur repeatedly throughout the plan, often with different highlighting, colours etc., but basically the same. A reader friendly version should have been produced. Further, it looks like the same consultancy brief was used for the CHIA Masterplan and the BNP Masterplan. The former looks like a re-hash of the later. Given the BNP Masterplan is laying the foundation of a ghetto, the omens are not good for Croydon.

A fundamental flaw to the CHIA Masterplan is that most of the largest structures are not in Croydon. The high density developments along Shaftsbury Rd are well outside the magic 400m radius from Croydon Station and are actually in Burwood! My understanding was that the basis of the extension of time specifically sought alternate solutions for the **CROYDON** TOD, centred around Croydon station. By being outside the 400m, and in Burwood, and even well outside the 400m from Burwood station negates the whole purpose of ready access to Croydon station. It provides the Labor government, so intent on implementing the TOD, the ideal basis to reject the current Masterplan outright.

It seems there is an overriding commitment to eliminating vehicle transport within the CHIA and indeed the BNP Masterplan. The minimal provision of car spaces incorporated in the developments makes this abundantly clear. Can someone explain to me how ANYONE who does not commute to somewhere accessible to a railway station, remember Croydon does not have ANY other public transport facilities, is going to get about? Council planners and its consultants have made no allowance for the (vast?) majority of residents who require vehicles to carry out their daily activities. This is the case now and will be the case in the future. If you want to see where this is going I suggest you visit similar mistakes like the Green Square precinct and see how the streets are choked with private vehicles with no-where else to locate them. Are tradies and similar vehicle users to be banned from living in the precinct? Will tradies even service the area if they cannot park their vehicles close to their places of work? With the government sponsored push to EVs, where are they going to be charged? Bear in mind an EV takes up just as much space as a conventional vehicle.

This immediately raises the question of what demographic is the development targeting. I put this question to the Senior Council representative at the Drop in Session. The look of confusion was disturbing. I was convinced I was going to have to explain what a demographic was to a member of Council's Planning Team. Eventually the penny dropped but the insightful reply I received, which was along the lines of "Anyone who wants to buy them" demonstrated that this particular Council representative was not the right person to have at the Drop in Session. I did not bother proposing any more "testing" questions like the lack of provision of three bedroom units i.e. suitable for a family, affordable housing and the long forgotten social housing. As an aside, how will the loss of the lower-cost housing at the Eastern end of Albert Crs. be replaced?

Not only will more vehicles be force onto the streets, there will be fewer street parking spaces, and NO parking areas, it seems. The vegetation islands proposed may provide limited aesthetic relief from the concrete jungle, but it will be at the cost of on-street parking. That will push the vehicles to other areas with fewer restrictions, e.g. the few remaining un-timed residential streets, including the Malvern Hill estate. This area is already being parked-out by the impacts of the Bankstown Line closure. The \$4M upgrade of Paisley Rd will result in even more reduced commuter parking and that will seriously exacerbate this situation further.

I note with some amusement that the artists' impression of the streetscapes includes towering mature trees with substantial canopies, that conveniently mask the acres of concrete towers. This is just fantasy. Assuming they can even survive the environment, who will pay for the establishment and maintenance of these landscapes? Developers have shown no social conscience in this respect so they will not happen unless they can construct even more units in exchange for a few trees. If, and it's a very big "if", substantial trees are planted, and they survive to maturity, what is to stop Council then cutting them down when they lift a footpath slab or drop leaves into a resident's guttering. It is what has been repeatedly happening in the heritage Malvern Hill estate in recent times. Those leafy landscapes sketches will never become a reality.

Related to the streetscape fantasy is the design excellence in the development. Before I gave up with "testing" questions for the Senior Council representative I did enquire how design excellence was to be judged and how it would be achieved. She assured me Council would make it happen. I enquired whether Council's appalling record at achieving design excellence to date gave cause for concern, she assured me Council would ensure there would be design excellence. My concern remains. So long as developers' only focus is maximising profits any design excellence will be accidental.

I could go on and on as there is so much to challenge in the CHIA Masterplan but this has already turned into a much longer tome than I originally intended so can I call just provide some comments on the “Snapshot of the draft Masterplan for Croydon” included in the glossy flyer “Be part of Croydon’s future Have your say”, delivered recently.

PROMOTE ACTIVE TRANSPORT

Promoting active transport is a far cry from achieving active transport. The Masterplan will not supply any more access than already exists. The proposed access is likely to be more attractive and bicycle-friendly, but not necessarily pedestrian-friendly if motorised transport (electric scooters, etc.) increases. That is NOT active transport. However the proposed access will also be very expensive and incurring high ongoing maintenance costs. This will be reflected in increased costs that will be passed on to ratepayers. My observation is that few people currently use “active” access for day-to-day activities (shopping etc.) and I cannot see how that will change.

INCREASED CONNECTIVITY

There will be no more “increased connectivity” available than already exists, in fact there may be less given the campaign against vehicle transport. There is no “connectivity” to/from Croydon station other than the train service. The present situation of no bus services, no taxi service or any other “connection” to anywhere else in Sydney, and beyond, currently exists, nor is planned to be provided. And that will still be the case if the masterplan is implemented. Residents can currently walk from Croydon to Burwood on sealed footpaths. I cannot see how “connectivity” will be increased. Presently they can use vehicles but that will be curtailed in the Masterplan.

ENHANCED SUSTAINABILITY

Sydney as a whole is currently not a sustainable city. Burwood used to be a typical (but unsustainable) Sydney suburb but is currently being developed into a totally irrevocable and more unsustainable district. The Masterplan is pushing Croydon down the same path. To say that an increase of 3600 units will enhance sustainability is more than a distortion of reality, its just factually, unquestionably, 100%, wrong.

QUALITY PUBLIC DOMAIN

I am not sure what this actually means. What is proposed is a mass of high rise buildings, replacing detached residences. There are few public amenities in the study area and there will be very little extra if the Masterplan is implemented. A few pocket parks interspersed amongst the towers does not provide quality public domain.

INCREASED OPEN SPACE

There are very few open spaces in the study area and the Masterplan provides very limited additional open spaces, especially ones not surrounded by towers. The term “pocket parks”, presumably a term invented for the occasion, says it all. The additional area of open space per resident will be miniscule and have little utility.

GREEN STREET

SOME streets may be “greener” streets, i.e. they have trees. But the existing streets have many more tree, and mature trees at that, then are included in the Masterplan. Developers have no history of providing or maintaining greenery. Only when they can get some increase in development density will they provide any greenery or open space. And Council has a proven track record of

destroying mature, established trees for no defensible reason, as has been the case, repeatedly, in the Malvern hill estate area. So what chance does any meaningful greenery have? If by some miracle trees provided by developer survive to maturity, Council is likely to cut them down the first time they lift a concrete slab or drop leaves into a gutter.

DESIGN EXCELLENCE

The concept of achieving design excellence is laughable given Council's achievements such as the development along the North side of the railway just west of the station in Railway Pde. It still is the Sydney and maybe state, benchmark for appalling design and implementation. It demonstrates just how hollow the set-back and related rules that are supposed to provide social benefits are. The mere existence of this eyesore shows how much say Council has over development "excellence". It is all in the hands of the developers and their **ONLY** motivation is profit, the basis of which is a minimum build price and maximum selling price. There is no recent development in Burwood that can claim to exhibit design excellence so what is going to change?

HUMAN SCALED BUILT FORM

How can up to 35+ floors be human-scaled? By no definition can it be described as human scaled.

STRONGER EAST-WEST LINKS

Where is there evidence of stronger East-West links? There are already East-West links. What in the Masterplan makes stronger links? Shouldn't North-South links have a greater priority?

HIGHER DENSITY AT THE RIGHT PLACES

I have no idea what this means.

PROTECTED HERITAGE

The Croydon Masterplan does preserve the Malvern Hill estate but that does not seem to be a priority for Council as evidenced by the wonton destruction of mature age trees and lack of building controls in the estate. The trees are an integral component of the estate's heritage worth yet Council places no value on them, to the contrary it is willing to pay large sums for contractors to remove them. Hence, how long will this "protection" last and how hard will Council fight for it if pressure is applied?

RETAIN SOLAR ACCESS

I am not sure how solar access is retained if the tallest building are located to the West, thereby shadowing adjacent building, especially during the winter. Maybe something has changed since I did my environmental master degree but there seems to be a fundamental flaw in the implied logic. Is this a case of saying something in the hope that people will believe it, or at least not challenge it?

IN SUMMARY

I think that the CHIA Masterplan is a document that gives tacit acceptance to a deeply flawed State Government policy that is intended to cater to the wants of property developer interests. Maybe its political pragmatism at work but the developers are no doubt excited.

The CHIA Masterplan attempts to preserve the integrity of the Malvern Hill Estate and it does that. This elevates Burwood Council to the biggest threat just ahead of traffic flow problems. However the impacts of developments in the adjacent Inner West Council areas are unknown and Burwood Council seems disinterested in that potentially enormous impact.

Residents of the Northern part of Croydon have been made sacrificial lambs to the State Government TOD debacle.

The CHIA is a re-hash of the BNP Masterplan so I suppose there is some continuity in the ghettos.

If the CHIA Masterplan is implemented, what will be (eventually) provided will bear no resemblance to what is depicted in the Masterplan.

The development will cater for a limited, one-dimensional demographic, lacking diversity and with no productive industries or enterprises, the likelihood of a half-built totally unsustainable backwater is high.

The implementation of the CHIA will not address any of the more fundamental challenges facing Sydney. Rather it will exacerbate the intrinsic problems. More “put it off until tomorrow” policy.

For your consideration.

Regards,

[Redacted]

Resident of [Redacted]

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:35:33 PM

From: [REDACTED]

Sent: Wed, 20 Nov 2024 16:54:42

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: Croydon Master Plan investigation

Importance: Normal

Sensitivity: None

Master Plan investigation

Croydon Housing Investigation Area Master Plan Exhibited for 28 days is insufficient for us to undertake independent investigations into the Master Plan.

Cheltenham Road

The proposed 2.5:1 would be insufficient for accelerated housing delivery or of fulfil developer feasibility given the existing cost of dwelling houses. This notional uplift fails to provide State Government supply objectives and will result in residents having to paying amplified council rates (due to notional zoning changes) until such time as the parcels ever become viable for redevelopment. This imposes a heavy burden on local constituents who are forced to move out because of Councils initiative to take over planning from the State.

It is our view that the FSR should be increased from 2.5:1 to 6:1 to encourage swift development of the local area and ensure that the development potential rivals the worth of an allotment as a single dwelling. 2.5:1 simply does not achieve this goal.

Amalgamation

Amalgamation of multiple sites will be required to make it feasible for a developer to make a development stack therefore this is likely to result in housing stock taking years to enter the market. This protracted period will not result in an accelerated housing supply and will in fact make it difficult. As such it our view that a tier FSR system should be applied to encourage amalgamation while also ensuring that Site can be developed on their own.

Lucus Road Conservation Area Significance

We request to have an investigation into the Eastern end of the Lucas Road Conservation Area which consists of 124-136 Lucas Road and whether or not it is:

1. 1. Is of relevant heritage significance given the context and existing state of the properties
2. 2. Creates an unreasonable oasis given the proposed increase in density proposed around it.

Albert Crescent Road

We reject the Albert Crescent Road changes – this will result in congested car traffic already strained by single dwelling houses. Highrise buildings will amplify local car traffic and the Shaftsbury overhead rail bridge struggles as it.

Regards

[REDACTED]

Archived: Tuesday, 7 January 2025 2:35:36 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 18:35:44

To: [Burwood Council John Faker](#) information@planning.nsw.gov.au strathfield@parliament.nsw.gov.au

Subject: OBJECTION to the Croydon Masterplan

Importance: Normal

Sensitivity: None

To: Burwood Council Town Planning Department

Subject: OBJECTION to the Croydon Masterplan

To whom it may concern,

I live at [REDACTED] and write to object to the Masterplan for the Croydon Precinct.

I understand that many of my neighbours are submitting detailed proposals covering the other objections that I also agree with including:

- Council is favouring large scale development in Burwood instead of more modest development around Croydon. That is unfair and it affects more residents than the State Govt's Croydon TOD proposal.
- The Burwood proposal involves excessive building heights (15-25 storeys) instead of 8 in the Croydon TOD.
- The Masterplan would cause loss of privacy and significant financial detrimental impact to properties around mine.

I understand the need for further affordable housing close to train stations, however consideration must be made to the capacities of current infrastructure as well as future infrastructure planning (i.e. upcoming Metro at Burwood, bus lines, etc).

The existing infrastructure is approaching capacity and cannot sustain multiple developments at the heights proposed - smaller heights and mixed-use planning must be considered. New housing without supporting culture, shopping, cafes etc does not make sense.

I submit that Council should instead revert to the State Government TOD.

In summary, I ask that Council stops the Masterplan and reverts to the State Government TOD SEPP proposal.

[REDACTED]

Archived: Tuesday, 7 January 2025 2:35:39 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 19:54:32

To: [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [Burwood Council](#) gm@burwood.nsw.gov.au [Deyi Wu](#)

Subject: Croydon Rezoning - Request for Inclusion of [REDACTED] in Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Member of Burwood Council

My name is [REDACTED]. I am writing to request that my property be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.

It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning and believe it represents an opportunity for positive development.

One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:

1. Economic Feasibility:

Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.

2. Optimised Land Use:

Increasing the FSR allows for more efficient use of land, which is especially important in urban areas where space is limited.

3. Improved Infrastructure:

With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.

4. Sustainable Growth:

Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities.

In addition to these general benefits, there are specific reasons why [REDACTED] should be included in the Croydon Master Plan rezoning:

- **Proximity to Amenities:** [REDACTED] is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.

- **Public Transport Access:**

The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.

- **Minimal Impact on Lower Density Areas:**

Albert Crescent's location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.

I kindly request that [REDACTED] be included in the Croydon Master Plan if the Master Plan is selected as the preferred option. Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail. This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome.

Thank you for considering my request. I look forward to your response and to participating in the ongoing discussions about the future development of our community.

Yours sincerely,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:35:42 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 07:38:16

To: [Burwood Council](#)

Cc: [George Mannah](#)

Subject: TOD and Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Council,

I am writing in relation to the TOD and Master plan and want to express my objection to the Croydon Master Plan as it unnecessarily clusters the works and dwellings in one area and is unnecessarily high. Please accept the TOD proposal.

Kind regards,

[REDACTED]

Archived: Tuesday, 7 January 2025 2:35:52 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 22:32:52

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)

Subject: Oppose the Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Burwood Council,

I hope you're going well.

My name is [REDACTED] and as you know, my mother owns her home, is a resident, homeowner, voter in the Burwood LGA.

My mother was [REDACTED]

[REDACTED] This has direct impacts on her family as we grapple with the situation. In addition to that, the lack of clear and early communication has meant she has invested what little funds she does have into the improvement of the family home. To see all that time, effort and resources wasted is further heart breaking. While I understand there is a housing crisis and action needs to be taken, families and vulnerable people cannot be forcibly removed from their homes in the manner you are proposing.

It is for this reason that I am writing to express my strong opposition to the Draft Croydon Masterplan. Below, I outline key issues and provide detailed feedback to support the adoption of a more balanced and community-focused approach, such as the NSW Government's Transport-Oriented Development (TOD) proposal.

1. Inequitable Development

The Draft Croydon Masterplan disproportionately focuses on Burwood, and neglects opportunities for equitable development in Croydon.

Concentration in Burwood: The majority of high-density development is proposed for areas near Burwood Station, despite the NSW Government identifying Croydon, not Burwood, for additional growth. This contradicts the principle of fair urban distribution.

Missed Opportunities in Croydon: Croydon remains underdeveloped, especially around its station. Numerous viable sites within a 400m radius of Croydon Station are excluded from consideration in the Draft Masterplan, missing opportunities to align with TOD principles.

Disproportionate Building Heights: The Masterplan proposes towers up to 30 storeys in Croydon, compared to 6-storey limits in the TOD proposal. These extreme heights are inconsistent with best planning practices and unfairly burden specific areas.

Exclusion of South of the Railway Precinct: Despite positive community feedback supporting development south of the railway, this area is excluded. Council's reasoning, such as claiming it serves as a buffer for Malvern Hill, is unconvincing and lacks sound planning justification.

Arbitrary Boundaries: The housing investigation area stretches as far as 1.2km from Croydon Station, well beyond the TOD's recommended radius of 400m, while excluding more suitable areas closer to the station.

2. Flawed Community Engagement

The consultation process was inadequate, excluding many residents and failing to provide transparent and accessible information.

Limited Participation: Only 50-85 contributors participated in key consultations, using methods like the "pin drop" exercise,

which lacked accountability and allowed input from non-residents.

Ineffective Communication: Despite Burwood's multicultural population, all communication was in English, limiting accessibility for non-English speakers. Mailbox notifications and feedback opportunities were inconsistently distributed.

Rushed Timeline: The consultation period was compressed into November, with the Council planning to vote on the plan just six days after feedback closed. This timeline undermines meaningful community input and accountability.

Complex and Confusing Documentation: The Masterplan spans over 400 pages with 20 appendices, making it difficult for even tech-savvy residents to fully understand its implications. Seniors and those less familiar with digital tools (including my mother) are further disadvantaged.

Ignored Feedback: Community support for development along The Strand and Liverpool Road was overlooked, while proposals with less support were prioritized.

3. Negative Impacts on Residents and Infrastructure

The proposed Masterplan threatens to degrade the quality of life for residents and strain local infrastructure.

Traffic and Safety Issues:

Increased density will overwhelm narrow residential streets, especially in Shaftesbury Precinct, heightening risks of vehicle-pedestrian collisions.

The proximity of four school zones exacerbates safety concerns, particularly for children.

The lack of comprehensive traffic modeling, including the impacts on Victoria and Shaftesbury Roads, is a significant oversight.

Environmental Risks:

High-rise development poses flooding risks, particularly in areas with aging water and sewer infrastructure.

Insufficient green space and biodiversity planning will negatively affect community health and environmental sustainability.

Insufficient Green Space:

The proposed plan provides only 0.67sqm of green space per additional resident, far below the Council's stated goal of 10-15sqm.

Small "pocket parks" are poorly designed, offering limited functionality and failing to meet the community's recreational needs.

Existing open spaces are insufficient to accommodate the projected 9,000 additional residents, leading to overcrowding and diminished amenity for all residents.

The residential gardens of the properties in the proposed development area help mitigate this by providing surfaces for rain to seep into. They also provide valuable refuges for native wildlife including birds and reptiles.

Overshadowing and Noise:

The proposed 102m towers will create significant overshadowing, negatively impacting smaller buildings and single-storey homes nearby.

The Shaftesbury Precinct's proposed density and heights surpass those in the Burwood Town Centre, creating an unbalanced urban design.

4. Lack of Transparency and Coordination

The Draft Masterplan lacks clarity, transparency, and coordination with relevant stakeholders.

Unclear Objectives and Data: The Draft Masterplan estimates 3,600 additional dwellings, significantly exceeding the 1,500 identified in Council's earlier reports. This discrepancy undermines confidence in the data and planning process.

No Collaboration with Inner West Council: Approximately half of Croydon Station's 400m radius lies within Inner West Council's jurisdiction, yet there is no evidence of coordination between the two councils. Burwood is unfairly shouldering the development burden.

Misleading Terminology: The plan is labeled the "Croydon Masterplan," yet most development is concentrated in Burwood. This misrepresentation confuses residents and undermines trust in the Council.

Inadequate Multilingual Resources: Key documents and consultation materials were not translated into other languages, excluding large portions of Burwood's multicultural community from participating meaningfully.

5. Best Practices Ignored

The Draft Masterplan deviates from global and local best practices for urban planning.

Transport-Oriented Development (TOD): The TOD proposal better aligns with best practices by concentrating growth near transport hubs, reducing traffic impacts, and revitalizing key community spaces like The Strand.

Sustainability and Livability: The Masterplan fails to prioritize sustainable urban design, such as adequate green spaces, biodiversity, and flood risk management.

Heritage Protection: While the TOD respects heritage conservation areas, the Draft Masterplan unnecessarily excludes these zones, missing opportunities for balanced growth.

The Draft Croydon Masterplan fails to deliver equitable, transparent, and sustainable urban planning. It unfairly concentrates development in Burwood, neglects community input, and risks long-term harm to residents and infrastructure. The Council should instead adopt the NSW Government's TOD proposal, which balances growth with livability and sustainability.



Attn: City Planning Team
re Draft Croydon Masterplan.

Burwood Council,
P.O. Box 240,
Burwood, N.S.W. 1805.



Dear City Planning Team,

The draft plan that Burwood Council is presenting to the NSW State Government as an alternative to State Government's TOD makes much more sense in serving two worlds - development and the maintenance of heritage areas. The development the Council proposes north of the station is in an area which already has unit accommodation. It would be a disaster if south of the station were to be developed in the same way - a hotpatch of heritage houses and high rises. The integrity of the shopping centre at

The Strand would be destroyed.

Please follow the Council's more sensible approach.

Yours sincerely,

A large black rectangular redaction box covering the signature and name of the sender.

Archived: Tuesday, 7 January 2025 2:36:06 PM

Page 10 of 10

Sent: Wed, 27 Nov 2024 11:03:42

To: [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [Burwood Council](#) [gm@burwood.nsw.gov.au](#) [Deyi Wu](#) [David Hull](#)
[Mayor](#)

Subject: Croydon Housing Investigation Area - Support of Croydon Master Plan for 24 Brand Street and 55 Webb Street Croydon

Importance: Normal

Sensitivity: None

Attachments:

[Support of Croydon Inclusion in Master Plan - Brand Street.pdf](#); [Support of Croydon Inclusion in Master Plan - Webb Street.pdf](#);

To whom this may concern,

I hope that this email finds you well!

Please see attached my support for [REDACTED] to be included in the Croydon Master Plan.

Thank you in advance!

Kindest Regards,

████████████████████

Subject: Request for Inclusion of Brand Street in Croydon Master Plan

To whom this may concern,

My name is [REDACTED] and I am the owner of [REDACTED], Croydon. I am writing to request that my property and Brand Street be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.

It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning if it is fair and extended to the whole community and believe it represents an opportunity for positive development and progression of the Croydon area.

One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:

1. **Economic Feasibility:** Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.
2. **Optimised Land Use:** Increasing the FSR allows for more efficient use of land, which is especially important in urban areas where space is limited. This would also provide more housing opportunities, supporting the housing crisis currently being experienced by many.
3. **Improved Infrastructure:** With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.
4. **Sustainable Growth:** Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities.

In addition to these general benefits, there are specific reasons why Brand Street should be included in the Croydon Master Plan rezoning:

- **Proximity to Amenities:** Brand Street is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.
- **Public Transport Access:** The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.
- **Minimal Impact on Lower Density Areas:** Brand Street's location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.

I kindly request that [REDACTED] and the entirety of Brand Street be included in the Croydon Master Plan if the Master Plan is selected as the preferred option.

Similarly, I don't think it is fair that the residents in the TOD designated area are aware that if the Croydon Master Plan is not approved then by default the TOD will take effect. This process excludes any feedback from the residents and property owners from this part of Croydon, who thought their area would be excluded because of council's insistence that Croydon village, Malvern Hill estate and other adjoining conservation areas, should be protected and other alternative areas be investigated and recommended for rezoning. The consequence of this unfortunate process might be that residents of one area, having a say in what development is favoured in another area. This could be interpreted as favouring one group of residents over another.

Additionally, during this planning process, entire blocks need to be assigned the same zoning to ensure consistency and fairness across the Croydon community. For example, if Brand Street is rezoned, then Webb Street and surrounding blocks need the same zoning applied to ensure equality across Croydon.

Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail. This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome. Further correspondence should be communicated electronically via email to ensure land owners are aware and informed of any announcements and notifications.

I support the Draft Croydon Master Plan if fair the rezoning is extended to the whole community and believe it represents an opportunity for positive development and progression of the Croydon area. This is because the rezoning proposal is the best outcome for the medium to long term and would benefit the whole community,

Thank you for considering my request.

I look forward to your response and to participating in the ongoing discussions about the future development of our community.

Yours sincerely,

[REDACTED]

Subject: Request for Inclusion of Webb Street in Croydon Master Plan

To whom this may concern,

My name is [REDACTED] and I am the owner of [REDACTED]. I am writing to request that my property and Webb Street be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.

It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning if it is fair and extended to the whole community and believe it represents an opportunity for positive development and progression of the Croydon area.

One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:

1. **Economic Feasibility:** Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.
2. **Optimised Land Use:** Increasing the FSR allows for more efficient use of land, which is especially important in urban areas where space is limited. This would also provide more housing opportunities, supporting the housing crisis currently being experienced by many.
3. **Improved Infrastructure:** With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.
4. **Sustainable Growth:** Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities.

In addition to these general benefits, there are specific reasons why Brand Street should be included in the Croydon Master Plan rezoning:

- **Proximity to Amenities:** Brand Street is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.
- **Public Transport Access:** The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.
- **Minimal Impact on Lower Density Areas:** Brand Street's location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.

I kindly request that [REDACTED] be included in the Croydon Master Plan if the Master Plan is selected as the preferred option.

Similarly, I don't think it is fair that the residents in the TOD designated area are aware that if the Croydon Master Plan is not approved then by default the TOD will take effect. This process excludes any feedback from the residents and property owners from this part of Croydon, who thought their area would be excluded because of council's insistence that Croydon village, Malvern Hill estate and other adjoining conservation areas, should be protected and other alternative areas be investigated and recommended for rezoning. The consequence of this unfortunate process might be that residents of one area, having a say in what development is favoured in another area. This could be interpreted as favouring one group of residents over another.

Additionally, during this planning process, entire blocks need to be assigned the same zoning to ensure consistency and fairness across the Croydon community. For example, if Webb Street is rezoned, then Brande Street and surrounding blocks need the same zoning applied to ensure equality across Croydon.

Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail. This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome. Further correspondence should be communicated electronically via email to ensure land owners are aware and informed of any announcements and notifications.

I support the Draft Croydon Master Plan if fair the rezoning is extended to the whole community and believe it represents an opportunity for positive development and progression of the Croydon area. This is because the rezoning proposal is the best outcome for the medium to long term and would benefit the whole community,

Thank you for considering my request.

I look forward to your response and to participating in the ongoing discussions about the future development of our community.

Yours sincerely,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:36:11 PM
From: [REDACTED]
Sent: Tue, 19 Nov 2024 18:26:59
To: [Burwood Council](#)
Subject: REJECT8-15STORRY APARTMENTS
Importance: Normal
Sensitivity: None

To the Burwood Council:

I am writing on behalf of the residents of our community to strongly oppose the construction of 8 to 15-storey apartment buildings near our neighborhood. I live in [REDACTED] We believe that such high-rise projects would have a severe negative impact on the quality of life, environment, and character of our community.

Firstly, this project will subject our neighborhood to years of construction noise, traffic congestion, and vibration. Our community is known for its peaceful and friendly atmosphere, and prolonged construction activities will greatly disrupt the tranquility we value.

Secondly, the influx of new households from high-rise apartments will significantly increase traffic congestion. Our streets were not designed to handle such high volumes of traffic, which will lead to severe traffic delays and hinder residents' mobility.

Additionally, the construction of high-rise apartments will compromise the privacy of residents, as backyards and gardens will lose their current level of seclusion. The unique charm of our community lies in its quietness and privacy, which this project would permanently damage.

We are also concerned that the presence of such high-rise buildings will drastically decrease property values in the area, affecting the desirability of our neighborhood. People choose to live here for the community's atmosphere and environment, and high-rise developments would undermine the very qualities that attract residents to this area.

Therefore, we urge the council to reconsider this plan and listen to the voices of our community members. We hope the council will prioritize the preservation of our living environment and the future development of the community over short-term economic gains from land development.

Thank you for your attention and understanding. We hope to see a decision that truly takes the interests of residents into account.

[REDACTED]

[REDACTED]

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Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:36:17 PM

From: [REDACTED]

Sent: Sat, 2 Nov 2024 21:06:51

To: [Burwood Council](#)

Subject: Objection to Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Hi,

I'm a resident living in Croydon.

I'm writing to express my concerns and disagreement of your plan to suggest north of the Railway line to be further investigated for rezoning.

This is very unfair to us since south side is actually closer to transport and shops. Why do you recommend building more high density apartments on north side which is actually further from shops and the train station? Ashfield has done a great job creating accommodation along Hume highway. Croydon can easily achieve the same density by adopting a similar approach. Instead, your plan seems to steer away from the rich side of the suburb.

I'm also concerned about building high density apartment blocks around schools. This side of Croydon is so unique in its own way because the location is nice and quiet. It also feels very safe and beautiful. The triangle of Burwood girls high school, Croydon public primary school and PLC is famous amongst parents for Croydon's rich history of high quality education. Please try to keep the area as it is, so that our kids and future generation can still enjoy walking to school along tree lined streets, surrounded by beautiful nature, safely and easily.

I appreciate you are trying to preserve south side for its heritage listed buildings. Agree, heritage is important. However, it's equally important to keep an amazing parcel of education hub which links the past to the future for many young generations. High density apartment will change the area forever. Please reconsider this masterplan.

Best Regards,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 2:36:10 PM

From: [George Mannah](#)

Mail received time: Wed, 27 Nov 2024 22:06:28

Sent: Wed, 27 Nov 2024 22:06:20

To: [Tommaso Briscese](#)

Subject: Fw: Croydon Master Plan

Importance: Normal

Sensitivity: None

Attachments:

[Partition_WantToBePartOfCroydonMasterPlan.xlsx](#);


George Mannah

Deputy Mayor of Burwood

M: 0428 363 826

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Thursday, November 28, 2024 8:05:00 AM

To: George Mannah <George.Mannah@burwood.nsw.gov.au>

Subject: Croydon Master Plan

Subject: Request for Inclusion of Brand Street in Croydon Master Plan

Dear Cr George Mannah,

My name is [REDACTED] with my wife and children for the past 14 years. I am writing to request that my property be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.

It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning and believe it represents an opportunity for positive development. I conducted a quick door knock of the properties nearby me (not all residents were home), and the attached file contains a list of residents that want to be included in the Croydon Master Plan and are in favour of the Croydon Master Plan.

One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider increasing Brand Street and neighbouring street's FSR from 2.5:1 to 4:1. This adjustment offers several benefits:

1. **1. Economic Feasibility:** Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.
2. **2. Optimised Land Use:** Increasing the FSR allows for more efficient use of land, which is especially important in urban areas where space is limited.
3. **3. Improved Infrastructure:** With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.
4. **4. Sustainable Growth:** Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities.

In addition to these general benefits, there are specific reasons why Brand Street should be included in the Croydon Master Plan rezoning:

5. **5. Proximity to Amenities:** Brand Street is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.
6. **6. Public Transport Access:** The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.
7. **7. Minimal Impact on Lower Density Areas:** Brand Street's location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.

I kindly request that Brand Street be included in the Croydon Master Plan if the Master Plan is selected as the preferred option. Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail. This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome.

Thank you for considering my request. I look forward to your response and to participating in the ongoing discussions about the future development of our community.

[Redacted Signature]

Engagement Outcomes – Redacted Formal Submissions

Owner	Address	Contact Detail
[REDACTED]	Croydon	[REDACTED]
[REDACTED]	Croydon	[REDACTED]
[REDACTED]	[REDACTED], Croydon	[REDACTED]
[REDACTED]	[REDACTED], Croydon	[REDACTED]
[REDACTED]	Croydon	[REDACTED]
[REDACTED]	Croydon	[REDACTED]
[REDACTED]	Croydon	[REDACTED]
[REDACTED]	Croydon	[REDACTED]
[REDACTED]	Croydon	[REDACTED]
[REDACTED]	Croydon	[REDACTED]
[REDACTED]	Croydon	[REDACTED]
[REDACTED]	[REDACTED] Croydon	[REDACTED]
[REDACTED]	Croydon	[REDACTED]
[REDACTED]	Croydon	[REDACTED]

All information and data provided by All RESIDENTS LISTED ABOVE (hereinafter referred to as "Disclosing Party") is considered confidential. The recipient of this information (hereinafter referred to as "Receiving Party") agrees that the data provided will be used solely for the purpose specified by the Disclosing Party. The Receiving Party shall not disclose, share, or use the information for any purpose other than that for which it was provided without the prior written consent of the Disclosing Party. This confidentiality obligation remains in effect indefinitely or until the information ceases to be confidential under applicable law.

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:36:20 PM

From: [REDACTED]

Sent: Thu, 21 Nov 2024 16:18:15

To: [Burwood Council](#)

Subject: Support for the Croydon response to draft Masterplan.

Importance: Normal

Sensitivity: None

[REDACTED], support Burwood Council's response to the draft housing masterplan. I support the submission to exclude the residential area close to PLC along with Malvern Hill estate.

Many thanks

[REDACTED]

From: [REDACTED]
Mail received time: Tue, 19 Nov 2024 11:36:09
Sent: Tue, 19 Nov 2024 11:35:54
To: [Burwood Council](#)
Cc: gm@burwood.nsw.gov.au
Subject: Croydon Housing Investigation Area (TOD)
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 2:36:16 PM

Hi

Tommaso - appreciate you coming out to speak to irate residents and presenting in a calm and professional manner this evening.

As a follow up to my previous email and concerns about the two 15 level towers located at the northern end of railway north precinct discussed with planners this evening, I'd like to propose an alternative which help address the following concerns:

- harsh transition between high density and low density housing streetscape. Positioning of towers in the middle of a quiet low density residential area not suitable to area at all
- light and noise pollution affecting large parts of the low density zone in the study area, evening lights would be like a lighthouse at night which is highly disruptive
- serious lack of privacy and security for those in low density zone with tower residents seeing into people's backyard, pool and windows
- shadow issues with high rise in low density area

My proposal is to limit railway north precinct to a maximum of 4 storey medium density housing as it is closest to the low density precinct and affects the streetscape the most as well as being the furthest distance to Burwood and Croydon stations and amenities.

Move the higher level towers to Shaftesbury road precinct, add heights there to higher than 30 levels and renew/increase zonal heights for Croydon core precinct to meet targets

Allowing higher building heights along both sides of the rail line is another way as this minimises disruption to low density area

Hope this input is considered and happy to discuss further where needed, I've provided my details in the submission to the planners this evening at the one on one

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Sun, 17 Nov 2024 12:35:30
To: [Burwood Council](#)
Subject: Croydon Housing Investigation Area (TOD)
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 2:36:23 PM

Hi,

I am a resident of Croydon and had feedback about the building heights at Walmea and Cheltenham as well as Webb and Irrara St being 15 storeys.

This does not represent a sensible transition from low density single level house to high density 15 level apartments and the light pollution is a very big concern for all houses around the area.

15 storeys is better located near the train line south where there is less chance of interference. There should be a max height of 6 levels where it is close to low density housing. The lack of privacy for the rest of the low density houses around is another concern, seeing into people's homes and backyards.

I understand there is a need to develop a medium density plan but the transition between high and low density is way too harsh and does not mix with the current proposed plan. It affects the rest of the study area in a big way and should only be limited to the far west of the study area for higher building level.

I would like a response to this feedback and happy to discuss this further about how this would impact house prices in the area. I don't believe this was a consideration.

Another concern is the lack of amenities to support such a move. Are the schools around the immediate area expected to take in 1000 students, are parks being expanded to host 5000+ people?

Kind regards

[REDACTED]

Item Number 1/25 - Attachment 3
Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:00:04 AM
From: [REDACTED]
Sent: Saturday, 16 November 2024 9:26:17 AM
To: [Burwood Council](#)
Cc: [John Faker](#); information@planning.nsw.gov.au
Subject: Burwood Master Plan - Objection
Sensitivity: Normal

Dear Town Planning Department,

cc: Mr Faker, Lord Mayor Burwood
Cc: NSW Gvt Planning Dep't

I am the owner of [REDACTED]

I have read material, including the Council's website about the proposed Burwood Masterplan. I strongly OBJECT to the Masterplan and believe that Council should instead proceed with the more restrained development around Croydon and The Strand.

When we built our house in 2002, Council required us to consult with Council's heritage consultant and eventually spends \$000's more in making changes that he wanted. One of his primary concerns was to protect the view from [REDACTED] With respect, there are few (if any) heritage significant properties that require saving around Croydon.

The consultant advised that [REDACTED] and insisted that the view to the railways must be maintained. Now council proposes 15-25 storey buildings in between. How does Council explain that? What has happened to the Heritage significance of [REDACTED]

I understand that many of my neighbours are submitting detailed proposals covering the other objections that I also agree with including:

- *
Council is favouring large scale development in Burwood instead of more modest development around Croydon. That is unfair and it affects more people than the State Gov't's Croydon TOD proposal.
- *
The Burwood proposal involves excessive building heights (15-25 stories) instead of 8 in the Croydon TOD.
- *
It would cause loss of privacy and significant detrimental impact to properties around mine.

I am also concerned that Council appears to have already made its mind up about this proposal. On the council's website (copied below) the timeline indicates that:

- *
In Nov 24 it will consider submissions and **adopt the Masterplan**.
- *
In Jan 2025, it will send the adopted Masterplan to NSW Gov't.

With respect, it is a breach of proper processes for Council to have pre-determined the result.

Timeline

The high-level estimated timeline for the project is as follows:

Timeline	Activity
December 2023	NSW Government TOD Announcement
December 2023 to April 2024	Council advocacy against TOD proposal
April to May 2024	NSW Government deferral announcement, Council initial community engagement
May to June 2024	Review and identify Investigation area in response to community submissions
June to October 2024	Undertake constraints analysis and Prepare draft Masterplan
October 2024	Council to consider draft Masterplan
November 2024	Exhibition of draft Masterplan
November 2024	Council to consider submissions and adopt Masterplan
January 2025	Adopted Masterplan sent to Department/Minister for review, determination and implementation or NSW Government TOD provisions will apply.

Regards



Archived: Wednesday, 11 December 2024 2:36:30 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 20:03:45

To: [Burwood Council](#)

Cc: [John Faker information@planning.nsw.gov.au](#) [strathfield@parliament.nsw.gov.au](#)

Subject: OBJECTION to the Croydon Masterplan

Importance: Normal

Sensitivity: None

To: Burwood Council Town Planning Department

Dear Sir,

I live at [REDACTED] and write to voice my strenuous objection to the Masterplan for the Croydon Precinct.

I understand that many of my neighbours are submitting detailed proposals covering the other objections that I also agree with including:

- Council is favouring large scale development in Burwood instead of more modest development around Croydon. That is unfair and it affects more residents than the State Government's Croydon Transport Oriented Development (TOD) proposal.
- The Burwood proposal involves excessive building heights (15-25 stories) instead of 8 in the Croydon TOD.
- The Masterplan would cause loss of privacy and significant financial detrimental impact to our property and to other properties near me.

I submit that Council should instead revert to the State Government TOD.

In summary, I ask that Council stops the Masterplan and reverts to the State Government TOD proposal.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 7 January 2025 2:35:56 PM

From: [REDACTED]

Sent: Thu, 14 Nov 2024 02:05:34

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: Clarifications on planning in Croydon

Importance: Normal

Sensitivity: None

Attention: City Planning Team

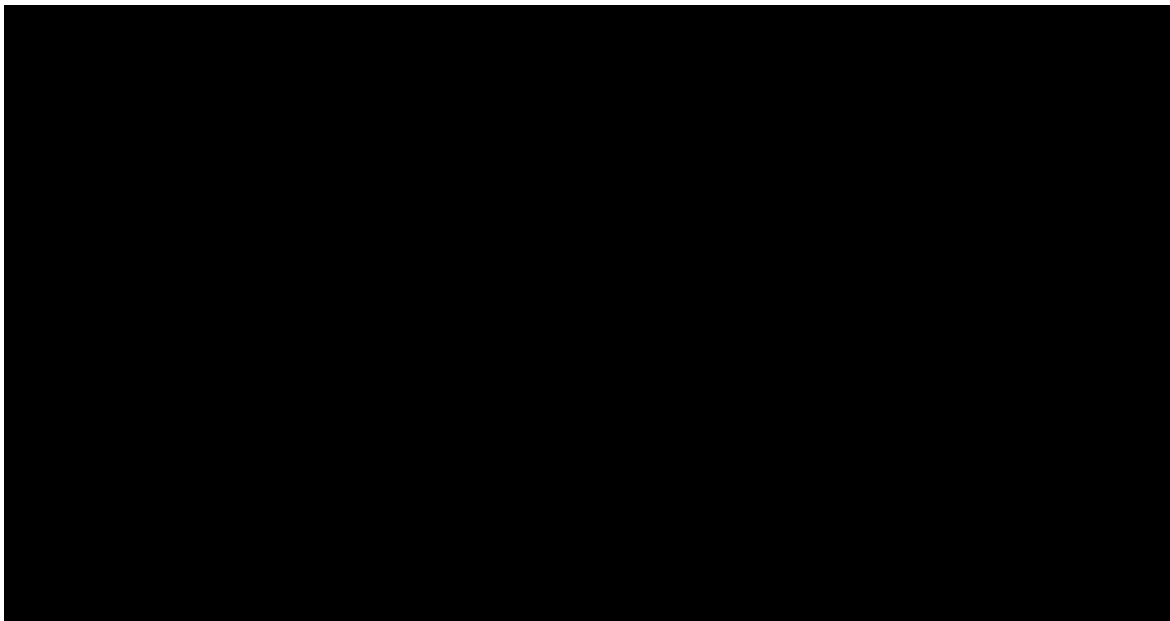
To whom it may concern,

School Infrastructure is in the process of reviewing the exhibited Draft Croydon Masterplan and is seeking to provide a holistic response to the exhibited masterplan. To that end there are a few questions I was wondering if you could clarify for us to enable a thorough consideration of the area.

1. 1. Will there be other masterplans exhibited for area within Croydon?
2. 2. What is the status of dwelling delivery for lands south of the railway line (adjacent to the masterplan area)?

Regards

[REDACTED]



Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Wed, 27 Nov 2024 19:04:28
To: [Burwood Council](#)
Subject: No to croydon master plan and yes to TOD
Importance: Normal
Sensitivity: None
Archived: Tuesday, 7 January 2025 2:36:22 PM

I am the resident and owner of the property at [REDACTED]. I want to vote against the croydon master plan as it will lead to unreasonable amount of congestion .

Regards

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 2:36:41 PM

From: [REDACTED]

Sent: Monday, 18 November 2024 3:42:23 PM

To: [Burwood Council](#)

Subject: Re: Submission on Draft Croydon Housing Investigation Area Master Plan

Importance: Normal

Sensitivity: None

Dear Burwood Council,

As a concerned stakeholder, I wish to share my perspective on the current Draft Croydon Housing Investigation Area Master Plan.

The two options currently under consideration – the Transit-Oriented Development (TOD) and the high-rise scheme outlined in the draft Master Plan – appear to represent opposite extremes, neither of which serves our community's best interests.

The preservation of Croydon's historical significance and community atmosphere is paramount, yet the current high-rise proposal for the northern sector would introduce buildings taller than those currently permitted in Burwood's CBD. The prospect of 10-15 story developments towering over residential streets would irrevocably alter the area's suburban character.

Instead of these extreme positions, I propose that Council explore a middle-ground solution through medium-density development. This approach has been notably absent from the current discourse, which seems fixated on either myopic preservation or extensive high-rise development.

The Croydon Housing Investigation Area presents a unique opportunity to develop a moderate and broadly acceptable medium-density planning. This approach could potentially:

- *
Meet or exceed TOD housing targets
- *
Preserve heritage areas
- *
Enable graduated development across the entire precinct
- *
Generate broader community support through more modest 4-6 story developments

I recognize the time constraints facing Council, but the upcoming meeting should not force a binary choice between two suboptimal options. I believe our planning department has the capability to develop a medium-density alternative that could be presented to the State Government before the January deadline.

This decision will fundamentally shape Croydon's future identity within the Burwood LGA. I strongly encourage Council to invest the time necessary to develop a more balanced, community-oriented solution.

Your consideration of these points is greatly appreciated.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

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Archived: Wednesday, 11 December 2024 2:36:48 PM
From: [REDACTED]
Sent: Thursday, 24 October 2024 3:36:06 PM
To: [Burwood Council](#)
Subject: Croydon Housing Investigation Area (TOD)
Importance: Normal
Sensitivity: None

Hi Guys,

My name is [REDACTED] Having just reviewed the Croydon Housing Investigation Area I have a submission below which needs to be considered as part of the final plan, in particular in relation to the Lucas Road Heritage Conservation Area located within the Railway North Precinct.

To be clear I am supportive of the need for more affordable housing in the area and want to make some suggestions to enable this and to resolve some of the issues outlined below rather than just responding with issues. Please see my feedback below which is divided into 3 areas, followed by a potential solution.

1. 1. Inconsistency to Burwood Councils DCP.

The DCP makes the following points under section 4.7:

- * Objectives (Page 217): “To ensure that development located in the vicinity of a heritage property is designed and sited in a manner sympathetic to the significance of the heritage property and its setting.”
- * P35: Development of a heritage property, or development in its vicinity, must: 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
- * 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
 - * Interpret the materials and architectural detailing of the heritage property
 - * Respond to the building alignment of the heritage property.
- * P40A Any development having three storeys or more which is contiguous to 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.

The current plans outline significant development around the Lucas Road Conservation area including:

- * Buildings up to 15 stories high directly to the West of the conservation area
- * Buildings up to 8 stories high directly to the North and East of the conservation area
- * Buildings up to 15 stories high directly to the South of the conservation area

Clearly these plans violate the key principles of the Burwood Council DCP in that:

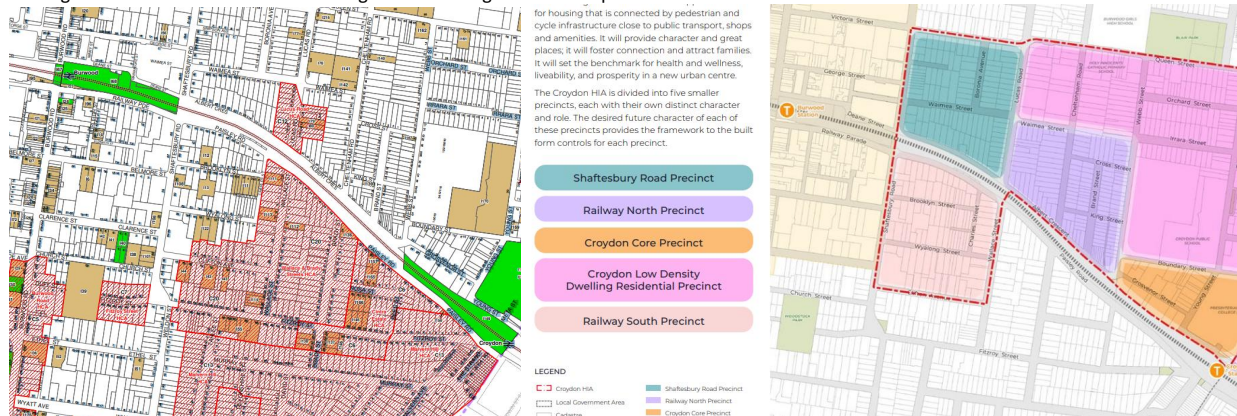
- * Buildings of 8-15 stories will not be sympathetic to the conservation area
- * The buildings will impact the views from properties within the conservation area.
- * They are not remotely compatible with the buildings in the conservation area (currently there is a maximum of 2 stories surrounding the area)

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- * The do not reflect the Bulk, scale or height of the area
- * They will not be recessive in character
- * They won't use the same materials
- * They will negatively impact the noise and visual privacy of the existing occupants.

2. 2. Inconsistencies in the Burwood Plan in regards to the Railway North Precinct vs Railway South.

The proposed council response breaks out the plans into distinct zones, a striking difference is noted between the Railway North and Railway South areas. Whilst the precinct to the North will be subject to revised development controls, there will be no change to the precinct to the south. The Councils justification for this is "Under the draft Masterplan development uplift is not proposed given its proximity to Malvern Hill Heritage Conservation Area and several high value heritage items. This precinct has been removed for future consideration"



In regards to the difference between the North and South precincts it should be noted that:

- * The Railway South precinct is NOT adjacent to the Malvern Hill conservation area, it is adjacent to the Wallace and Brady Street areas. Further council is acknowledging that there will be detrimental impacts to these area by not pursuing development in these areas and by seeking to remove any development controls from the Croydon TOD area (400m from the station)

Council needs to clarify why development to the south of the railway line (and the original State Government plan of 400m radius around Croydon Station) will adversely affect the heritage and conservation areas in those locations but those concerns will not be relevant to residents north of the railway line in the Lucas Road Heritage Conservation area.

3. 3. Inconsistencies between the Burwood response to the DCP and the NSW State Governments initial plan.

- * The initial plan by the state government as outlined here: <https://www.planning.nsw.gov.au/policy-and-legislation/housing/transport-oriented-development-program/transport-oriented-development> allows for:
 - * Development to occur within 400m of an identified station
 - * 22m Building heights (maximum circa 8 stories)
 - * 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.
- * Burwood's plan seeks to change the height impositions on its residents by, adding a new station (Burwood) into consideration, taking a wider area into consideration (800m) and increasing the building heights from circa 8 stories (22m) to up to 30 stories in buildings along Shaftesbury Road. My understanding of why that has been done is to protect Heritage/conservation areas from the development proposal
- * However, whilst this addresses the concerns around the Heritage and conservation items to the south of the railway line it ignores the impacts on the Lucas Road Conservation area as outlined in point 2 above.

Potential Solutions

Through its actions in trying to remove development from Heritage/Conservation areas from the Croydon Housing Investigation Area Council has acknowledged that development will have a negative impact on the heritage values of those areas. Conversely by pursuing development around the Lucas Road Conservation area council is at the same time saying that development is possible around conservation areas... Council can't have it both ways, either development will impact conservation areas or it won't and it shouldn't be treating areas to the North of the Railway line with similar conservation characteristics to those south of the railway line – to the detriment of those living in the Lucas Rd Conservation area. To solve this I

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would suggest the below:

- a. a. If development is not impacting conservation areas then more housing should be considered in the Railway South precinct (and indeed in other areas close to the original NSW government proposal including the Brady & Wallace St, Cintra and Malvern Hill Conservation areas)
- * This could be done in such a way to lower the height of the buildings surrounding the Lucas Road conservation area (2-3 stories) and transferring some of those homes that are currently attributed to the Lucas Rd area to the Railway South area (2-3 stories) in order to keep the building heights lower across the entire LGA.
 - * This would also remove the inconstancy between heritage North of the Railway line to that of the South. It is ridiculous to suggest that development would impact one conservation area and not another and it seems council is favoring a vocal group of residents to the south of the railway line at the expense of those to the North where development is being prioritized. By adopting a shared lower scale model the burden can be shared without the severe adverse impacts of 54m buildings over the back fence of a single story house.

OR

- b. b. If development does goes ahead as planned in the Railway North precinct it will take away the amenity of the houses left behind in the Lucas Rd area. As a resident of the Lucas Rd Conservation area I don't want to live in a building surrounded by 8 story/32m towers to the North and East and 15 stories/54m to the West. The loss of amenity and property value will be immense, not to mention the extremely detrimental impact this would have on the heritage/conservation status of the building. I would rather the conservation area was zoned to be part of the Council plans than to be left behind with resulting poor amenity, loss of sunlight and lower property values. This would also allow for more housing in the current area to "protect" areas to the South. If council really wants to do this I think the only fair way is to add the Lucas Rd precinct to the proposed plan.

I am available to chat and would welcome a chance to put forward my feedback and discuss this further.

Kinds Regards



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Archived: Wednesday, 11 December 2024 2:36:53 PM

From: [REDACTED]

Mail received time: Wed, 20 Nov 2024 00:06:54

Sent: Wed, 20 Nov 2024 00:06:39

To: [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [Burwood Council](#) gm@burwood.nsw.gov.au [Deyi Wu](#) [David Hull](#)
[Mayor](#)

Subject: Croydon HIA Masterplan Response

Importance: Normal

Sensitivity: None

To all Councillors,

As long term owners and residents (44 years) of [REDACTED], we would like to express our objection to any implementation of the Croydon HIA.

This plan has been produced with little regard to the residents living in the area particularly the blocks from Webb St to Cheltenham Rd.

Placing high rise units in this area will force many long term residents out of the suburb with little chance of being able to find equivalent homes and amenities anywhere else in near proximity.

As this area was outside the State Government's 400 metre TOD radius, we had no reason to object to that plan but the Croydon HIA Plan was unforeseen by us and the other affected residents until this October and has left many people traumatised and blindsided, with little time to analyse, consider and provide feedback.

Could you please vote against the implementation of this flawed plan.

Yours faithfully,

[REDACTED]

Archived: Wednesday, 11 December 2024 2:37:02 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 02:06:10

To: [Burwood Council](#)

Cc: Sally.Sitou.MP@aph.gov.au strathfield@parliament.nsw.gov.au information@planning.nsw.gov.au

Subject: Oppose Burwood Council's Draft Croydon Masterplan - Accept TOD

Importance: Normal

Sensitivity: None

I, [REDACTED] a resident and homeowner on Young Street, Croydon, urge Burwood Council to reject the Draft Croydon Masterplan and adopt the NSW state government's TOD for Croydon station for the following reasons:

1. **1. Plan is inequitable** - The draft Croydon Masterplan contradicts TOD principles by advocating for extreme high-density towers (30 storeys vs. 6 storeys in TOD, 102m vs. 22m max height). This is not fair or good planning.
2. **2. Flawed planning process** - The initial consultation was biased, targeting a small group of stakeholders primarily concerned with protecting their own properties, such as those in the Malvern Hill Estate and Heritage Conservation Areas (HCA). This approach excluded broader community input, leading to a plan that disproportionately benefits a few while neglecting the needs and voices of many other residents, particularly those to the north of Croydon station.
3. **3. Unbalanced development** - Burwood has already contributed significantly to housing and has plans for more with the new metro at Burwood North. Croydon, particularly around its station, remains underdeveloped despite having reasonable sites within 400m that could be developed.
4. **4. Lack of coordination with Inner West Council** - The 400m radius around Croydon station is bisected by the LGA boundary. Burwood Council should share the density load with Inner West Council.
5. **5. Confusion around dwelling numbers** - Council estimates (Jun24 Report) indicate 1,500 additional dwellings from Burwood LGA part of Croydon TOD, but the draft plan indicates 3,600. This discrepancy suggests Burwood LGA is shouldering the entire density or the figures are incorrect.
6. **6. Ignored resident feedback** - Resident feedback (collected in April/May 2024 in Jun24 Report) is very positive for development of the Strand. Shop-top housing is also encouraged by the TOD. Why is no development proposed in the draft Croydon Masterplan for the Strand? Similarly, resident feedback was very positive for development South of the Railway - why was this precinct excluded by Council?
7. **7. Negative impacts on residents** - The draft plan proposes higher density than the Burwood North Precinct Masterplan, with approximately double the density per sqm in the Shaftesbury Precinct. This leads to significant overshadowing, increased noise, and traffic congestion.
8. **8. Inadequate green space** - The plan fails to meet Council's own requirements for open space, providing only 0.67sqm per additional resident. The reliance on existing green space for an additional 9,000 residents leads to overcrowding. Proposed "pocket parks" are too small (500sqm) and ineffective.
9. **9. Traffic and infrastructure concerns** - No comprehensive traffic analysis was conducted. The transport statement is unclear and does not align with the expected increase in residents and public transport users. The flood report indicates significant engineering challenges and costs due to underground stormwater and sewer assets.

As a long-time resident of the area, I have witnessed significant changes in our community. The rapid development has led to negative side effects, including overcrowding, loss of green spaces, and increased traffic. I believe that the alternative proposal exacerbates these issues by favouring high-density developments that prioritise profit opportunities for developers over addressing the community's needs. This results in an inequitable planning process that does not adequately consider resident well-being.

For these reasons, I reject the Draft Croydon Masterplan and instead urge the adoption of the NSW state government's TOD for Croydon station. This alternative will promote a more equitable, sustainable, and community-focused development plan that better serves the needs of all residents.

Regards,

[REDACTED]

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Archived: Wednesday, 11 December 2024 2:37:07 PM
From: [REDACTED]
Sent: Tue, 19 Nov 2024 03:22:20
To: [Burwood Council](#)
Subject: Croydon Housing Investigation Area (TOD)
Importance: Normal
Sensitivity: None

Dear Mayor and Councillors

Submission on the DRAFT CROYDON MASTERPLAN

As a resident of Croydon, in the Burwood LGA, I support the draft Croydon masterplan (Draft Croydon Masterplan) because:

- * It maintains a balanced approach to housing diversity, meeting additional requirements while preserving character and heritage;
- * It provides a place based response to the need for increased housing in the Croydon and Burwood LGA area;
- * I agree with the approach to concentrate density near the Burwood Town Centre as it provides new homes close to established centres and transport; and maintains character of wider area;
- * In particular, given the reduced train stops at Croydon introduced by the new timetable in October, the Draft Croydon Masterplan's provision of housing closer to Burwood station and Burwood bus services, will provide better outcomes for residents;
- * The Draft Croydon Masterplan proposes new housing closer to the planned Burwood North Metro station while the latest timetable changes have reduced peak services to and from Croydon heavy rail station;
- * Given the limited open spaces in Croydon/the Burwood LGA, the Draft Croydon Masterplan has incorporated the new proposed housing closer to the existing open spaces. This is particularly important because Burwood LGA has a low open space per person ratio and any new housing must take open space into account – quality of lifestyle for residents and proposed new residents is linked to open space;
- * It is important that appropriate setbacks, new street trees are planted and that parking and transport facilities are utilised effectively and the Draft Croydon Masterplan gives due attention to these;
- * The Draft Croydon Masterplan is consistent with Burwood Council's adopted local Strategic Planning Statement.

Please do not hesitate to contact me if you have any questions.

Kind regards

[REDACTED]
[REDACTED]

Email sent using Optus Webmail

Archived: Wednesday, 11 December 2024 2:37:11 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 00:11:59

To: [Burwood Council](#)

Subject: Croydon Council Proposed Rezoning

Importance: Normal

Sensitivity: None

OPPOSITION TO THE PROPOSED
CROYDON RE-ZONING
MASTER PLAN PROPOSED BY BURWOOD
COUNCIL
PREPARED

[REDACTED]
[REDACTED]

Dear Mr Faker, Mr Minns and Mr
Yatsenli

As a resident and owner of a property
in [REDACTED] Croydon NSW I
strongly oppose the draft master plan
for the Croydon Precinct and urge the
Council to adopt the
Croydon TOD and rely on the State
government's pattern book as guide
for the style of the development. The
reasons for this are as follows:

The proposed plan is well outside of
the proposed 400m zone within
Croydon and places the density
mainly within Burwood, an area that
already has significant high rise
development given that Burwood
Metro is also planned for high rise
accommodation.

For political transparency it is
incumbent on the Burwood Council to
clearly articulate why the
Croydon TOD as per the State

government's pattern book as guide for the style of the development has been rejected by the council.

Why hasn't the council posted the objections made against such a development to the state government chosen Croydon location?

Surely affected residents have the right to such information for the sake of political clarity. As of today council representatives have not provided any answers to the above question.

My objections to the draft Croydon Masterplan and my subsequent endorsement of the Croydon TOD are for the following reasons:

1. 1.

Burwood and the Croydon area immediately adjacent to Burwood needs to retain this balanced building mix. Croydon, on the other hand, has little to no development despite having access to a train station, shops, buses, schools and other infrastructure.

2. 2.

The entire area of Croydon, including the 400m TOD is not heritage listed and does not have heritage significance as claimed. There remain sufficient suitable areas for the development to occur within the 400 metres whilst retaining those properties that are listed on the heritage register.

3. 3.

Why should the area south of the railway line not be developed as has occurred in most local councils and including Burwood?

This would ensure that the development and density is equitable in the areas whilst retaining a variety of accommodation types for all community needs.

4. 4.

The State Government chose the Croydon TOD for a reason, it was not developed, and the proposal was consistent with plans for other local councils.

4. 4.

The draft master plan is inconsistent with the TOD principles. The master plan proposes high density buildings up to 30 stories compared to 6 stories as proposed in the TOD.

5. 5.

Burwood train station is already a busy station with peak hour trains often being full. With a significant increase in residents, how is the station meant to cope? Croydon station on the other hand is under utilised and has the same infrastructure such as lifts and regular trains to support more residents. In fact during peak hour, most trains stop at Croydon station.

7. 7.

Council's own plans clearly show that the current proposed Croydon rezoning is not the only area Council is considering for significant development in the future. Again this is all within the same area as the draft Croydon masterplan and nothing proposed in the 400 metre zone selected by the State Government. Council, please explain why this is the case.

8. 8.

Council has failed to produce plans or documentation in support of their rezoning proposal as to where and how infrastructure changes were being improved to support such a significant development. What is being considered for the impact on the area for parking, road congestion, educational facilities, social amenities, further retail congestion, and the additional transport congestion that increased population density will create. With the draft

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Croydon masterplan and with council's proposed investigation areas, these areas will not cope. Currently school drop off zones are congested, and dangerous. How is that being improved with current proposals?

9. 9.

Council's masterplan appears to be compromising and short changing its Green space standards, reducing space while significantly increasing the population.

10. 10.

Council and State government re-zoning decisions are politically expedient and are morally corrupt short term fixes that fail the welfare and well-being of the population in that growing community. Those decision makers are insulated from the impacts that they thrust upon others and have therefore are ignoring the significant impact it will have.

11. 11.

Council information events largely failed to provide answers to affected residents. The majority of residents advised council that they did not receive any council flyers advising of the proposed Croydon rezonings and as noted above no information was provided explaining why council refused the state Governments 400 meter Croydon station development.

There is a moral obligation for council to be transparent and open regarding its decision making process.

12. 12.

In the event council pushes the proposed rezoning through what assurance does council provide that the proposed developments will not be significantly altered by developers. Given that people are being forced from their homes will council have further

rate increases as a result of the rezoning?

13. 13.

Given that the state Government is responsible for approving such plans will they waive stamp duty of the purchase of a replacement property?

Please note my objection to the Croydon draft masterplan. I endorse the State Governments Croydon TOD.

In the event that council chooses to publish objections to the Croydon rezoning proposal I ask that my personal details not be disclosed.

Archiv [REDACTED]
[REDACTED]

Sent: Thu, 21 Nov 2024 19:14:44

To: [Burwood Council](#)

Cc: [EA PW](#)

Subject: Opposition to Croydon Master Plan Re-zoning Proposed By Burwood Council

Importance: Normal

Sensitivity: None

OPPOSITION TO THE PROPOSED CROYDON RE-ZONING MASTER PLAN PROPOSED BY BURWOOD
COUNCIL
PREPARED
[REDACTED]

Dear Mr Faker, Mr Minns and Mr Yatsenli

As a resident and owner of a property in Cheltenham road Croydon NSW I strongly oppose the draft master plan for the Croydon Precinct and urge the Council to adopt the Croydon TOD and rely on the State government's pattern book as guide for the style of the development. The reasons for this are as follows:

The proposed plan is well outside of the proposed 400m zone within Croydon and places the density mainly within Burwood, an area that already has significant high rise development given that Burwood Metro is also planned for high rise accommodation.

For political transparency it is incumbent on the Burwood Council to clearly articulate why the Croydon TOD as per the State government's pattern book as guide for the style of the development has been rejected by the council.

Why hasn't the council posted the objections made against such a development to the state government chosen Croydon location?

Surely affected residents have the right to such information for the sake of political clarity. As of today council representatives have not provided any answers to the above question.

My objections to the draft Croydon Masterplan and my subsequent endorsement of the Croydon TOD are for the following reasons:

1. 1.

Burwood and the Croydon area immediately adjacent to Burwood needs to retain this balanced building mix. Croydon, on the other hand, has little to no development despite having access to a train station, shops, buses, schools and other infrastructure.

2. 2.

The entire area of Croydon, including the 400m TOD is not heritage listed and does not have heritage significance as claimed. There remain sufficient suitable areas for the development to occur within the 400 metres whilst retaining those properties that are listed on the heritage register.

3. 3.
Why should the area south of the railway line not be developed as has occurred in most local councils and including Burwood?
This would ensure that the development and density is equitable in the areas whilst retaining a variety of accommodation types for all community needs.
4. 4.
The State Government chose the Croydon TOD for a reason, it was not developed, and the proposal was consistent with plans for other local councils.
4. 4.
The draft master plan is inconsistent with the TOD principles. The master plan proposes high density buildings up to 30 stories compared to 6 stories as proposed in the TOD.
5. 5.
Burwood train station is already a busy station with peak hour trains often being full. With a significant increase in residents, how is the station meant to cope? Croydon station on the other hand is under utilised and has the same infrastructure such as lifts and regular trains to support more residents. In fact during peak hour, most trains stop at Croydon station.
7. 7.
Council's own plans clearly show that the current proposed Croydon rezoning is not the only area Council is considering for significant development in the future. Again this is all within the same area as the draft Croydon masterplan and nothing proposed in the 400 metre zone selected by the State Government. Council, please explain why this is the case.
8. 8.
Council has failed to produce plans or documentation in support of their rezoning proposal as to where and how infrastructure changes were being improved to support such a significant development. What is being considered for the impact on the area for parking, road congestion, educational facilities, social amenities, further retail congestion, and the additional transport congestion that increased population density will create. With the draft Croydon masterplan and with council's proposed investigation areas, these areas will not cope. Currently school drop off zones are congested, and dangerous. How is that being improved with current proposals?
9. 9.
Council's masterplan appears to be compromising and short changing its Green space standards, reducing space while significantly increasing the population.
10. 10.
Council and State government re-zoning decisions are politically expedient and are morally corrupt short term fixes that fail the welfare and well-being of the population in that growing community. Those decision makers are insulated from the impacts that they thrust upon others and have therefore are ignoring the significant impact it will have.
11. 11.
Council information events largely failed to provide answers to affected residents. The majority of residents advised council that they did not receive any council flyers advising of the proposed Croydon rezonings and as noted above no information was provided explaining why council refused the state Governments 400 meter Croydon station development.

There is a moral obligation for council to be transparent and open regarding its decision making process.

12. 12.

In the event council pushes the proposed rezoning through what assurance does council provide that the proposed developments will not be significantly altered by developers. Given that people are being forced from their homes will council have further rate increases as a result of the rezoning?

13. 13.

Given that the state Government is responsible for approving such plans will they waive stamp duty of the purchase of a replacement property?

Please note my objection to the Croydon draft masterplan. I endorse the State Governments Croydon TOD.

In the event that council chooses to publish objections to the Croydon rezoning proposal I ask that my personal details not be disclosed.

Archived: Wednesday, 11 December 2024 2:37:21 PM

From: [REDACTED]

Sent: Mon, 25 Nov 2024 21:52:58

To: [REDACTED]

[REDACTED] posed Croydon rezoning

Importance: Normal

Sensitivity: None

OPPOSITION TO THE PROPOSED CROYDON RE-ZONING MASTER PLAN PROPOSED

BY BURWOOD COUNCIL
PREPARED

[REDACTED]

Dear Mr Faker, Mr Minns, Mr Yatsenli, Ms Sally Sitou and Mr Sully

Three generations of family have resided at a property at Cheltenham road Croydon NSW.

We oppose and don't want the proposed Croydon Council/State Government Rezoning changes.

The proposal will destroy the fabric of the area & destroy people's way of life.

People chose to live in that part of Croydon, in preference to living like battery hens in multi story apartments.

This proposal is an expedient lazy political solution by those that will not be affected by their decisions.

The State Government has forced these rezoning matters on council and those affected.

The State Government has failed the affected and unaffected communities as well as those future communities by not providing its plans for handling infrastructure improvements.

This State Government has scaled back infrastructure development short changing current and future communities.

This dictatorial socialist planning approach will have longer term devastating outcomes to the health and welfare of future communities as those communities are robbed of an open social environment.

I note that the Minns Government has significantly scaled back proposed high rise housing numbers around Norwest and Kellyville Metro stations. Why?

I also note that Michelle Rowland, Labor member for Greenway has come out against such development in the Stanhope area.

What other areas are having their housing developments slashed for political expediency.

While politicians on both sides are to blame for their lack of decentralised planning it's the current Labor Federal and State governments that are now undertaking this planning redevelopment that affects residents

Engagement Outcomes – Redacted Formal Submissions

Additionally they have also added Medium Density developments across the board potentially affecting everyone at some point in time.

Governments that affect and impact people's lives with their decisions can and will get strong community push back, starting with the current Federal government and in time the State Government will have to also account to the voting public.

I Ask the Minns government to reconsider its approach,

Archived: Wednesday, 11 December 2024 2:37:25 PM

From: [REDACTED]

Sent: Mon, 18 Nov 2024 22:12:13

To: [Burwood Council](#)

Subject: Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear City Planning Team,

I am a homeowner and a resident of Brand St Croydon for the last 10 years. My children attend the local schools and day care centres, and I have experienced what living in Croydon is like with a young family.

Thank you for the opportunity to engage. After reviewing the Croydon Masterplan and considering the NSW Government TOD for Croydon, I am NOT supportive of the Croydon Master Plan.

I believe the Croydon Master Plan has the following shortcomings which is why I believe it should not be adopted by Council.

1. The Croydon Masterplan does not articulate in a measurable way why it is a better plan for Croydon compared to TOD - beyond the preservation of heritage conservation areas. At the very least, the Croydon Masterplan should, in a transparent manner, demonstrate the pros and cons of the plan, compared to TOD. The fact that no cons are mentioned, nor any comparison made to TOD in terms of measurable benefit based on: 1) The number of residents impacted/displaced 2) Traffic flow modelling during peak hours 3) Capability and fit to meet the needs of a larger population and 4) the risk of incongruence should Inner West LGA implement TOD on their side of Croydon, suggests that a properly informed decision cannot be made when deciding between the Croydon Masterplan and TOD.

2. The location selected for the Croydon Masterplan (that is, North of the Railway) is NOT justified in the data. According *Council Report (Item 56/24) Exhibition of the draft Croydon Housing Investigation Area Masterplan* page 2 states:

Community engagement conducted by Council between 11 April and 17 May 2024 indicated support for additional housing to be located north of the railway line in order to protect significant heritage on the southern side.

The *(Item 31/24) TOD Program - Proposed Croydon Housing Investigation Study Area* page 7 states:

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.

This paragraph states that support is greatest north of the railway, yet it does not provide any data as to how this was determined. It then proceeds to provide a breakdown of the data using pin drops south of the railway line and Parramatta Road. If anything, based on the breakdown, it looks like there is more support for south of the railway line than north.

Another issue is only contributors that have created pins were counted. This is not a fair representation of community engagement, because I and other people who I know participated in this survey by voting for the pins - I did not see the need to create pins that already expressed similar views. Also, it should be quite obvious that statistically a sample size of 50 is small and would not be representative of the 1209 site visitors (page 5).

3. The location selected for the Croydon Masterplan, as guided by community engagement data should have included areas south of the railway, that is, Liverpool Road and The Strand. Note the information in bold.

The (Item 31/24) TOD Program - Proposed Croydon Housing Investigation Study Area page 7 states:

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.**

There are also other areas, like Paisley Road, which has significant support but is not mentioned in the report.

4. One of the Croydon Master Plan's areas of weakness is it does NOT have a vision nor does it invest in Croydon's Town Centre. A growing population needs the support of a well equipped town centre. Keeping the town centre and its immediate surroundings as heritage conservation does not serve the community well into the future. The Strand in its current form is not fit for a growing population. The shops are narrow and space is limited. Parking is constrained. Limited space prevents a business from scaling up as demand grows. In contrast, TOD will uplift the Croydon Town Centre and become a hub where a resident can actually find goods and services in Croydon instead of Burwood or Ashfield. Removing the reliance of Burwood and Ashfield will reduce traffic, congestion and overcrowding.

5. The Croydon Master Plan is a lost opportunity and its direction is at odds with the Inner West LGA adoption of TOD for Croydon (according to Inner West Council website). Croydon Master Plan should take the best of TOD, be guided by community engagement to develop South of the Railway and work collaboratively with Inner West Council. The Croydon Town Centre should not be disjointed, where one side is high rise and the other is unchanged from the past. Perhaps a middle ground can be found where heritage can be retained as a facade to the modern. This is the creativity and vision that is missing in the Croydon Master Plan.

6. The analysis of Road Reserve Widths *Appendix A: Croydon HIA: Research, Review and Analysis Summary Report*, page 49 underplays the constraints of narrow roads, The Croydon Master Plan emphasises connectivity east to west yet there is a bottleneck of Cross St and King St with over 4m (the actual road width is about 5.5m-5.8m). Regardless, how is this sufficient for the purpose of high density? TOD does not seem to have the constraint for narrow roads. Traffic modelling is required to better understand the impact as residents drive/walk from west to east to the local schools.

Regards,



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 2:37:31 PM

From: [George Mannah](#)

Mail received time: Tue, 19 Nov 2024 22:52:03

Sent: Tue, 19 Nov 2024 22:51:56

To: [Tommaso Briscese](#)

Subject: Fw: Croydon Master Plan

Importance: Normal

Sensitivity: None


George Mannah

Deputy Mayor of Burwood

M: 0428 363 826

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Monday, November 18, 2024 9:53:56 PM

To: George Mannah <George.Mannah@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>; David Hull <David.Hull@burwood.nsw.gov.au>; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>

Subject: Croydon Master Plan

Dear Councillors,

I am a homeowner and a resident of [REDACTED] for the last 10 years. My children attend the local schools and day care centres, and I have experienced what living in Croydon is like with a young family.

Next week you will consider whether to adopt the Croydon Master Plan or permit TOD for Croydon. As part of your decision making process, I hope you will be able to include the following considerations:

1. What is the strategic vision for Croydon? Currently, the focus is about increasing the number of dwellings whilst preserving heritage. Without a clear vision, the Croydon Master Plan is a tactical response to TOD. Increasing the number of dwellings to over 3000 requires a Town Centre that can serve the future needs of an additional 8000+ residents. If the vision is no change to The Strand and its surroundings, is this really realistic for next 50 to 100 years? The needs of the residents should not be dependent on Burwood or Ashfield. The Croydon Master Plan should have a vision for its Town Centre that is forward looking, stylistically sympathetic but not constrained to the past.

2. As you may already be aware, the Inner West Council does not have a counter proposal for TOD in their part of Croydon. If InnerWest TOD goes ahead this will create a disjointed neighbourhood where The Strand will look out of place and cannot meet the needs of the InnerWest residents living next to it.

3. The community engagement conducted by Council between 11 April and 17 May 2024, is misleading when it states that greatest support for development was north of the railway. I have analysed the data as reported, and I believe it suggests otherwise. I have added my findings at the end of this email.

4. It is quite common for decision makers to request, where two or more options are involved, a comparison report. I think the advantages and disadvantages of the Croydon Master Plan should be compared to TOD, so that an informed decision can be made fully considering the benefits and costs (including non-financial and lost opportunity). When the Croydon Master Plan was issued for public exhibition, it was missing this report. Our community had to peruse over 300 pages and are still none the wiser. Some who I have spoken to are unclear about whether TOD affects them or not. I cannot see how an informed decision can be made, unless this information is not privy to the community.

The above points, I believe are fundamental and demonstrates the shortcomings of The Croydon Master Plan. If a decision has to be made, I would not be against TOD because it is a plan that has a strategic vision allowing the opening up of the Town Centre which can then facilitate the growing needs of the community. Based on this, I respectfully request Council to NOT support the adoption of the Croydon Master Plan.

Regards,



Appendix

1. The location selected for the Croydon Masterplan (that is, North of the Railway) is NOT justified in the data. According *Council Report (Item 56/24) Exhibition of the draft Croydon Housing Investigation Area Masterplan* page 2 states:

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There are also other areas, like Paisley Road, which has significant support but is not mentioned in the report.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 2:37:36 PM

From: [REDACTED]

Sent: Tuesday, 5 November 2024 4:34:56 PM

To: [Burwood Council](#)

Subject: Croydon Housing Investigation Area online document

Importance: Normal

Sensitivity: None

Dear Inner West Council,

I am writing in response to the online article "Croydon Housing Investigation Area". I have a personal interest in Croydon: I have been going to church there for 11 years, my daughter learns violin there, I have a number of friends who live in Croydon, and, with my family, I have been an enthusiastic user of Croydon's public parks and playgrounds. I admire and enjoy the beautiful open spaces, grand trees, and pleasant architecture in Croydon. Indeed I was at Centenary Park this morning! I work full-time for a tech start-up in the Sydney CBD.

When I look around Croydon, however, I see heavy use of private cars, very few people walking or on bicycles, a complete absence of active transport infrastructure, inefficient use of private land, and a lack of diversity of architecture. The Council document mentions active transport but provides no indication of how this will be achieved, and given the current traffic infrastructure design in Croydon, it makes it hard for me to believe that the Council has a genuine intention to make Croydon safer and more enjoyable for people riding bicycles or walking. This is disappointing and unnecessary. By providing safe alternatives to driving, especially for short trips to the Strand, Inner West Council can reduce road maintenance costs, improve residents' physical and mental health, and promote independence for those too young, too elderly or otherwise unable to drive. (I grew up in car-dependent suburbia and frankly, the experience was quite socially isolating. I would have preferred to have lived somewhere that enabled me to go most places by myself without needing my parents to drive me). Separated cycleways can be built as cheaply as bolting some yellow flaps onto the road, until they can be replaced with something more permanent later. Roads too narrow for separated cycleways can be made safer with 30 km/h speed limits. One-way streets can have contra-flow bicycle lanes. Intersections can be made safer by keeping footpaths level and requiring the cars to drive up and over them, yielding to pedestrians. A few car parking spaces can be reserved for those who especially need them, while unproductive car parks can be repurposed for more profitable uses. Preventing development in Croydon will not solve traffic; only encouraging people to make more of their journey outside of their cars will do that. That requires a shift of mindset from treating cycling merely as a recreational activity to treating it a first-class means of personal transportation for everyday purposes. The infrastructure can be built incrementally, starting at the Strand and working outwards radially.

The predominant housing style in Croydon is the Federation bungalow, mostly single storey, very expensive single family homes. This seems to be the result of heritage laws and height restrictions amongst other things. I imagine that many of these processes and regulations could be improved, but I suspect the draft Masterplan does little to do so. I have friends who have made modifications to their houses in Croydon, such as adding a storey, modifying a fireplace, or renovating the back room, and they found the approvals process very cumbersome and stressful for things which, in my view, should be allowed by right. I understand the desire to preserve the character of the neighbourhood, and to prevent other people looking down into my backyard from next door. I understand fears about property values. I understand fears about traffic and parking. Some of these fears are reasonable if misplaced, others are fundamentally selfish. I believe that, while well-intentioned, the current and proposed approaches to controlling development are, however, against the Council's financial interests, and are slowly strangling Croydon and depleting it of vitality. The solution to preventing the ugly architecture and shoddy new buildings found in much of Sydney from getting built in Croydon, is to insist on pretty architecture, high building standards, and passive design, not to make development nearly impossible.

The suburban development model, while providing in many ways a pleasant lifestyle, imposes a huge cost on government finances in order to maintain the essential infrastructure in front of each property such as roads, water mains, sewers, drains, electricity, and footpaths. Economic modelling of some US cities by Strong Towns has shown that suburbia is subsidised by more economically productive areas. The development pattern of Croydon suggests it might be the same. It would be in Inner West Council's long-term financial interests to make the houses of Croydon pay for their own infrastructure by moving towards a more financially viable development pattern, such as mixed-use multistorey buildings. They don't need to be 20 storeys high! They could be three, five, or seven storeys, with a mix of 2-4 bedrooms per dwelling. This would enable the Council to charge higher rates per unit area of land and provide a better quality of service and amenity to all residents, without sacrificing green space nor tree cover, nor creating intolerable noise pollution and vehicle traffic. With a greater number of people sharing the infrastructure cost it would be possible for the residents of Croydon to enjoy an increasing quality of life, and make the area more desirable and affordable for young families to move into. There are ways to do that without upsetting too many NIMBYs. For example, Strong Towns recommends establishing folios of pre-approved building designs, and allowing incremental increases in building heights by right, along with other improvements such as granny flats, extra bedrooms, etc. Read their articles and books for more ideas.

In general I thought the zoning rules presented in the document were overly prescriptive and needlessly complex. Croydon must change and adapt over time and this is not a thing to be feared and micromanaged. With simpler zoning rules, Croydon can embrace broad densification without becoming a slum, on the contrary: it could become a more highly desirable, safer, walkable, cyclable, thriving neighbourhood. The essential thing is to get the development pattern right before the state government imposes the ToD plan.

Regards,



Further Reading:

The Future of Land Use and Incremental Development

<https://www.strongtowns.org/journal/2024/9/25/the-future-of-land-use-and-incremental-development>

Do Your City's Rules Empower the Community or the Notorious Vocal Minority?

<https://www.strongtowns.org/journal/2024/7/1/do-your-citys-rules-empower-the-community-or-the-notorious-vocal-minority>

The Real Reason Your City Has No Money

<https://www.strongtowns.org/journal/2017/1/9/the-real-reason-your-city-has-no-money>

A Focus on Helmets Clouds Our Vision of What Makes Kids Safe

<https://www.strongtowns.org/journal/2024/9/27/a-focus-on-helmets-clouds-our-vision-of-what-makes-kids-safe>

Archived: Wednesday, 11 December 2024 3:37:05 PM

From: [REDACTED]

Sent: Thu, 21 Nov 2024 20:17:45

To: [Burwood Council](#) [Burwood Council](#)

Subject: Croydon Masterplan objection

Importance: Normal

Sensitivity: None

Dear Burwoood council,

I am someone living in the Croydon area, home owner

I am writing to express my concerns and objections regarding the Croydon Masterplan and to advocate for the implementation of a Transit-Oriented Development (TOD) approach for the area. I would appreciate your consideration and representation on the following matters:

1. Community Engagement Data & Its Interpretation

The community consultation conducted in May/June 2024 appears to have been misinterpreted, and the data provided is not convincing in supporting the Croydon Masterplan. If this plan is to be submitted to the state government, I request an independent review of the engagement data. The consultation showed strong support for the uplift of the Croydon town centre, greater housing density at Malvern Hill, and improving accessibility along Parramatta Road. However, there was significant opposition to many of the areas included in the Masterplan. Additionally, there are claims in the report that support is strongest north of the railway line, but no data is provided to substantiate this claim. The small sample size—only 50 people—raises questions about the reliability of the findings. Interestingly, there appears to be greater support for including Malvern Hill in the plan, based on the number of contributions in the community engagement process.

2. Town Planning Inconsistencies

From a town planning perspective, the Croydon Masterplan appears to suffer

from significant inconsistencies. The Croydon Town Centre, particularly The Strand, remains outdated and poorly equipped to serve a growing population. In contrast, the Inner West Council has proposed a TOD program for 6-8 storey developments just behind The Strand. Adding to the complexity, the area north of Croydon Station is already home to four schools, contributing to severe traffic congestion. The proposed development areas, located 400-900 meters away from the transport hub, may lead to increased reliance on cars and further exacerbate congestion. I strongly believe that TOD, with its focus on development closer to transport nodes and consistent collaboration between Burwood and Inner West councils, offers a more sustainable and future-focused solution. A vibrant, accessible town centre should be developed, so that residents can meet their daily needs locally, reducing traffic and congestion in surrounding areas.

3. Impact on Vulnerable Communities

The current Croydon Masterplan disproportionately targets areas with vulnerable populations. Neighborhoods around Cheltenham, Brand, and Webb Streets are home to many elderly residents, people from non-English speaking backgrounds, and those with fewer resources to advocate for themselves. It is concerning that the plan seems to justify displacing these groups in favor of higher-density developments, which could go up to 30 storeys high. A more equitable alternative, such as the TOD approach, would involve smaller-scale development (6-8 storeys) in areas like Malvern Hill, which would allow for population growth without overwhelming vulnerable communities.

4. Inconsistent Housing Density and Development Impact

The current Masterplan introduces inconsistent housing densities, which could result in developers prioritizing larger lots that offer higher returns, leaving smaller lots with less opportunity for negotiation. This could result in depreciation of property values for some residents, making it more difficult for them to stay within the area. The TOD approach, by providing a consistent density of 6-8 storeys, would create a more balanced development environment, preventing the negative impacts of inconsistent density and

reducing the risk of displacing smaller property owners.

5. Traffic Congestion and Infrastructure Challenges

A key concern with the Croydon Masterplan is the insufficient infrastructure to support the projected population growth. Roads like Cross Street and King Street can only accommodate single-lane traffic, and areas like Grosvener and Boundary Streets are one-way, contributing to congestion. Traffic from school drop-offs further exacerbates the situation, especially on Young Street, Meta Street, and Victoria Street. The lack of adequate road capacity and the absence of robust traffic modeling in the Masterplan raises questions about how these challenges will be addressed. The plan should include a thorough and independent traffic assessment to ensure the safety of residents and students.

6. Lack of Transparent Comparison Between Masterplan and TOD

It is essential that a clear and publicly available comparison is provided between the Croydon Masterplan and the TOD approach, outlining the advantages and disadvantages of both. Currently, residents are being encouraged to contribute their feedback, but the full benefits of the TOD approach have not been adequately explained. There seems to be a perception that TOD is not a viable alternative, when in fact it may offer a less disruptive solution with more benefits for the local community. Furthermore, heritage preservation concerns should not be used as a barrier to TOD, as state authorities have assured that heritage areas can be protected even under a TOD framework.

Given the potential benefits of TOD for the long-term growth and development of Croydon, I urge you to advocate for a more balanced, sustainable approach that considers the needs of both current residents and future generations. This approach would align more closely with the goals of the Inner West Council and promote the creation of a thriving, accessible town centre.

Thank you for your attention to these important matters. I look forward to your response and hope for a positive, collaborative resolution that benefits

the entire Croydon community.

Sincerely,



[Sent from Yahoo Mail for iPhone](#)

Archived: Wednesday, 11 December 2024 3:37:09 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 09:34:58

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#) information@planning.nsw.gov.au strathfield@parliament.nsw.gov.au Sally.Sitou.MP@aph.gov.au

Subject: Re: Opposition to the Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Burwood Council,

My name is [REDACTED] I am a
Homeowner , voter in the Burwood LGA.

From the Quality of Life (QUOLs) supporters in Croydon,

We will not live in a concrete desert.

The residents of Croydon will not sell to developers. This new plan has succeeded in uniting us against it.

In the time many of us have lived here we have planted and encourage the lungs of the of the inner west. Thousands of species have re-established here, from frogs, native bee to bird life and mammals. Where will they go? The biome will not survive.

Do you want this council to be known as the vandals of this electorate. It is not a legacy to be proud of.

I am writing to express my strong opposition to the Draft Croydon Masterplan.

I am not against higher density but my overall impression is the HIA overdoes it and is not a good plan. The community consultations process appears to have been developer driven and while I could see the HIA has potential I cannot in good conscience propose amendments to the HIA as I do not trust the council to honour them. I'm an analytics person and I've run the numbers, the HIA proposed 6 times the density over twice the area on the State Government Transport

Oriented Development (TOD) plan.

Below, I outline key issues and provide detailed feedback to support the adoption of a more balanced and community-focused approach, such as the NSW Government's Transport-Oriented Development (TOD) proposal.

1. INEQUITABLE DEVELOPMENT

The Draft Croydon Masterplan disproportionately focuses on Burwood, neglecting opportunities for equitable development in Croydon.

- *

Concentration in Burwood: The majority of high-density development is proposed for areas near Burwood Station, despite the NSW Government identifying Croydon, not Burwood, for additional growth. This contradicts the principle of fair urban distribution.

- *

Missed Opportunities in Croydon: Croydon remains underdeveloped, especially around its station. Numerous viable sites within a 400m radius of Croydon Station are excluded from consideration in the Draft Masterplan, missing opportunities to align with TOD principles.

- *

Disproportionate Building Heights: The Masterplan proposes towers up to 30 storeys in Croydon, compared to 6-storey limits in the TOD proposal. These extreme heights are inconsistent with best planning practices and unfairly burden specific areas.

- *

Exclusion of South of the Railway Precinct: Despite positive community feedback supporting development south of the railway, this area is excluded. Council's reasoning, such as claiming it serves as a buffer for Malvern Hill, is unconvincing and lacks sound planning justification.

- *

Arbitrary Boundaries: The housing investigation area stretches as far as 1.2km from Croydon Station, well beyond the TOD's recommended radius of 400m, while excluding more suitable areas closer to the station.

2. FLAWED COMMUNITY ENGAGEMENT

The consultation process was inadequate, excluding many residents and failing to provide transparent and accessible information.

- *

Limited Participation: Only 50-85 contributors participated in key consultations, using methods like the “pin drop” exercise, which lacked accountability and allowed input from non-residents.

- *

Ineffective Communication: Despite Burwood’s multicultural population, all communication was in English, limiting accessibility for non-English speakers. Mailbox notifications and feedback opportunities were inconsistently distributed.

- *

Rushed Timeline: The consultation period was compressed into November, with the Council planning to vote on the plan just six days after feedback closed. This timeline undermines meaningful community input and accountability.

- *

Complex and Confusing Documentation: The Masterplan spans over 400 pages with 20 appendices, making it difficult for even tech-savvy residents to fully understand its implications. Seniors and those less familiar with digital tools are further disadvantaged.

- *

Ignored Feedback: Community support for development along The Strand and Liverpool Road was overlooked, while proposals with less support were prioritized.

3. NEGATIVE IMPACTS ON RESIDENTS AND INFRASTRUCTURE

The proposed Masterplan threatens to degrade the quality of life for residents and strain local infrastructure.

- *

Traffic and Safety Issues:

- *

Increased density will overwhelm narrow residential streets, especially in

Shaftesbury Precinct, heightening risks of vehicle-pedestrian collisions.

- *

The proximity of four school zones exacerbates safety concerns, particularly for children.

- *

The lack of comprehensive traffic modeling, including the impacts on Victoria and Shaftesbury Roads, is a significant oversight.

- *

Environmental Risks:

- *

High-rise development poses flooding risks, particularly in areas with aging water and sewer infrastructure.

- *

Insufficient green space and biodiversity planning will negatively affect community health and environmental sustainability.

- *

Insufficient Green Space:

- *

The proposed plan provides only 0.67sqm of green space per additional resident, far below the Council's stated goal of 10-15sqm.

- *

Small "pocket parks" are poorly designed, offering limited functionality and failing to meet the community's recreational needs.

- *

Existing open spaces are insufficient to accommodate the projected 9,000 additional residents, leading to overcrowding and diminished amenity for all residents.

- *

Overshadowing and Noise:

- *

The proposed 102m towers will create significant overshadowing, negatively impacting smaller buildings and single-storey homes nearby.

- *

The Shaftesbury Precinct's proposed density and heights surpass those in

the Burwood Town Centre, creating an unbalanced urban design.

4. LACK OF TRANSPARENCY AND COORDINATION

The Draft Masterplan lacks clarity, transparency, and coordination with relevant stakeholders.

- *
Unclear Objectives and Data: The Draft Masterplan estimates 3,600 additional dwellings, significantly exceeding the 1,500 identified in Council's earlier reports. This discrepancy undermines confidence in the data and planning process.
- *
No Collaboration with Inner West Council: Approximately half of Croydon Station's 400m radius lies within Inner West Council's jurisdiction, yet there is no evidence of coordination between the two councils. Burwood is unfairly shouldering the development burden.
- *
Misleading Terminology: The plan is labeled the "Croydon Masterplan," yet most development is concentrated in Burwood. This misrepresentation confuses residents and undermines trust in the Council.
- *
Inadequate Multilingual Resources: Key documents and consultation materials were not translated into other languages, excluding large portions of Burwood's multicultural community from participating meaningfully.

5. BEST PRACTICES IGNORED

The Draft Masterplan deviates from global and local best practices for urban planning.

- *
Transport-Oriented Development (TOD): The TOD proposal better aligns with best practices by concentrating growth near transport hubs, reducing traffic impacts, and revitalizing key community spaces like The Strand.
- *
Sustainability and Livability: The Masterplan fails to prioritize sustainable urban design, such as adequate green spaces, biodiversity, and flood risk

management.

- *

Heritage Protection: While the TOD respects heritage conservation areas, the Draft Masterplan unnecessarily excludes these zones, missing opportunities for balanced growth.

The Draft Croydon Masterplan fails to deliver equitable, transparent, and sustainable urban planning. It unfairly concentrates development in Burwood, neglects community input, and risks long-term harm to residents and infrastructure. The Council should instead adopt the NSW Government's TOD proposal, which balances growth with livability and sustainability.

Yours sincerely

[Redacted Signature]

[Redacted Name]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:37:17 PM

From: [Pascale Esber](#)

Mail received time: Thu, 21 Nov 2024 09:13:32

Sent: Thu, 21 Nov 2024 09:13:26

To: [Tommaso Briscese](#) [Jacqueline Tafokitau](#)

Subject: Fw: Croydon Masterplan [REDACTED]

Importance: Normal

Sensitivity: None

Get [Outlook for iOS](#)


Pascale Esber

Councillor

M: 0428 459 667

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Saturday, November 16, 2024 4:26:36 PM

Subject: Re: Croydon Masterplan

Dear Valued Councillor,

I ask for your considerations of below as you vote for the Croydon Masterplan.

Kind regards,

[REDACTED]

Local [REDACTED] resident of 10 years

o *

I object to the Croydon Masterplan and would like to see TOD take effect.

1. The community engagement data from May/June 2024 has been interpreted with incorrect information and is unconvincing in supporting the Croydon masterplan. If Croydon masterplan is submitted to state government, there needs to be an independent review of this data. There was strong support for: uplift of the Croydon town centre, Malvern Hill to contribute some density for housing crisis, Parramatta Road being an accessible major road from Malvern Hill to support increased traffic flow, significant support for Paisley Road. There was strong objection in the areas included in the Croydon Masterplan. There is a paragraph that state support is greatest north of the railway, yet it does not provide any data as to how this was determined. The numbers just don't add up and questionable in its reliability in supporting the Croydon Masterplan. If you count the pin drops on the map of contributors, there are more supporters for Malvern Hill to be included for increased density than the Masterplan area. Also, the sample size was too small with 50 being selected to be a valuable contributor.

Engagement Outcomes – Redacted Formal Submissions

2. From a town planning point of view, there is a major incongruency in the overall structure of Croydon. The Strand (Croydon Town Centre) will remain old, dilapidated and unable to service a growing population. Then you have Inner West Council right behind The Strand submitting TOD program for 6-8 storey density housing. If that is not enough incongruency, then on north side of Croydon station, you have 4 schools with its traffic chaos, and now this Croydon Masterplan for 3800 new dwellings. These high densities are not strategically placed at the town centre, rather they are located 400-900m away from a transport hub which means people are more likely to use cars to travel to places, adding to congestion. With increased growth requires planning of infrastructure to support this new increased population, TOD is a program that supports a growth that starts from the town centre and progressing outwards to its surrounds. Keep the TOD program consistent and in collaboration for both Inner West and Burwood Council so the Croydon Town Centre can be uplifted to create a usable space for many generations to come. A resident needs to be able to find its good and services within their own suburb of Croydon rather than relying on Burwood or Ashfield which will increase traffic and congestion. What is the future plan for Malvern Hill and The Strand? Does it need to be preserved in its entirety for the next 50-100 years?

3. The Croydon Masterplan has concentrated its housing density into as small a space as possible. Possibly to meet the state quota of housing contributions and minimizing impact to the least number of residents. It is sad that the master plan has targeted an area of Croydon with residents who are the most vulnerable. Clearly walking the streets around Cheltenham, Brand, Webb Street, you can see the neighborhoods are elderly, non-English speaking background, and lacking resources to represent/voice themselves. It is disappointing that town planning cannot consider TOD, which only require the offer of a small fraction of Malvern Hill (less than 10% of the total area of heritage preservation) for 6-8 storey living. Rather, the Masterplan seems to justify displacing a vulnerable population to a density of up to 30 storeys high and expecting people's homes at the periphery of the Masterplan to live in the shadow of this.

4. The masterplan is made worse by its inconsistent density of housing, which makes it open to developers who will advantageously select the bigger lots first with higher density returns, leaving the smaller lots with lower density little leverage for negotiations. This will leave several residents with depreciated homes, with a sale value not enough to be able to re-purchase an equivalent sized home within the area. The TOD program is a consistent density of 6-8 storeys which helps limit developer opportunities to not preference one site over another. It also allows for a development site to occur in a more fluid slightly way, rather than larger lots development of high density caving in on the smaller lots.

5. The Croydon Masterplan emphasizes connectivity east to west yet there are bottle necks everywhere. Cross Street and King Street can only allow one car to drive though at any one time. Grosvenor and Boundary streets are only one way direction. Cheltenham Street is lined with kiss and ride traffic for the Holy Innocent school during pick up and drop off which at times back into the pedestrian crossings for Burwood Girls school students. Young Street has intense traffic for the school pick up and drop offs for PLC students and Croydon Public School. The Young Street and Meta Street intersection is a dangerous hot spot, with a pedestrian crossing plus ongoing illegal parking in the Meta Street area outside PLC school with cars reversing out into the intersection regularly. There is a long traffic queue on Victoria Street at peak times for people attempting to go to Burwood Westfields for their shopping. The Waimea and Shaftsbury Road intersection is another dangerous hot spot with multiple accidents, and at times involving pedestrians at this crossing. There is serious concern when you put high density in the heart of an area where there are only small capillary roads for traffic to enter and exit. The analysis of Road Reserve Widths Appendix A: Croydon HIA: Research, Review and Analysis Summary Report, page 49 underplays the constraints of narrow roads. Although this report is provided by an independent company, this will need to be further independently reviewed if a submission is made to state. There is a lack of clarity on whether the Croydon Masterplan can support the increased traffic, and there is inadequate traffic modelling to provide safety to residents and local school students.

6. To be fair, there should be side to side data on the positive and negative of Croydon Masterplan vs TOD. At this stage, all we see are posters and representatives asking people to contribute to ideas and changes to the current masterplan. It is misleading people thinking that this is the only way, when the benefits of the TOD program have never been explained to them. Residents who reside within the area of the masterplan need to be helped to understand that TOD is a 400m radius (not 800m), because some are misled to thinking that either plan will affect them anyway. This is a decision and vote from the people.

Archived: Wednesday, 11 December 2024 3:37:21 PM

From: [REDACTED]

Sent: Tue, 19 Nov 2024 21:01:09

To: [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [Burwood Council](#) gm@burwood.nsw.gov.au [Burwood Council](#)

Subject: Croydon Masterplan Vs TOD

Importance: Normal

Sensitivity: None

Can planning team produce a publicly available comparison report outlining the advantages and disadvantages of Croydon master plan vs TOD. Because this is not clear to everyone in the community. It feels like TOD is not offered as choice for the community. Heritage protection is not a valid reason because based on the **Planning and Environment Inquiry into the Development of the TOD (Wednesday 24 July Macquarie room, Parliament House)**, the department is reassuring heritage conservation areas will be protected even with TOD.

So why is TOD not the better plan? There is far less impact to number of residents and help develop a town centre to match the local population growth. It will match the Inner West Council support for TOD for their side of Croydon.

[REDACTED] resident

[Sent from Yahoo Mail for iPhone](#)

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:37:38 PM

From: [REDACTED]

Sent: Tue, 19 Nov 2024 21:18:50

To: Burwood Council information@planning.nsw.gov.au Sally.Sitou.MP@aph.gov.au strathfield@parliament.nsw.gov.au [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)

Subject: Oppose Burwood Council Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Town Planner

As a resident of [REDACTED], I reject the proposal put forward on the masterplan for Croydon as an alternative to NSW TOD.

The density and congestion created by other large-scale developments, such as the Parramatta Road Corridor Project and the Burwood North Masterplan, compound these issues. These projects already place immense pressure on local infrastructure, including roads, transport, and amenities. Adding further high-density development through the Croydon Masterplan without addressing these existing challenges will only intensify traffic congestion, overcrowding, and strain on public services.

A more balanced approach to planning is critical to ensure that the community does not suffer from the cumulative impacts of overdevelopment. The current proposal must be reassessed to include equitable green space allocation, sustainable density targets, and infrastructure improvements that accommodate both current and future residents. I prefer the NSW TOD solution.

Kind regards

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:47:40 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 20:35:49

To: [Burwood Council](#)

Subject: Support for the Croydon Master Plan and request for Brand Street to be included

Importance: Normal

Sensitivity: None

Dear Burwood Council,

My name is [REDACTED] I am writing to request that my property be included in the Croydon Master Plan.

I think Brand Street, and this area of Croydon, is the right choice for rezoning and inclusion in future development because it is located near key amenities such as schools, parks, and shopping centres, as well as being close to public transport options.

I kindly request that Brand Street be included in the Croydon Master Plan.

I look forward to your response and to participating in the ongoing discussions about the future development of our community.

Yours sincerely,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:47:43 PM

From: [REDACTED]

Sent: Thu, 14 Nov 2024 10:40:01

To: [Burwood Council Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)
jason.yatsenli@nswlabor.org.au

Subject: Protect Our Neighborhood: Oppose 8-15 Storey Developments

Importance: Normal

Sensitivity: None

To the Burwood Council:

I am writing on behalf of the residents of our community to strongly oppose the construction of 8 to 15-storey apartment buildings near our neighborhood. [REDACTED]
[REDACTED] We believe that such high-rise projects would have a severe negative impact on the quality of life, environment, and character of our community.

Firstly, this project will subject our neighborhood to years of construction noise, traffic congestion, and vibration. Our community is known for its peaceful and friendly atmosphere, and prolonged construction activities will greatly disrupt the tranquility we value.

Secondly, the influx of new households from high-rise apartments will significantly increase traffic congestion. Our streets were not designed to handle such high volumes of traffic, which will lead to severe traffic delays and hinder residents' mobility.

Additionally, the construction of high-rise apartments will compromise the privacy of residents, as backyards and gardens will lose their current level of seclusion. The unique charm of our community lies in its quietness and privacy, which this project would permanently damage.

We are also concerned that the presence of such high-rise buildings will drastically decrease property values in the area, affecting the desirability of our neighborhood. People choose to live here for the community's atmosphere and environment, and high-rise developments would undermine the very qualities that attract residents to this area.

Therefore, we urge the council to reconsider this plan and listen to the voices of our community members. We hope the council will prioritize the preservation of our living environment and the future development of the community over short-term economic gains from land development.

Thank you for your attention and understanding. We hope to see a decision that truly takes the interests of residents into account.

Sincerely,

Community Residents
[REDACTED]

[REDACTED]

Sent from [Outlook for iOS](#)

Archived: Wednesday, 11 December 2024 3:47:46 PM

From: [REDACTED]

Sent: Thu, 14 Nov 2024 21:21:05

To: [Burwood Council](#)

Subject: Objection to Burwood master plan.

Importance: Normal

Sensitivity: None

Dear Burwood town planner,

I am writing as a resident of Brand Street, Croydon, to express my concerns regarding Burwood Council's draft Masterplan. After reviewing the proposal, I strongly support the State Government's Transit-Oriented Development (TOD) proposal, which appears to align better with our community's interests and minimizes the negative impact compared to the Council's draft.

While I recognize the potential benefits of increased density near transport hubs, including improved housing availability and public transport access, I am deeply concerned by several aspects of the draft Masterplan that have not been adequately considered.

1. Insufficient Community Consideration

There has been inadequate assessment of how the redevelopment will affect residents. Issues such as potential disruptions, displacement, and changes to community cohesion must be addressed. The proposal has not accounted for how it may impact the mental health and wellbeing of our community, particularly vulnerable residents who may already be struggling.

2. Infrastructure and Public Service Strain

The current infrastructure in Croydon is not equipped to handle the significant increase in density proposed by the Masterplan. Our roads, which are primarily narrow residential streets, will not accommodate the volume of traffic from an additional 3,800 homes. The risk of vehicle congestion and pedestrian safety issues, especially for students attending the local schools, will escalate dramatically. Croydon public school has had ongoing issues with maintain a crossing supervisor which puts our school children at risk, increasing in cars will on further this risk.

Additionally, Croydon has existing power supply issues, particularly during peak periods in summer. The current energy grid is inadequate, and without a clear plan for significant energy infrastructure upgrades, blackouts and energy shortages will become a more frequent and unacceptable occurrence.

3. Sewage and Water Management Concerns

The underground Sydney Water assets already struggle to manage stormwater and sewage. There is regular maintenance done on the corner of Brand st and Kings to manage the sewerage smells. Adding high-density housing will exacerbate this problem, increasing unsustainable burden on the existing sewerage system. An in-depth sewerage assessment and a robust plan for infrastructure enhancements are essential before any further progress is made to the and master

plan.

4. Environmental and Aesthetic Impact

Increased impervious surfaces from new developments will amplify stormwater runoff and contribute to potential flooding. The green space in the master plan is not sufficient to address the potential risk of flooding.

Moreover, new developments should complement the existing character of Croydon. Any plans for high-density buildings must align with the heritage and architectural style of the neighborhood and those within the adjoining Inner West Council, ensuring visual harmony and continuity. The unique Croydon charm as a village must be preserved as an integral part of Sydney's history, safeguarding its identity for future generations.

5. Parking and Daily Life Disruptions

As a resident without a driveway, I rely on street parking, which is already limited due to overflow from nearby unit blocks. The addition of 3,800 residences will exacerbate this issue, leaving residents like myself with nowhere to park. This will create significant stress for families, particularly those with young children who rely on easy access to their vehicles.

6. Lack of Planning Controls and Developer Oversight

The draft Masterplan lacks clear planning controls on where developers can build and where they can start projects. This lack of oversight could lead to haphazard development that disrupts neighborhoods and impacts existing residents without sufficient foresight. Proper planning must include defined areas for construction, ensuring that growth is managed and coordinated. The lack of this planning in previously developed sites in Croydon are evident along Grosvenor and Boundary st.

7. Lack of Coordination with Inner West Council

The draft Masterplan appears to have been developed in isolation, with no evidence of coordination with the Inner West Council regarding their TOD proposal for Croydon Railway Station. Ensuring collaboration would create a more unified and coherent approach, supporting balanced growth that preserves the character of both council areas.

8. Community Feedback and Phased Implementation

The Masterplan does not reflect the extensive feedback provided by the community during the May/June 2024 consultation period, particularly the suggestions for redeveloping The Strand and increasing density along Liverpool Road. The absence of a phased implementation strategy also raises concerns about the long-term disruption residents will face, including noise, dust, and debris during construction periods.

Conclusion

The Burwood Council draft Masterplan, in its current form, risks undermining the quality of life in Croydon. The strain on infrastructure, inadequate planning for energy and sewerage needs, lack of coordination with neighboring councils, and potential environmental and community impacts are significant concerns that must be addressed. I urge Burwood Council to revise the plan to align

with sustainable, community-focused development principles that ensure the wellbeing and stability of Croydon and its residents.

Thank you for your attention to these critical issues.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

Archived: Wednesday, 11 December 2024 3:47:49 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 18:55:04

To: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#) [Tommaso Briscese](#) [Ryan Cole](#)

Cc: [REDACTED]

Subject: Masterplan vs TOD plan as at 27th November 2024

Importance: Normal

Sensitivity: None

Attachments:

[REDACTED] [Letter to Council 23 November 2024.pdf](#)

Dear Mayor, Councillors, General Manager and Director City Strategy

Thank you for your work involving the Burwood Council and Community.

My family home is at [REDACTED] Our neighbours and I, including my family, are stressed and concerned that our homes are included in the Croydon Masterplan. We would like our entire block to be removed from this and all future Masterplans. This is a shared sentiment by all residents that we have spoken to in Boronia Avenue and Lucas Road between Victoria and Waimea streets.

My attached letter was written before I was aware that a new Croydon masterplan maybe developed and again I stress, that any new buildings greater than a ground to first floor (a house) would be detrimental to myself and my family as well as for my neighbours for many reasons that we can share with you at any convenient time for you.

Thank you for your assistance and please let me know if you would like any further information from myself, family or neighbours.

I look forward to seeing any new revision of the Masterplan that does not include our block, as already mentioned, and hopefully considers the points made in my attached letter, especially those reasons for supporting the TOD plan as initially presented by the NSW government.

[REDACTED]

23 November, 2024

Dear Burwood Councillors,

RE: DRAFT CROYDON MASTERPLAN

I reject this Masterplan and I am in favour that Burwood Council revert back to the original TOD program.

I have been a resident & living at [REDACTED] close to 40 years and also operates a business on Burwood Road for 35 years. I've appreciated the effort and time that past and present council members, staff and the mayors have implemented for the Burwood community. Never have I needed to write a letter to council but feel strongly about this issue as it affects me, my family, friends and other residents in my area.

My property will be hugely affected by the proposed Draft Croydon Master Plan that Council only advised us about on the 13 November, 2024.

It has come to my attention with the readings from Council's past meeting minutes that Burwood Council knew of this alternative masterplan in ample time to advise residents accordingly. There were months for the Croydon residents to participate by putting forward their views about the TOD plan in their vicinity compared to the Burwood residents on the south side of the railway corridor.

Consequently, the assumption by Burwood Council that residents would accept this masterplan with minimal time to contemplate its true effect/s on their living situation as well as their livelihood in travelling to their place of employment has displayed a lack of genuine consideration and carelessness of our Burwood residents. It concerns all of us, how the existing Burwood Council will handle our future welfare.

Also to note, the last minute drop in times and presentations were disorganised. There were no answers to any of the residents' questions. Not if there was to be a meeting, not if there was an opportunity to speak to someone about possible changes. How complaints could be made. No answers to any questions asked. The standard comment was to "put in your submission". It was also a shame that there were no Councillors present in light that Council led a campaign to protect heritage & conservation areas in the Malvern Hill area or why the alternative masterplan was hand picking the area that I live in Burwood, 1000 meters away from Croydon and further about 800 meters from Burwood Station.

I don't understand why the Council's **only** alternative plan was the one that focuses on the northern side of the rail corridor between Croydon and Burwood Town Centres, while protecting heritage areas to the south. I was unaware but since discovered, that there was a pin drop map that we could look at. However, if I am not informed, then I cannot participate.

Also **why** involve areas around Burwood Town Centre when it's supposed to be around Croydon area. Surely, the Inner West Council that shares the area around Croydon Railway Station should also have submitted certain areas rather than moving it back towards Burwood. When will this information be transparent for residents to know and understand this.

Why were other Croydon areas (that are closer to the Croydon Railway Station) **not** considered in the alternative masterplans? Some to list are those from the railway corridor to Parramatta Rd, other side of Croydon Rd, Edwin St North, Boundary St, Grosvenor St, Gibbs St, Irrara St, Robinson St, Wright St, Young St Lang St, Queen St and Acton St. Plus certain parts of Murray St, Brady St, Tahlee St, Fitzroy St, Lea St, Devonshire St, David St, Chelmsford Ave, Dickinson Ave, Liverpool Road and Paisley Road should also have been taken into account for this alternative masterplan. These areas are not all under the Conservation Area.

I strongly believe that this Croydon Masterplan (not referring to the TOD):

- **DOES NOT** need to have a link to Burwood Town Centre as development is already heavily over developed and future plans are being made in this area.
- **DOES NOT** have connectivity to Burwood and Croydon Railway Stations
- **WILL NOT** provide housing diversity and affordability – only destroys the fabric of the suburb which we can already see has diversity.
- **WILL CREATE UNDESIRABLE** future character and local services. Traffic congestion is already horrific throughout the day as well as evenings. The current Burwood character is such a great place to live & raise a family with a backyard, as well as have their friends and family unite together.
- **WILL NOT** provide connectivity and walkability due to the distance and wind tunnels. In addition, any additional housing in this area will put a strain on the existing transport facilities.
- **WILL NOT** provide public domain improvements including street trees & vegetation, greenspace because this already exists in most of the streets that are affected under this alternative masterplan. Homes already have greenspace in their front and rear gardens, making the streets have that calm ambience.

If Council votes in favour of this alternative masterplan it will:

- Destroy the beautiful suburb & ambience of Burwood's identity and turn it into a metropolis that will be outdated quickly and become an eyesore.
- Create greater overcrowding and lead to further congestions in areas with high amenity needs.
- Not create neighbourhoods that are distinct and contextual, but likely to be destroyed similarly to Mascot & Newington with little to no young families in those areas.
- Not provide for better active transport outcomes as evidenced by the current 24/7 congestion plus the generated congestion arising from the Burwood Metro & WestConnex as well as the Metro Masterplan near Parramatta Rd.
- Won't improve access to existing open space as limited (metered) parking & overcrowding as residents will live in small apartments.
- Reduce the available space to encourage younger families. The small apartments being built (some 2 bedroom apartments have only 2 hotplates) are not suitable for families with 2 or more children, hence not authentically encouraging young people to enter into Burwood or the inner west.
- Not provide opportunities for new open spaces as Burwood already has enough and instead will take away from greenery by adding a home that replaces existing gardens.
- Definitely not create a green and resilient neighbourhood especially with traffic congestion and lack of sunlight (shadowing) that the high rise developments will bring, more waste collections, wind tunnels and higher use of utilities will be required.

- Disable many residents (in particular older residents) to gift/pass down their proud generational homes to their children or loved ones thus denying the youth to enter into the area as was intended by the TOD plan.
- Bring about Privacy issues for homes that boarder on high rise developments, effecting families that have children and desire privacy on their own premises.
- Ensure that Burwood will no longer be a suburb that residents like me, will be proud of & desire to live in.

Based on my understandings from all of the sources below:-

- questions asked at the drop in time sessions on Saturday 16th November 2024 (again at very short notice as letter received 13th November, 2024) even though Council representatives advised that 6,000 letters were sent out, we did not receive any earlier letters or notices.
- the presentations provided to the Lucas Road residents on Tuesday 19th November 2024 (again very short notice, not publicised and we were not invited but heard about from a neighbour!!)
- Burwood Council Website (Maps using small & blurry font)
- discussions with many, very concerned, disillusioned, disappointed and dissatisfied, Burwood neighbours.

It appears that Council has already made its decision to approve this alternative masterplan or similar because Burwood Council appears wants to:

- Provide significantly more housing than what the NSW Government has required under the original TOD program around the Croydon Railway station area.
- Provide Council revenue through rates and other fees.
- not affect Councillors' own family homes in the affected area
- Give Council easier passage of zoning of these areas and place blame onto the NSW Government.
- Show the NSW Labour Government their unequivocal support
- Provide opportunities for a relationship with developers

In summary, I have provided my feedback as a very concerned resident of Burwood and to you Councillor who I'm sure wanted to be on Burwood Council to deliver outcomes to make Burwood a better Community. This trust that I, and many, would hope that you ensure your final vote on the masterplan be based on complete information and without any doubt about the issues surrounding it. That you obtain evidence and not follow any hearsay or assumptions.

I'm hoping that Common Sense Prevails within Burwood Council that you read and take all the submissions against this alternative masterplan into account. In this way, you may understand why this alternative Croydon masterplan must be rejected and, therefore, vote to revert back to the original TOD program.

Yours faithfully

[Redacted Signature]

[Redacted Name] – a PROUD Burwood Resident & Business Owner

[Redacted Address]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:47:52 PM

From: [REDACTED]

Sent: Mon, 18 Nov 2024 18:04:30

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: Croydon Masterplan Concerns

Importance: Normal

Sensitivity: None

To whom it may concern,

We write to express our concerns regarding the Croydon Masterplan and the impact it will have on the heritage property in which we live. We live at [REDACTED] on the corner of [REDACTED] and [REDACTED]. My grandmother has owned and lived at the property for over 50 years. The property is a unique Federation building and is heritage listed, my family has over many years lovingly restored it to its original traditional state. The current Croydon Masterplan details that 7-8 storey buildings will be built across the road [REDACTED]. We are very concerned that the proximity and scale of these developments will affect our property and its unique heritage character, as well as the neighbouring heritage properties. We request that the Croydon Masterplan be modified to be similar to the Burwood Town Centre Plan where the building height is increased incrementally from neighbouring residential areas. Accordingly, we request that the heights of the apartments facing [REDACTED] be limited to 3 storeys and then increase to 8 storeys near the railway line.

Kind regards,

[REDACTED]

Archived: Wednesday, 11 December 2024 3:47:55 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 15:58:57

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)

Subject: Objection to - Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[Master Plan Objection Lucas RD HCA.pdf](#);

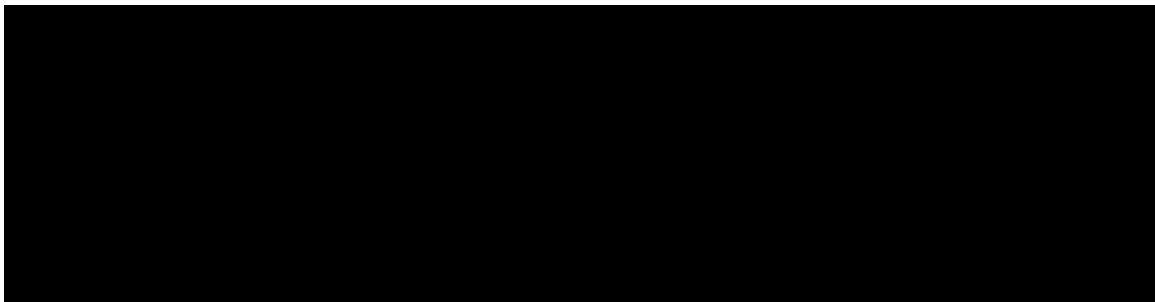
The Manager & Councillors
Burwood Council
2 Conder Street, Burwood,
NSW 2134.

Re: OBJECTION - Heritage Conservation Area Residents, Lucas Rd Precinct – Draft Croydon Masterplan.

Please refer to the attached Objection Submission

Would you kindly refer to the relevant Council officers and other relevant parties.

With thanks





25 November 2025

Via email – mayor@burwood.nsw.gov.au,
George.Mannah@burwood.nsw.gov.au,
Pascale.Esber@burwood.nsw.gov.au,
alex.yang@burwood.nsw.gov.au,
sukirti.bhatta@burwood.nsw.gov.au,
David.Hull@burwood.nsw.gov.au
deyi.wu@burwood.nsw.gov.au

**The Manager & Councillors
Burwood Council
2 Conder Street, Burwood,
NSW 2134.**

Re: OBJECTION - Heritage Conservation Area Residents, Lucas Rd Precinct – Draft Croydon Masterplan.

As residents and owners of [REDACTED] for almost 40 years, we wish to express our objection to the draft Croydon Masterplan.

One anomaly that needs to be noted, that by its name the “**Draft Croydon Masterplan**,” and how Lucas Rd, which is in Burwood, be included in this proposal, is somewhat confusing if not a misinterpretation.

We advise that we attended the Exclusive Session for Lucas Rd HCA residents held at Burwood Council on 19 November 2024, along with approx. 50 other residents. At the conclusion of the session our concerns were confirmed with regard to the proposed rezoning and changes to the LEP & DCP to accommodate the proposed Masterplan. The implementation of the proposed Masterplan would most certainly destroy the historic and community character of a suburb which proclaims in its logo “HERITAGE, PROGRESS, PRIDE as foundation principles of the Council.

It is our understanding that the initial TOD for Croydon captured a large portion of the 400m zone on the conservation area on the south side of the station. As a reaction to the TOD proposal, and the heavy local community outcry and engagement in that area, resulted in the Council seeking an alternative solution. This solution is seemingly the sacrificing of other protected and listed conservation areas on the north of the Station to appease the locals of the south side and the NSW Govt ‘s TOD demands.

This proposal is in direct contradiction to many of the recommendations of the “Heritage Analysis & Recommendations” dated 10 October 2024 by TDK Architects. It disregards the importance and contribution of the heritage fabric of the northern areas of the proposed masterplan and gives scant regard to quality in favour of a quantitative solution.

In response to our review of the proposed Draft Croydon Masterplan, we wish to draw attention to its direct effects on the Lucas Rd precinct and its surrounds.

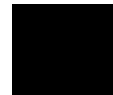
The current plans propose the following.

- Buildings up to 15 stories, high directly to the west of the current conservation area.
- Buildings up to 8 stories high directly to the north & east of the current conservation area.
- Buildings up to 15 stories high directly to the south of the current conservation area

This proposal totally ignores the current key principles of the Burwood Council DCP

- Buildings of 8-15 Stories will not be sympathetic to the conservation area.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



- The buildings will impact on the views from properties within the conservation area.
- They are not remotely compatible with the buildings in the conservation area with a maximum of 2 stories in the surrounding area.
- They do not reflect the bulk, scale, and height of the area.
- They will not be recessive in character, nor compatible in material type and colour.
- They will greatly increase the visual, noise, amenity and privacy impacts on existing residents.

The current north side conservation area will be annihilated and replaced with a developers' utopia.

OBJECTION SUMMARY

Should this Masterplan proceed, it will have devastating effects on Lucas Rd residents and surrounding neighborhoods.

The status quo as per the masterplan, where the conservation areas are proposed to be retained is untenable. The proposed massive development surrounding the area is incompatible and ultimately an economic disaster in terms of property values. The current value of property will be severely diminished if the retained heritage control prevents or inhibits any potential development possibilities.

The retention of this pocket of heritage conservation, although preferable, would be useless and seen as a token gesture to the current heritage values Burwood Council was once proud to promote and defend.

It seems obvious that the Council, in its haste to meet the deadline for the TOD implementation, are proposing an ill thought-out and ill-conceived Masterplan alternative, promoting a total overdevelopment with 9, 10 & up to 25 storey buildings in an area which is currently dominated by single storey detached dwellings.

How this can be considered responsible and sustainable planning, is a total deception, utterly impractical and an overreach by a Council which has given little consideration to the welfare of its current and future residents.

We confirm our preference is to accept the NSW Govt's initial TOD initiative for Croydon, and reluctantly, should the TOD initiative be dismissed in favor of the Croydon Masterplan, we consider it imperative that the Council include the Lucas Rd Precinct in the Masterplan, and lift all encumbrances attached to a heritage and conservation area.



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:47:58 PM

From: [REDACTED]

Sent: Tue, 19 Nov 2024 10:44:13

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: Croydon Housing Investigation Area

Importance: Normal

Sensitivity: None

Attachments:

[Croydon Housing Investigation Area V1.docx](#);

Good evening city town planners,

Please see attached.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Croydon Housing Investigation Area (TOD)

19th November 2024

Dear City Planning Team,

Please find attached my letter of disapproval for the proposed “Croydon Housing Masterplan”

I am all for certain change & progression in the current climate we live in, however I do not believe that this proposal put forward by Burwood council is just that. I strongly believe that this will set Burwood backwards as a once lovely, peaceful & heritage listed suburb to live in.

The suburb itself has already changed immensely with high rise apartments & many more people having moved into the community classifying it as a high-density place to reside. There is already limited parking available, which most of it is metered which in all honesty is a money-making scheme for the council. It is a suburb that offers a main train station with many bus arteries going through it connecting it to surrounding suburbs.

This is a suburb in which many residents have been residing there for many years due to its location & convenience to shops, medical facilities & parks. It is a location that people have called home where they can move around freely both in their vehicles and on foot. The local traffic is already very heavy throughout some parts of Burwood and am sure your town planners would have been monitoring this activity as part of their job.

How will this proposal benefit Burwood by destroying family homes that have raised generations of people's lively hood. Destroying heritage listed properties & causing more traffic chaos. This is a no-brainer in my opinion & anyone in council with experience in this field would see this also.

There are plenty of other suburbs that could do with an injection of apartments & development to make that suburb a place to want to live in. It would have more room for the extra people & create an atmosphere where it may be lacking at this point of time. I do not feel that I need to mention these suburbs as you would have the data & fully qualified people (I hope) that would be able to see what locations I am talking about.

I also ask if this proposal affects any council members' homes that they reside in? Or if any of their extended families are impacted in any way?

This will definitely have a negative impact on the current facilities such as Hospitals, schools, emergency service depts as they are already being stretched in our current climate.

I please ask that all these concerns & considerations are taken into account & really thought about the implications that this proposal will have on the Burwood residents & on Burwood the suburb.

Thank you for your time & look forward to hearing back on this from you.

Regards,



(Resident of Burwood for over 28 years)

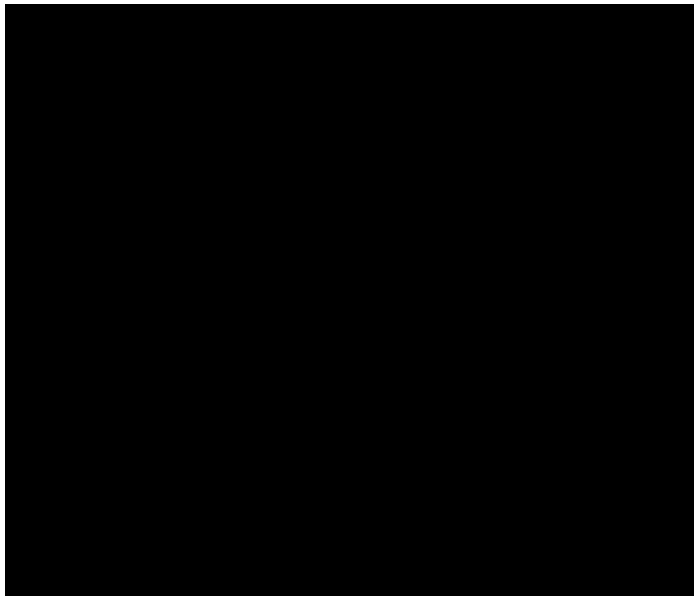
Archived: Wednesday, 8 January 2025 11:38:58 AM
From: [REDACTED]
Sent: Monday, 18 November 2024 5:19:01 PM
To: [Burwood Council](#)
Subject: Croydon Draft Masterplan
Sensitivity: Normal

To: City Planning Team
and to Whom it may Concern
(Including Ryan Cole
DIRECTOR CITY STRATEGY)
council@burwood.nsw.gov.au

Re: Croydon Draft Masterplan

OPEN SPACE (WEBB STREET RESERVE)

Our Address: [REDACTED] Croydon NSW 2132
Ref: <https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area>



My name is [REDACTED] and I am one of 7 owner/occupiers of [REDACTED]

I wish to ask the council what the consequences of our site will be if this Masterplan goes ahead.

1. We are not sure that the council is aware that there is an existing open space (Webb St Reserve) [REDACTED]. It does not show up on the Masterplan but can clearly be seen on google earth (as shown attached above). We would like the council to please recognise this reserve and remove the requirement for [REDACTED]
2. The proposal for our site is to lose half of it to a neighbourhood park if we join [REDACTED] to gain a 15 storey height allowance. Our neighbour has recently been given DA approval to build a 8 storey block of units under the current rules. If our neighbour goes ahead with the construction what will be the rules for our site? Will we still be able to build our site to

Engagement Outcomes – Redacted Formal Submissions

8 storeys (as is the current rule) with an FSR of 3:1? Or will be allowed to build to 15 storeys with the proposed FSR as is the proposal for the Grosvenor Street precinct?

Regards

[Redacted Signature]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:48:05 PM

From: [REDACTED]

Sent: Sun, 10 Nov 2024 14:02:27

To: [Burwood Council](#)

Subject: the master plan investigation

Importance: Normal

Sensitivity: None

To Ryan Cole (Director city strategy)

I was feeling a little low when I wrote this but this situation is not just about the Governments GREED to use the excuse of we need more land to build high-rise for an expanding city just to bring in housing for immigrants and wealthy people for apartments and kick out the generations of Australians there is plenty of land still vacant this side of the blue mountains and with our new fast rail they can get to the city in ten minutes

In my case two and a half generations [REDACTED] [REDACTED] [REDACTED] [REDACTED]

[REDACTED] [REDACTED] where I grew up with churches schools scouting police boys group stat emergencies services ice skating parks community centres Burwood park pride participation Anzac march roads footpaths a community all helping each other when in need the perfect Australian way of life

I DO NOT WANT TO LEAVE my family home neighbourhood memories friends I was raised in Croydon/Burwood where our values bride in residents groups and achievements to society mean a lot and are rewarded with council helping hosting parades street parties for different immigrant nationalities getting together celebrating being Australians from another country with their children growing up with the pride and benefits of the Croydon/Burwood community help and influence. I myself was taught the right way through our community and way of life BUT now high rise and three to five stories will turn into ghettos with too many families not living the Australian way Land home backyard vegie patch pool maybe garden to grow food or flowers children to play at home after dark the sense of safety with neighbours police society groups and the day to day greeting how are you of people you know

A city of high rise is too many people in a small area without our Australian way of life

There is plenty of land the Government are wrong they just are greedy for more money from the building industry and so to let them make billions of dollars from kicking out the local residents and making us pay out only in a legal way with sugar coated wording and pats on the back But we loose our dignity home suburb friends memories and well I could go on but no I will stay and fight to the end until I die at home or in our local elderly centre in [REDACTED]

[REDACTED] Birth live die in Burwood /Croydon municipality

How I feel about my love of home and country and the demise of a government wanting to downsize the land not for the sake of the community and on the sly so home buyers buy houses and spent hundreds of thousands to fix them up like the house next door only to be told one year after buying they have to go for the second relocation and seeing if my house is old enough for heritage listing it was built around ww1 prior to our family purchased

I have read all the documents on the internet I can see your point of view but the PLAN is incorrect but structured in a legal way for the state government to digest again mathematics charts and science does not predict an accurate FACT prediction of how we MUST expand housing to accommodate a bigger population in a smaller area

You have Liverpool rd and Paramatta rd major arteries with commercial properties along them they could hold accommodation but on top and again that would lead to ghettos forming from over population that is a fact you can never predict the out come because of the scientific fact chaos theory which is used along with most other calculations so no we don't want over population in a small area with small roads where do cars per house hold park 40 years ago the average family had two cars one car for mom and dad and one for teenager Now minimum 3 to 4 per house hold there are no parking plans on the plan you showed each dwelling will only have 1 parking space per 3 bedroom apartments for how many units per block ? I have always believed this and they can hard to juggle But not at the expence of our great nation.

All the best again :-)



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:48:12 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 22:00:42

To: [Burwood Council](#)

Cc: information@planning.nsw.gov.au sally.sitou.mp@aph.gov.au strathfield@parliament.nsw.gov.au

Subject: Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Burwood Council,

We are the children of the owners of [REDACTED] We strongly agree with our parent's request to exclude our property from the Croydon Master Plan.

We believe the Croydon Master Plan is not suitable for our neighbourhood. While we support the NSW Government's TOD program as a more reasonable plan, if the Croydon Master Plan proceeds, we ask that our home be protected as part of the Heritage Conservation Area. Our house is special to us, and we want to preserve it for future generations.

Building large high-rises in our area would create significant issues, including increased traffic, noise, and pollution, and worsen parking shortages. These changes would disrupt the peace and safety of our community and take away what makes our neighbourhood unique.

Please consider what is best for the families and children living here and help us protect our home and neighbourhood. We hope your decision will reflect the best interests of the majority of our community.

Kind regards,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Sat, 16 Nov 2024 06:42:14
To: [Burwood Council](#)
Subject: Submission on Croydon Housing Investigation Area
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:48:18 PM

Dear Councillors , The
Planning Minister
I have lived in the Burwood council area for over 15 years now .
I have to be open that I have a vested interest in the Croydon “ The Strand “ area.
Was so excited to see the redevelopment of Croydon station .
How it enhanced the area immediately .
With the opportunity that TOD has raised , it’s a chance for you to further enhance the area . Create a real Mini
village .
There are quite a few large parcels of land very close to the station you would know as “Malvern Hill “ precinct .
By collectively gather 6 or 7 likeminded neighbours could quite possible give you 7000-8000 sqm to utilise for
further housing .
At the recent council meeting. The area noted for development involved alot a lot of houses - that would be very
cumbersome and time consuming to develop . Alot of people to convince.
It is also a long way from the precinct near croydon , the strand , Malvern Hill area.
I hope you would take this area “ Malvern hill “ into consideration when proposed developments are submitted.
I’m open to discussing this further .
Please let me know .

[REDACTED]

Archived: Tuesday, 7 January 2025 3:10:00 PM
From: [REDACTED]
Sent: Tue, 19 Nov 2024 07:00:25
To: [Burwood Council](#)
Subject: Fwd: Croydon Housing Investigation Area (TOD)
Importance: Normal
Sensitivity: None
Attachments:
[Croydon Housing Investigation Area.docx](#);

Dear City Town Planners

Please find attached letter.

Kind regards

[REDACTED]

Get [Outlook for iOS](#)

Croydon Housing Investigation Area (TOD)

18 November 2024

Dear City Planning Team

I am writing to fiercely oppose the proposed Croydon Housing Masterplan.

As a longtime resident with my elderly mother in [REDACTED] I find the Croydon Masterplan preposterous.

I further investigated the details of the Masterplan and am aware it is NOT in the best interests of Burwood's residents and community.

The changes would have a gross impact on Burwood's pollution, traffic, infrastructure, density and transportation. This will result negatively on local schools, health demands and the physical and mental wellbeing of the Burwood community.

My elderly mother has made Burwood her home for nearly 50 years, a family home for three generations. As a frequent visitor to my mother's home, it's a constant challenge to find parking as it is daily. Yet, the Masterplan states to accommodate another 10,000 residents. Due to the aging population the government encourages the elderly to live at home for lack of nursing home and aged care facilities, yet my mother of 86 years old is only one of the masses.

To displace her along with many, many, many more residents would be catastrophic. We are living in a world with so much more awareness and reality of mental health. This would contribute enormously to the existing shocking statistics and epidemic of mental health issues.

People who reside in Burwood are long-life residents or families who have chosen to live in the area to make a life for themselves and their families. The neighbors are more like family than a person who just lives in the same street. They are neighbors who look out for and support each other. Burwood is a community. Residents chose to live in Burwood for its location, amenities, transport, close to schools, shops, places of worship, suburban tranquility and its heritage homes which are highly maintained and revered. To destroy such buildings, homes, and its environment along with its historic beauty, would be both a sin and criminal.

The "Australian Neighborhood" will cease to exist with this Masterplan.

Furthermore, the deliberate lack of notice to residents as well as failure to accommodate in various languages for its communication to residents well knowing that Burwood is a vast multi-culturally diverse community.

Ironically, calling it the Croydon Masterplan is itself misleading as it directly affects Burwood, not Croydon. Burwood has been dealt enough development and further will destroy its neighborhood and reputation as one of Sydney's attractive suburbs.

Additionally, the State Government did not list Burwood as a target for more housing, yet Burwood Council have pushed it back from Croydon which **was** listed by the State Government.

In Summary, the Croydon Masterplan is unwarranted, unsupported and unwanted by those who live, breathe and walk the streets of Burwood. It is not welcomed nor needed for Burwood as it exists.

I look forward to your response.

Yours sincerely

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:48:27 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 15:52:40

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: Formal objection to the Draft Croydon Masterplan proposed by Burwood Council

Importance: Normal

Sensitivity: None

Attachments:

[Croydon HIA TOD Submission.docx](#);

Dear Ryan Cole (Director City Strategy, Burwood Council)

Attached is a formal objection to the Draft Croydon Masterplan proposed by Burwood Council.

Please provide written confirmation that Burwood Council has received the attached submission and will carefully take into consideration the contents of this submission.

Regards

[REDACTED]



Ryan Cole
Director City Strategy
Burwood Council

Via email to: council@burwood.nsw.gov.au

27 November 2024

RE: Formal objection to the Draft Croydon Masterplan proposed by Burwood Council

As local residents we are writing to formally object to the proposed Draft Croydon Masterplan proposed by Burwood Council (Council).

Instead, we are calling on Council to adopt the original Croydon Transport Oriented Development Tier 2 (TOD) as set out by the [NSW Government](#), as it applies to 37 other similar transport nodes across Greater Sydney and beyond.

In the case this is not done, the Masterplan should be completely revised in order to reduce the target for required additional dwellings; reduce the bulk and scale of density proposed for a relatively small part of Croydon and more fairly distribute the requirement for rezoning and more dwellings across the suburb and LGA.

As properties owners with land identified as ‘future open space’ we would like to lodge a further and specific objection. Were it not for the excessive (an unnecessarily high) additional dwellings being pursued by Burwood Council as well as the excessive bulk and scale of development proposed for just one half of Webb Street (on our neighbours’ properties to our south) this additional (but hardly useful) additional open space would not be required. In addition, if this masterplan does proceed, we request consistent advice as to how it would be achieved. The Current masterplan notes at p23 that *‘many lots are privately owned and as such Council would need to obtain significant fundings to facilitate government-led open space opportunities*. While we note that Burwood Council has written to us directly (Your ref.: 24/48632) stating this *does not mean the compulsory acquisition of your property* it is yet one more example of what appears to have been a hastily-put-together masterplan that has really only served to upset local residents (including older people from Non-English Speaking Backgrounds) and divide the broader Croydon community.

We note that we understand that Council Planners have been given little time to develop what is a complex masterplan and appreciate the additional workload and stress that this has likely caused for staff.

Background – what we understand

In December 2023 the NSW Government’s announced the [Transport Oriented Development \(TOD\) program](#). As local residents not far from Croydon station we were prepared to accept the impact of what ‘medium density’ might bring to Croydon. We have after all, seen very high density creeping into our local streets. Grosvenor and Boundary Streets for example, are already very high density. And of course, Burwood Town Centre has become a high-rise CBD over time with many other areas already flagged for additional development e.g. Burwood North, Parramatta Road.

We understood this might mean apartment blocks of up to 6 storeys near our home. We also understood that even while technically just out of the boundary of the 400 m Croydon TOD our home may be additionally impacted by the NSW Government's [low-and-mid-rise-housing](#) reform (noted in the Masterplan).

As as a member of the broader Croydon Community we appreciate the concerns raised by residents of the Malvern Estate but strongly feel that in a bid to totally insulate that part of Croydon from any additional density, Council has in fact unfairly sacrificed another part of Croydon. This seems to be very misguided and unfair especially when there a major concern about the quality, consistency and planning direction of the proposed masterplan.

We understand that the NSW Government requires any alternative masterplan to meet or exceed the housing density targets set out in the TOD plan but note that the masterplan has inexplicably adopted a target way beyond what may be required by Government.

Beyond issues of housing targets and its proposal for a largely high density built form we observe that the **proposed masterplan bears almost no resemblance to the original TOD proposal** which for all of its downsides, was at least transparent, consistent and aligned with the broader goals of the NSW Governments Tier 2 TOD program – that is, to enable greater housing diversity ('the missing middle'). The masterplan targets some parts of Croydon yet ignores other parts (of similar type and proximity to Croydon Station).

If the NSW Government thought that the Croydon Station had the capacity to be a Tier 1 Accelerated Precinct with the housing targets and high density commensurate with that program it would have made it one (like Homebush). But it didn't.

We also noted that Burwood station was not identified in the TOD program announcement (neither Tier 1 or 2)

Beyond needing to provide an alternative to the NSW Government's standard TOD it now feels that the Croydon masterplan has developed a life of its own and now represents huge overreach by Council.

Overall, we are not confident that property developers or certain groups of residents, via their direct, undisclosed and undocumented consultation with Council (staff and, especially, elected representatives) have not had an undue influence on the key features of the proposed Croydon master plan. In the absence of a consistent, data and strategy based rationale it is hard to think otherwise.

Reiterating, **we do not support the Masterplan and will continue to object against it using any local or state government process available to us.**

This submission will cover a number of points regarding:

- **housing targets – why has Burwood Council taken on the entire TOD Housing target** (that ought to be shared with Inner West Council)?
- **potential for other logical sites not explored or accounted for**
- **the unfair, unexplained and inconsistent identifications of precincts sites** for (only) high rise development – inconsistent with the TOD principles
- **poor urban planning decisions – bulk, gradation, overshadowing**
- **reduction of housing diversity (retaining and extending *the missing middle*)**
- **protection of heritage**
- **impact on the local community (traffic, services, open space)**
- **poor, biased and wholly unreliable community consultation process**

Housing targets - why has Burwood Council taken on the entire TOD Housing target (that ought to be shared with Inner West Council)?

We noted that the NSW Government's target for the Croydon Station TOD while admittedly arbitrary, was at least transparent. It was for an additional 4,450 new dwellings for Croydon (equating to 10,000 extra people at 2.25 per dwelling) within a 400 metres radius of Croydon Station. We also understood, as any view of a map would show, that the Croydon TOD area straddles two Council areas (Inner West and Burwood).

At its most basic level we are perplexed as to why Burwood Council would propose rezoning for high-rise development that would lead to an additional 10,000 extra residents in the Burwood LGA alone when it ought to have been shared with Inner West Council, that is be half of that?

This alone – whether it be oversight or deliberate does not inspire confidence in Burwood Council's approach.

Potential for other sites not explored or accounted for in the masterplan

There are also the broader issues as to whether Burwood Council has properly accounted for the potential of other sites to deliver additional dwellings.

Given that the Croydon Masterplan now bears little resemblance to the original TOD proposal it seems that all opportunities should be canvassed, especially where Council has already identified them.

For example:

- the Burwood North Masterplan (envisaged to deliver) 5,366 new homes (@ 2.5 people/dwelling = 13,415 extra people) and other existing R3 zoned land in the entire LGA yet to be developed
- Burwood CBD on Burwood Road
- Parramatta Road (including active proposals) as part of the Parramatta Road Urban Transformation Strategy (PRCUTS)
- There are also areas north and south of the Hume Highway at the Enfield Local Centre and north of Georges River Road near the Croydon Park Local Centre identified in the Burwood Housing Strategy for future upzoning.
- Other large sites such as the current Burwood RSL site (adjacent to Railway South) which will be vacated – offering an ideal site to be redeveloped for housing.

The Masterplan Report (*Figure 19. Structure Plan (Page 41)*) also identifies several “*areas for future investigation*”. Surely time for ‘future investigation’ is now. A masterplan that proposes to exclude an entire conservation zone (within the original TOD zone and beyond) needs to properly and thoroughly assess all other areas that might reasonably be considered an alternative.

Assessing the areas for future investigation now, and determining capacity to provide future housing across the LGA, may enable Council to reduce the rezoning impact in Croydon.

Another Croydon resident, a planning professional has also queried the high numbers for dwellings for Croydon HIA? He has noted that it *doesn't stack up ... based on DPHI population projections*. Based on Council's assumption... this would equate to 9,000 additional people. This means Croydon HIA area alone (excluding other parts of Croydon in the Burwood LGA) will account for more than

50% of future population based on DPHI projections.¹ He goes further, suggesting that the HIA masterplan redevelopment (and even the original TOD for Croydon) are not required in order to meet DPHI - required dwelling growth.

Unfair, unexplained and inconsistent identifications of precinct and sites for (only) high rise development - inconsistent with the TOD principles

Croydon Station was identified as a Tier 2 TOD, not a Tier 1 Accelerated Precinct. Surely this was a deliberate choice of the NSW Government (especially given its assessment that the nearby Homebush Station did have capacity for mid-high rise development)?

Furthermore, the NSW Government identified the Croydon Station precinct not Burwood for further development yet the masterplan has shifted the majority of the proposed development closer to Burwood station than to Croydon station.

There is the broader question of how the Housing Investigation Area boundaries were decided. For example, why does the boundary end at Queen St at Lucas Road? Why is Shaftesbury Road included (it is 1.2km away from Croydon Station).

The Masterplan goes against TOD principles by advocating for extreme high-density towers:

- 30 storeys in Croydon Masterplan vs 6 storeys in TOD
- 102m towers in Croydon Masterplan vs 22m max height in TOD

The Masterplan even proposes a greater level of density than the Burwood North Precinct Masterplan. The former proposes approximately double the density per sqm in the Shaftesbury Precinct than Burwood North Masterplan.

How is this fair and reasonable? Other examples include:

- the proposal for the Shaftesbury Precinct is denser and taller than for Burwood Town Centre. The latter has heights of 70m stepping down to 30m on the western edge of Shaftesbury Road. In contrast, Croydon Masterplan *steps up* heights to the eastern edge of Shaftesbury Road.
- some areas even within the investigation area have been totally excluded from proposed rezoning suggesting an inequitable approach (and the possible result of lobbying versus sound planning approaches). For example: the entire Railway South Precinct has been excluded (with Council passing a resolution to exclude it) on the basis that it is a 'buffer' for Malvern Hill. Why? What is the rationale? Why does Malvern Hill get excluded AND have an excluded buffer area?

¹ Supplied by local resident, planning professional: The Department of Planning, Housing and Infrastructure (DPHI) this month (November) released its [updated/revised population projection for each Council](#). DPHI predicts that by 2041 Burwood LGA will have 57,314 people, an increase of 16,874 for the 20year period from 2021. This is compared to Council's Local Strategic Planning Statement 2020 (LSPS) estimate that the population of Burwood LGA would be 57,500 by 2036. It would seem that the DPHI estimate Burwood wouldn't even reach the LSPS projection even with the extra five (5) years of the DPHI timeframe over the LSPS timeframe.

Would seem that the DPHI has revised the numbers down slightly. Under the Croydon HIA it is planned to have some 3,600 additional dwellings during this same period.

- the entire *Croydon Low Density Dwelling Residential Precinct* almost wholly either within 400 or 800 metres from Croydon Station is completely excluded from any rezoning requirement? Why? What is the rationale (and noting that part of it will be adjacent to the Inner West Council's Croydon TOD area)?

Poor urban planning decisions – bulk, gradation, overshadowing

Contrary to its assertion, the masterplan as exhibited does not create ‘...a more suburban, fine-grain character near Croydon Station’ and ‘...preserve its...suburban feel’ due to the proposed heights, building typology and excessive density proposed on the northern side of the rail corridor.

- The proposal for the Shaftesbury Precinct (towers) is of CBD scale and completely excessive. Has Council tested ADG compliance or overshadowing from east-west facing towers. 102m towers will overshadow 86m towers, which will overshadow 54m towers and finally overshadow 32m towers, backing onto single storey residences at Lucas Road
- The proposal for 11-15 storey buildings in the area bounded by Cross Street and Webb Street (immediately opposite the intersection of Irrara Street and Webb Street) is completely excessive. It will see overshadowing onto the lower buildings to its south and present an unreasonable bulk and mass to the low-density dwellings to its north in the area bounded by Cheltenham and Webb Streets. Any idea that this will be effectively mitigated by the proposed open space in that area is naive.
- The masterplan does not include an eye level view impact analysis which would demonstrate the oppressive impact of the bulk and mass described in this section.
- The proposal to halve setbacks to the street (from 6m to 3m) will lead to poor amenity for residents and users of the footpath. We understand this contravenes Council's own planning principles.
- Many local people are aware of the large subterranean water system that Croydon rests on with a great many stormwater and sewer trunk assets. In the limited time allowed, has this been properly explored particularly given the presumed requirement for large amounts of underground car parking with the proposed high-rise buildings? We understand that Sydney Water prefers “no development to occur within a stormwater asset zone of interest”.

Reduction of housing diversity (retaining and extending *the missing middle*)

The Railway North Precinct itself is a locally historic precinct² and importantly, currently provides relatively affordable housing due to small lot sizes and modest dwellings. The Masterplan should be retaining this pocket of affordable housing which currently acts as the effective “missing middle” housing. It provides an entry level housing option for those seeking to move into Croydon but require a house rather than an apartment.

² A local resident and planner has advised that Railway North precinct: *contains the original Excelsior Estate and Bungalow Estate which are two of the oldest estates in Croydon, and pre-date the other HCA's like Malvern Estates* provided important and affordable worker housing.

The higher land prices are generally located south of the rail corridor (including Malvern Hill Estate) and the Croydon Low Density Dwelling Residential Precinct. These areas contain larger allotments and larger and more “upmarket” housing. The houses earmarked for rezoning north of the corridor are an essential element of diverse forms of housing at lower price points.

Under Burwood Council’s proposal, we will see large and expensive houses on the southern side of the corridor and mainly apartments on the northern side with the current stock of relatively modest and affordable houses eliminated over time.

Council is aware of the NSW Government’s *Low and Mid Rise Housing reform*- that is, the plan to create “Diverse and Well-Located Homes”, that is the “Missing Middle” by allowing dual occupancies, terraces and townhouses in R2 low density zones. Rezoning large parts of the R2 land north of the rail corridor would remove a large portion of the R2 zoned land close to the station, thus removing any opportunity to meet the Governments reforms.

The document *Case for Change*³ notes that areas in the Burwood Centre and Burwood North are proposed to facilitate dense apartment building and, as such, *there is limited need for them in Croydon*. The document goes onto to say that however, under *current market conditions* (the high rise in Burwood Centre and North) *is not feasible*.

Why does Council think that high density that is not feasible in Burwood North and Centre will be feasible in Croydon?

Why are parts of Croydon not previously planned for high-rise development now in scope?

What influence has the property development sector had in determining the Masterplan?

Protection of heritage

Contrary to views held by many on the southern side of Croydon there are heritage areas across the LGA. That said we do appreciate the concerns of the residents in the Malvern Estate, some of whom, but not all, would like to see their precinct protected from any planning reform (TOD, Low-to Mid-rise)

We note that this issue was recently and specifically addressed in the Transport Oriented Development Inquiry Portfolio Committee No. 7 - Planning and Environment, held on 24 July 2024 in the NSW Parliament. Inquiry documentation mentions Croydon specifically in the context of the Malvern estate (a heritage conservation area). Ms. Monica Gibson, Deputy Secretary, Planning, Land Use Strategy, Housing and Infrastructure, Department of Planning, Housing and Infrastructure directly addresses the issue of the potential (negative) impact of the TOD on a precinct like the Malvern Estate. After reconfirming that the TOD SEPP does apply in heritage conservation areas, she also noted that the local planning controls will continue to apply. She says that councils will be able to make development assessment decisions for these areas, and that heritage and housing can coexist.

³ [7 Draft Croydon Masterplan - Appendix B - Case for Change Report.PDF at page 24](#)

Impact on local community (traffic, services, open space)

No commitment to additional schools and health services: Council's own strategic review ⁴ notes **the lack of social infrastructure** (refer below). There appears to have been no discussions with Local Health Districts for additional services likely required by additional residents (up to 1,800 additional frequent users of health system) or with the Department of Education about additional education services. Council well knows how constrained both of these state government portfolios are. And in the case of schools the primary school in particular, only recently upgraded is constrained by space. And that does not include education and child care services for 0-4 age children

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.

Insufficient Green Space

Burwood LGA is already a densely populated LGA with insufficient green space for the large urban renewal already undertaken let alone the other large developments in scope (Parramatta Road, Burwood North). Yet Council suggests in its masterplan that an additional 9,000 residents can use existing green space in Burwood LGA. This will be the cannibalisation of space. Everyone in the Burwood LGA will be the loser. Key issues include:

- the proposed plan provides only 0.67sqm of green space per additional resident, far below the Council's stated goal of 10-15sqm.
- small "pocket parks" are poorly designed, offering limited functionality and failing to meet the community's recreational needs. These include playing fields for local cricket and soccer/football teams (already constrained)
- existing open spaces are insufficient to accommodate the projected 9,000 additional residents, leading to overcrowding and diminished amenity for all residents

Roads and Traffic

The lack of comprehensive traffic modelling, including the impacts on Victoria and Shaftesbury Roads, is a significant oversight. Unlike the southern part of Croydon, the northern part of the suburb is home to four schools (3 of which are very large).

- **Increased density will overwhelm narrow residential streets within all parts of the northern side of Croydon**, especially during school drop off and pick up time where smaller streets act as local 'rat runs'.
- The apparent unreliable data adds to our concerns. For example, the analysis of road widths⁵ underplays the constraints of narrow roads. The master plan emphasises connectivity east to west yet there is a bottleneck of Cross St and King St with over 4m (the actual road width is

⁴ [7 Draft Croydon Masterplan - Appendix B - Case for Change Report.PDF](#)

⁵ Council document - Road Reserve Widths Appendix A: Croydon HIA: Research, Review and Analysis Summary Report, at p49

about 5.5m-5.8m).

- Shaftesbury Road is already a congested major north-south arterial road, which like Frederick Street and, to a lesser extent the Meta Street Bridge in Croydon provide some of the few ways to cross the railway. The density proposed in the Shaftesbury Precinct, heightens the risks of vehicle-pedestrian collisions as well as safety risks as to large groups of school children who walk to/from Burwood Girls High School each day
- The proximity of four school zones exacerbates safety concerns, particularly for children.

Poor, biased and wholly unreliable community consultation process

Any process that allows and in fact encourages fewer than 100 residents to nominate areas it would like to see developed via an online 'pin' process is surely a wholly unreliable community consultation approach; one that cannot be used as any form of justification for precinct or site identification. Vested interests – whether they be motivated to suggest one's own property be selected for upzoning or to be protected are the key drivers are not reliable judges of 'good planning'.

More generally the consultation process has been inadequate, excluding many residents and failing to provide transparent and accessible information. Other issues include:

- **Ineffective Communication:** Despite Burwood's multicultural population, all communication was in English, limiting accessibility for non-English speakers. Mailbox notifications and feedback opportunities were inconsistently distributed.
- **Rushed Timeline:** The consultation period was compressed into November, with the Council planning to vote on the plan just six days after feedback closed. This timeline undermines meaningful community input and accountability. Not only is this an unreasonable demand on Council staff, it suggests a low commitment to genuinely listen to resident feedback along with low preparedness to make significant changes,
- **Complex and Confusing Documentation:** The Masterplan spans over 400 pages with 20 appendices, making it difficult for even tech-savvy residents to fully understand its implications. Seniors and those less familiar with digital tools are further disadvantaged.

Archived: Wednesday, 11 December 2024 3:48:29 PM

From: [REDACTED]

Sent: Tue, 19 Nov 2024 12:27:50

To: [Burwood Council](#)

Subject: Burwood Croydon TOD

Importance: Normal

Sensitivity: None

To Councillors of Burwood,

As a long term resident of Burwood for over 40 years I would like to comment on the state government's TOD proposal for high rise around Croydon station and the extension of highrise outside the Burwood town centre.

In simple terms the road infrastructure is already inadequate for the current population. Weekend grid lock is a common occurrence.

Parking has progressively gotten worse forcing older residents with walking difficulties to walk further and further to shops, restaurants and medical services.

The state governments TOD will put more pressure on already strained roads and travel times.

Green space levels in the area need to be increased as populations grow. There seems little or no recognition or allowance for this.

The historical society proposal is far more reasonable and at least partially addresses some of the issues by restricting development to the north side of the railway line but this proposal still impinges on many existing residents.

It would seem that development adjacent to Parramatta road and the new Burwood Nth light rail station would have far less impact on residents while still addressing the need for additional housing.

I applaud councils consultation initiatives and urge you to consider the many alternative proposals and continue to lobby state government.

[REDACTED]

Archived: Wednesday, 11 December 2024 3:48:32 PM

From: [REDACTED]

Sent: Mon, 11 Nov 2024 15:23:50

To: [Burwood Council](#)

Subject: Draft Croydon Masterplan Response Inbox

Importance: Normal

Sensitivity: None

Attachments:

[Draft Croydon Masterplan Response 20241111.pdf](#);

Dear Mr Briscese,

Please find attached our response to the draft Croydon Masterplan currently on exhibition. If you can please direct it to the relevant Department for consideration and reply.

thank you [REDACTED]

The General Manager
Burwood City Council
2 Conder Street
BURWOOD NSW 2134

Email: council@burwood.nsw.gov.au

Dear Mr Briscese,

I write to you collectively on behalf of the owners and residents of [REDACTED]
[REDACTED] for over 27 years.

While **we support the draft Croydon Housing Investigation Area Masterplan** and understand the Government's directive to increase housing supply throughout the State, **we strongly object** to the proposed building height reduction and built form proposed over our properties at [REDACTED].

The proposal to lower the maximum height from 8 to 3-6 storeys to create a "common wall height" presents significant obstacles and does not align with broader city planning objectives. I respectfully urge the Council to maintain the current height limit of at least 8 storeys, as it best supports the strategic, financial, and sustainable potential of this site. It appears that this is an anomaly within the document as our properties currently enjoys a height limit of 8-storeys.

Maintaining the current 8-storey height limit is critical for several reasons:

1. Feasibility and Practicality for Redevelopment

Our properties at [REDACTED] have a total site area of 1,630m², with a 45-metre frontage to [REDACTED] and a 49-metre frontage to [REDACTED]. The size and dimensions of our site currently comply with the existing planning controls, enabling it to support an 8-storey residential development independently, without requiring consolidation with the neighbouring properties at [REDACTED]. The current planning controls allows our properties to be redeveloped in a practical and financially feasible manner, either by us or a developer.

Reducing the building height and requiring consolidation with [REDACTED], where existing flat units are owned by multiple parties, is not financially feasible and would be almost impossible to achieve property consolidation, and therefore undermine the aim of increasing housing supply in the near future, if at all. The existing controls already facilitate a viable and orderly development of our site, making the proposed changes unnecessary and obstructive.

2. Visual Cohesion and Consistency Along Young Street

A common wall height is unnecessary and impractical in this context, especially as the other properties along Young Street are permitted to reach up to 8 storeys, and up to 15 storeys along Boundary Street, creating an established streetscape that supports higher-density, multi-level development.

Imposing a 3 to 6 metre height restriction only to our properties at [REDACTED] [REDACTED] would not achieve a uniform wall height and be inconsistent with the final built form shown in the masterplan along Young Street. This height reduction would not contribute to visual harmony but rather create a disjointed appearance along Young Street, where other buildings [REDACTED] will retain a higher profile of 8 storeys and those along Boundary Street from 15 storeys.

A common wall height would be more appropriately established along The Strand, where a typical retail shopfront can provide a unified frontage, with the rear sections of these properties accommodating greater heights for residential apartments. This arrangement allows for a balanced and visually cohesive streetscape at the pedestrian level while enabling higher-density residential development towards the rear, effectively meeting both aesthetic and functional planning objectives. This also applies to the newer areas proposed within the draft Croydon Housing Investigation Area Masterplan to be upzoned from their existing R2 Low Residential density to a new zone of R1 General Residential or MU1 – Mixed Use, whereas our properties are already zoned R1 General Residential.

Creating visual harmony and functionality can be alternatively achieved through exemplary architectural building design without having to compromise on height.

3. Inconsistency within the Masterplan

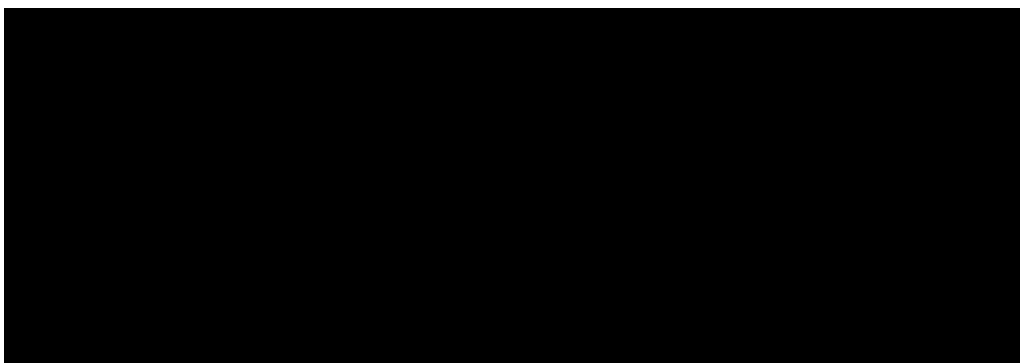
The proposed building height limit of 3 to 6 storeys over our properties at [REDACTED] [REDACTED], as indicated on Page 49 of the document (Section 4.4 Building Height), directly contradicts the Floor Space Ratio (FSR) of 3:1 outlined on Page 48 (Section 4.3 Density). Additionally, it conflicts with the proposed maximum building height of 54 metres or approximately 15 storeys, shown on Page 70 (Section 6.3 Height of Building). A restriction of 3-6 storeys would prevent the realisation of a 3:1 FSR, making it impossible to achieve the density envisioned in the planning document. These internal inconsistencies create uncertainty and undermine a coherent approach to planning.

To conclude, we respectfully request that Council remove the proposed height reduction and consolidation requirements for our properties at [REDACTED] [REDACTED] as shown on Page 49 of the document (Section 4.4 Building Height). The proposed changes are inconsistent with the broader planning objectives, undermine

the practical feasibility of development, and create a disjointed streetscape that does not align with the intent of the masterplan.

Maintaining the current 8-storey height limit is essential for both the strategic growth of the area and the efficient use of land. We believe this approach not only supports the vision for increased housing supply but also ensures that the area develops cohesively and in a timely manner.

We request your support in preserving the current height control for our properties and that Page 49 of the document be removed completely as the contents within Pages 48 and 70 provides sufficient planning framework for the orderly development of the area. Alternatively, Page 49 should be amended to reflect the following:



We would also encourage Council consider the either building footprint facing Young Street be at 15-storeys to align with the FSR of 3:1. Of all the high-rise buildings presented in the Masterplan, those facing Young Street are the nearest to Croydon Station.

We appreciate your time and consideration of our request and look forward to receiving a positive response. Should you require any further information, please contact me on [REDACTED]

Kind Regards,

[REDACTED]

[REDACTED]

In reply email: [REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:48:35 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 18:12:01

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: Croydon Masterplan Feedback

Importance: Normal

Sensitivity: None

Dear council.

I've been a resident at [REDACTED] and have seen my area change in many ways and not always for the better.

The latest Croydon Masterplan is yet another example of bad planning in my opinion. I share many similar concerns with all of my neighbours.

Firstly and foremost I don't want to lose my home. For decades now I've renovated it to just how I wanted it...with polished floors throughout, Impala kitchen, etc. You get the idea. It's my castle.

Additionally since I don't own a car it's within walking distance to everything I need. Also I'm within walking distance to my brother's home whom I provide daily support as he is a disabled man suffering from MS.

Other concerns I have just as my neighbours do...

1. Traffic congestion and parking chaos from new residents, including noise pollution.
2. Noise, vibration and dust pollution from construction.
3. Road closures during construction and road repair/upgrades.
4. Utilities upgrades, like water/sewerage/gas during development (we have had a number of occasions whereby our street was dug up for sewer upgrades).
5. Loss of privacy and sun as towering apartment blocks look down upon our properties.
6. Loss of value to our homes both pre and post the construction of the Masterplan.
7. Safety. A large number of children use Webb St. to make their way from such schools as Burwood Girls High to Croydon station. With major construction under way and loads of construction vehicles in the area this puts the kids at greater risk of an accident.

I love living in Croydon, more so in years past when it was a quiet out of the way neighbourhood. In the last decade the area has been overcrowded with developments leading to congestion.

I don't want to see further development in my area the likes of Burwood station and Burwood Road.

Thank you.

Sincerely,
[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:51:52 PM

From: [REDACTED]

Sent: Tue, 19 Nov 2024 03:00:59

To: [Burwood Council](#)

Cc: [Pam Garrett \(Sydney LHD\)](#) [Sarah Crompton \(Sydney LHD\)](#)

Subject: SLHD Correspondence - Croydon Housing Investigation Area Masterplan - SD24/69394

Importance: Normal

Sensitivity: None

Attachments:

[SLHD Correspondence - Croydon Housing Investigation Area Masterplan.pdf](#);

Dear Mr Cole

[REDACTED]

Regards

[REDACTED]

[REDACTED]



**Sydney
Local Health District**

SF24/99
SD24/69394

Ryan Cole
Director City Strategy
Burwood Council
2 Conder Street BURWOOD NSW 2134

Re: Croydon Housing Investigation Area Masterplan

Dear Mr Cole,

I write in response to a call for submissions relating to the draft Croydon Housing Investigation Area (HIA) Proposal. Croydon lies within the Sydney Local Health District (the District) and an important part of our community. It is understood that this proposal will result in an estimated 9,000 new residents and 3,600 dwellings, with an estimated total additional population of 13,525.

The District supports the HIA Proposal. We are very keen to increase the supply of housing in the District where there is existing infrastructure and services. It is considered that this proposal has a range of building types, has been sensitive to heritage and parklands and will create a liveable, more activated community.

Although the call for submissions is focussed on Croydon HIA, the District will need to consider the cumulative impact of all of the new rezonings and development plans across the District, including Burwood North Masterplan, and developments in the neighbouring Inner West Local Government Area (LGA), Canada Bay LGA and Strathfield LGA. Each of these developments contributes to changed requirements for community services, traffic and transport issues and need for open space and amenity.

The following comments are provided for your consideration:

Health Services

- The increased population in these new developments will require access to health services across acute, ambulatory and community settings. There is opportunity for dedicated health and community services to be included in future developments.

Affordable and Social Housing

- It is well known that people on a medium full-time income have difficulty in affording a home in greater Sydney. The District would very much like to support our staff, for example, to be able to live close to the hospitals and health centres where they work. We therefore recommend increasing affordable housing proportions of new developments to be set at 15%, to be provided in perpetuity.
- Social housing is not considered within this development. We recommend 5% of new dwellings be allocated for social housing to support a diverse population mix and a more liveable environment.

Level 11, King George V Building,
Missenden Road, Camperdown NSW 2050
PO Box M30, Camperdown NSW 2050
ABN 17 520 269 052

T 02 9515 9600
F 02 9515 9610
E slhd-ESU@health.nsw.gov.au
W slhd.health.nsw.gov.au



**Sydney
Local Health District**

Open and Green Spaces

- Although 6,100sqm of additional open space is planned, only one 1,500sqm plaza is proposed in the high-density area in the Shaftesbury Road Precinct, with reliance on private development to deliver or contribute to new public open spaces. There are limited off-leash areas for dogs.
- Larger district parks and regional open spaces north of the HIA, including spaces in Concord/Canada Bay are already at capacity, difficult to access across Parramatta Road, and will be further affected by the proposed Parramatta Road Corridor Urban Transformation Strategy.
- We recommend enhanced connectivity to open and green spaces, particularly via active transport.

Noise and Vibration

- Sites alongside the railway corridor may have an unacceptable risk of noise and/or vibration impacts. Future development applications should undergo a site noise/vibration assessment, with the results informing the strategies to avoid, minimise and manage these impacts (see Attachment 1).
- larger houses, more suitable for families.

Active Transport and Connectivity

- As is well established, the prioritisation of walking, cycling and public transport over private vehicles is an important consideration. Reduced rates of residential car parking may lead to increased street parking. Proposed cycleways need to consider the narrow streets and the potential for increased congestion. These can impact on emergency vehicle access.
- It is recommended that designated parking for community healthcare care professionals be incorporated into new urban developments, so that staff can provide outreach health services.

The SLHD welcomes the opportunity to contribute to the planning of this significant project given the well-known impact of the built environment on the health and wellbeing of the community and the range of environmental and social health issues associated with this proposal.

Should you require any further information, please contact [REDACTED]

Yours sincerely,

[REDACTED]

Attachment 1: Additional Considerations

Natural Environment

- The District strongly support the plan to increase the tree canopy cover to mitigate the urban heat island effect and extreme heat stress.

Precinct design

Level 11, King George V Building,
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W slhd.health.nsw.gov.au

A mixture of 2 and 3-bedroom apartments and family-sized dwellings would support the high proportion of multigenerational living in future population projections and may assist in encouraging ageing residents to move out of

Environment Noise

Environmental noise can have significant impacts on the health and wellbeing of individuals in nearby residences or workplaces. Exposure to excessive noise levels has been associated with sleep disturbance and risk of cardiovascular disease. Therefore, it is an important public health strategy for residential developments to implement measures to mitigate the exposure of residents to environmental noise.

One potentially significant contributor to elevated environmental noise can result from nearby rail corridors. The Draft Master Plan for Croydon TOD proposes higher density development along the train line from Burwood to Croydon stations. It is strongly recommended that modelling of environmental noise and consideration for exposure mitigation measures be undertaken. It is also strongly recommended that these adhere to the NSW Department of Planning's '[Interim Guideline – Development near rail corridors and busy roads](#)' to ensure noise level guidelines are met within the Croydon TOD area. It is suggested that the design of proposed buildings along the rail corridor take into account the positioning of bedrooms and bedroom balconies to ensure, where feasible, that they are not directly facing the railway. This will minimise noise disturbance to residents whilst maintaining access to outdoor air for heat management. For any habitable rooms where it is not possible to achieve target noise levels with the windows and/or doors open despite mitigation measures, alternative ventilation should be provided to achieve the ventilation requirements of the Building Code of Australia.

For the assessment of environmental noise levels presented by the rail corridor, it is recommended that free-field measurements are obtained to limit the influence of reflecting structures as described in the NSW EPA '[Approved methods for the measurement and analysis of environmental noise in NSW](#)'. This assessment should also compare noise level measurements with the health-based limits provided in the Commonwealth's enHealth review '[The health effects of environmental noise](#)'.

The Croydon TOD area is also located in close proximity to three schools which may encourage the movement of families with young children into the area. It should be noted that vulnerable groups such as children may experience greater health impacts from environmental noise exposure.

Documents/References mentioned:

<https://www.planning.nsw.gov.au/sites/default/files/2023-03/development-near-rail-corridors-and-busy-roads-interim-guideline.pdf>

<https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/noise/22p3486-approved-methods-for-noise-in-nsw.pdf>

<https://www.health.gov.au/sites/default/files/documents/2020/02/enhealth-guidance-the-health-effects-of-environmental-noise.pdf>

Other helpful links:

<https://www.epa.nsw.gov.au/~media/EPA/Corporate%20Site/resources/noise/130127NGLGPart2.ashx>

<https://www.epa.nsw.gov.au/~media/EPA/Corporate%20Site/resources/noise/20130018eparinq.ashx#:~:text=The%20extra%20noise%20may%20disturb,operations%20can%20be%20inherently%20noisy.>

From: [REDACTED]
Sent: Mon, 25 Nov 2024 17:44:41
To: [Burwood Council](#)
Subject: Transport Oriented Development program
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:48:38 PM

Dear Sir/Madam

I agree with the Croydon Master Plan. Thank you.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:48:41 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 02:06:42

To: [Burwood Council](#)

Subject: Croydon Masterplan

Importance: Normal

Sensitivity: None

I am a resident of Croydon for 40 years and I fully support keeping the heritage of Croydon especially The Strand.
I say yes to the Croydon Masterplan and NO to the TOD (Transport Orientated Development) program.

Thankyou

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:48:44 PM

From: [REDACTED]

Sent: Sun, 24 Nov 2024 17:01:22

To: [Burwood Council](#)

Subject: Objection to Croydon Master Plan

Importance: Normal

Sensitivity: None

This email is to register with you that we are definitely against the CROYDON MASTER PLAN being put forward for execution.

Our Residence at [REDACTED] would be adversely affected.

Kindly register our OBJECTION and reply accordingly.

[REDACTED]

[REDACTED]

Archived: Wednesday, 11 December 2024 3:48:46 PM
From: [REDACTED]
Sent: Sat, 16 Nov 2024 06:18:17
To: [Burwood Council](#)
Subject: Submission for consideration of Croydon Masterplan
Importance: Normal
Sensitivity: None

To whom it may concern,

As a resident within the Lucas Road heritage conservation area (HCA), I would like to submit my disapproval of the proposed rezoning of land immediately adjacent to my property. I refer to the Local government heritage guidelines document set by the NSW heritage office which outlines the protections provided to HCAs. Given the proposed developments proximity to the Lucas Road HCA, the following questions apply (Heritage Guidelines, page 54);

New development adjacent to a heritage item (including additional buildings and dual occupancies)

• How will the impact of new development on the heritage significance of the item or area be reduced?

The new developments surrounding the Lucas Road HCA will detract from the significance and heritage value of the HCA. The objectives of the Burwood DCP regarding heritage state that “The development of a heritage property **or its setting** must have regard to the character, appearance and significance of that item or place.” It is ridiculous to suggest that a reduced building height of 26 metres to the immediate North and East of Lucas Road HCA and 45 metres to the West reduces the impact of the development on the heritage significance.

• Why is it necessary for new development to be sited adjacent to a heritage item or area?

While I understand the need for additional housing, the TOD provisions are required to be within 400m of Croydon station. Given that Lucas Road HCA is 700m away from Croydon Station, I do not understand why it is necessary for the new development to be sited adjacent to Lucas Road HCA.

• Does the curtilage of the heritage item allow the heritage significance of the item or area to be retained?

Given the proximity and sheer scale of the proposed developments, it is impossible to suggest that the heritage significance of Lucas Road HCA can be retained in any meaningful manner.

• How will the new development affect views to, and from, the heritage item or area? What is being proposed to reduce negative effects of the new development?

The new development will drastically affect the views to the HCA and effectively remove all views from properties within the HCA. There is no provision within the masterplan to reduce the effect that the developments will have on the HCA.

• Is the new development sympathetic to the heritage item? In what way (eg form, siting, proportions, design)?

The new development is not sympathetic to the HCA, the form, setting and proportions of the suggested apartment complexes are in no way sympathetic to Lucas Road HCA.

• Will the additions visually dominate the heritage item or area? How will the effects of this be reduced?

The developments will dominate the heritage item. According to the Masterplan Heritage Analysis and Recommendations, “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.” Given the modest nature of the properties within the HCA, there is no possible manner in which 8 – 15 storey complexes will not visually dominate the HCA.

• Will the public, and users of the item, still be able to view and appreciate the significance of the item or area?

As a resident of the Lucas Road HCA, the proposed development will destroy my ability to appreciate the significance of my property due to the destruction of the streetscape and subsequent loss of natural light and privacy.

The proposed masterplan has made no consideration to the Lucas Road HCA and the council cannot honestly suggest that the heritage value of the conservation area was considered. I request that the Lucas Road HCA be removed, as the

Engagement Outcomes – Redacted Formal Submissions

heritage value of the Lucas Road HCA cannot be meaningfully maintained in any way given the scale of proposed developments. With the HCA removed, the land can be incorporated into the masterplan and further developed to allow for additional housing.

Archived: Wednesday, 11 December 2024 3:48:50 PM

From: [REDACTED]

Sent: Tue, 19 Nov 2024 01:59:12

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [Deyi Wu](#) [David Hull](#)

Subject: Stop Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Burwood Council town planner,

I am writing to express my strong opposition to the draft Croydon Master plan, particularly the rezoning from residential to high-rise in select areas.

The draft Croydon Master Plan is not only unreasonable but, in many respects, also misguided.

1. Safety Concerns The proposed development area, located 400-800 meters from the station and less than 300 meters from four schools enrolling around 3,200 students, raises significant safety concerns. As residents, we can attest that streets like Webb St, Irrara St, and Lucas St are already crowded with schoolchildren during pick-up and drop-off times. Adding high-density apartment will inevitably increase traffic, especially in areas traversed daily by nearly 800 young students (Primary school student), heightening the risk of accidents. We urge Burwood Council to prioritize student safety by reconsidering these large-scale apartment plans.

2. Disruption of Neighborhood Character High-rise apartments are typically placed near transport hubs, local centers, and major roads to reduce vehicle usage and improve traffic flow. The draft Croydon Master Plan contradicts this planning approach by introducing high-density housing into a quiet, established community, disrupting the area's order and tranquility and increasing noise and pollution in a residential neighborhood. This does not serve the community's best interests.

3. Impact on Education and Student Health Traffic generated by these large apartment complexes near four schools will increase noise levels, negatively affecting students' learning environment. Additionally, more cars will lead to higher emissions, posing potential health risks to children. We urge the council to consider these clear threats to educational quality and students' health and seek solutions that genuinely serve the community.

4. Parking Issues Currently, streets like Young St, Irrara St, Webb St, and Orchard St are already congested with parked cars during school pick-up and drop-off times, making it difficult for local residents to find parking. Adding numerous apartments will exacerbate this issue. Yet, the draft Master Plan lacks effective solutions for this problem. Shouldn't the Council consider developing a parking facility in this area?

5. Worsened Traffic Flow Even without new large-scale apartments, several traffic congestion points already exist, for example, Anthony St, Young St, Edwin St, Hennessy St, the Queen St and Shaftesbury Rd intersection, and the turn from Waimea St and Albert Cres into Shaftesbury Rd. High-density development will only worsen these bottlenecks. Adding traffic lights alone, such as at the Waimea St and Shaftesbury St intersection, will not resolve the significant traffic issues resulting from large-scale development.

6. Privacy and Sunlight Impact High-rise apartments will infringe on the privacy and sunlight access of nearby low-density homes. The Council should consider these negative impacts on nearby residents in its planning.

7. Insufficient Green Space The proposed high-rise apartments would include only minimal green spaces, which is

inadequate. The Council should consider converting the area bounded by Cheltenham Rd, Cross St, Webb St, and Irrara St into a park, providing a valuable green space for the community.

The summary of the draft Croydon HIA Master Plan claims to "seek a balanced approach to development" by emphasizing heritage preservation and concentrating higher-density development near Burwood Town Centre. While we understand the importance of heritage protection, prioritizing student safety, educational quality, and children's health is paramount.

We recognize the government's goal to increase housing; however, it must be done in a thoughtful and balanced manner. Based on these concerns, we strongly suggest:

1. **Stop the Croydon Master Plan as currently drafted to take TOD NSW.**
2. **Concentrate large apartment complexes near major roads like Parramatta Rd, Hume Hwy, Pasley Rd, Albert Crescent, and within 400 meters of the train station's commercial hub to better protect our community.**

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Archived: Wednesday, 11 December 2024 3:48:54 PM

From: [REDACTED]

Sent: Thu, 24 Oct 2024 14:20:30

To: [Burwood Council](#)

Subject: City Planning Team -Croydon Housing Investigation Area (HIA)

Importance: Normal

Sensitivity: None

Dear Sir/ Ms, I have reviewed your Draft HIA Masterplan Report and wish to make the following comments.

The report has surprisingly increased its Investigation area from a 400 metre radius to 800 metres. Is there a legal or government guideline supporting this extension or is it simply an assumption the council has made and proceeded on.

My main concern relates to the addition of the Railway South Precinct (RSP) into the council's draft plan. I do not live in this precinct but I walked down Wallace Street today and I personally believe that to allow developers to come in and carve up this beautiful street into a row of six storey high apartment blocks would be a planning disaster.

As an alternative could the planners consider deleting the RSP and include an equivalent area along Edwin Street and Croydon Road down to Queen Street. The benefits are this area is closer or similar distance to Croydon Station and the economic cost of land to a potential developer would be substantially less around the Croydon Road Area compared to Wallace Street or the Malvern Hill Heritage Estate Area. Put into plain English if you were a developer would you spend an extra say \$2million for land on the Wallace Street/ Malvern Hill Area compared to the Croydon Road side which is still close to the station and CBD.

I attended the council meeting on the 22nd October 2024 at 2 Conder Street and I agreed with a number of concerned ratepayers who had booked in to speak to the floor on the night. The main concern being discussed related to why the Railway Southern Precinct (RSP) was added to the plan without any obvious reasons or community consultation other than to meet the NSW Government's quota requirements.

Regards
[REDACTED]

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Archived: Wednesday, 11 December 2024 3:48:57 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 11:49:51

To: [Burwood Council](#)

Subject: Draft Masterplan for Transport Oriented Development Plan (TOD)

Importance: Normal

Sensitivity: None

I am writing to the council to show my support for the Burwood Council Draft Masterplan to locate new homes close to established and developing town centres such as Burwood Town Centre and Burwood North and protect the Malvern Hill Estate Heritage Area.

Regards

[REDACTED]

Archived: Wednesday, 11 December 2024 3:48:59 PM

From: [REDACTED]

Sent: Mon, 18 Nov 2024 23:01:15

To: [Burwood Council](#)

Subject: Objection to Croydon Master Plan

Importance: Normal

Sensitivity: None

Hi,

I am a long standing resident of Croydon and would like express my objection and utter shock to the plan that has been proposed.

Our community is a mixture of elderly, young/ grown up families and professionals from all backgrounds. We value our open spaces, peace and quiet and most of all our Neighbours.

When purchasing in the area we considered the streetscape, the people and the facilities of the area.

What is proposed in the Master Plan will remove all of what we love and cherish about our homes and neighbourhood.

We do not want large apartments towering over us.

This is not what Croydon is or should ever be. This will not add value to our community in anyway.

It is unreasonable to expect the existing residents and rate payers to welcome such a horrible Plan.

I understand there is a need to find land to develop, This is not the area that needs to be touched so respectfully please leave us alone and come up with a different plan in another area.

Regards

[REDACTED]

Archived: Wednesday, 11 December 2024 3:49:11 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 08:13:58

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#) jason.yatsenli@nswlabor.org.au

Subject: Objection to Croydon HIA Masterplan rezoning proposal

Importance: Normal

Sensitivity: None

Dear Burwood Council,

I am writing to formally object to the proposed rezoning under the Croydon Housing Investigation Area (HIA) Masterplan. I am deeply concerned about the potential transformation of this peaceful, low-density residential community into a high-density development, with the introduction of high-rise apartments up to 30 storeys in a concentrated area which will create a ghetto.

I am particularly concerned about the proposal to allow 15-storey apartment blocks along Cheltenham Rd and Cross Street. This drastic change would not only significantly alter the character of the area but also bring about several negative consequences for local residents. These include:

- *

Loss of community character: The character of our neighborhood is built on its low-density, residential nature, which fosters a sense of community and a peaceful living environment. The proposed changes would irreparably alter this, diminishing the quality of life for current and future residents. People moved into the area because they love low density living. It would be unconscionable for Council to suddenly remove this privilege. Recent letterbox notices indicate many residents are upset by the proposed rezoning and would be upset by Councilors voting for it. As Bernie Sanders mentioned after the recent US elections "It should come as no great surprise that a democratic Party which abandoned the working class would find that the working class has abandoned them".

- *

Increased traffic congestion and pressure on infrastructure: High-density developments will result in increased traffic, further strain local infrastructure, and reduce the overall quality of life for current residents. The surrounding roads and community services are not equipped to support such a rapid increase in population. Street parking in several roads including Cheltenham Rd is very congested, resulting in Burwood Council imposing timed street parking for visitors. This will become much worse if the population suddenly increases by several thousand.

- *

Environmental concerns: Tall buildings are not only an eyesore, but they also pose significant environmental challenges. Increased shadowing, overheating due to huge increase in concrete buildings and potential impacts on local biodiversity are serious concerns that should be addressed before moving forward with such high-density developments.

- *

Loss of privacy and health issues: Residents in existing single and 2 storey houses will lose privacy, with new high rise apartments overlooking into their back gardens. Loss of sunlight into back gardens of elderly people

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will also rob them of the privilege of getting the essential 15-30mins of daily sunlight for good health. Shadowing by high rise apartments will also substantially reduce sunlight into homes and gardens, which is essential for efficient operation of solar roof top heating.

I believe a more balanced approach would be to expand the footprint of the Housing Investigation Area (HIA) while reducing the height restrictions of the buildings to 3-4 floors. This would allow for sustainable growth without compromising the character of the neighborhood, preserving the residential feel while accommodating a reasonable level of development.

I respectfully urge the council to reconsider the current rezoning proposal and take into account the significant impact it would have on local residents. A more measured approach would be in the best interest of the community and contribute to long-term, sustainable development in the area.

Thank you for considering my views on this important matter. I trust that Council will carefully assess all objections before moving forward with any rezoning decisions.

Yours Sincerely,

[Redacted Signature]

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Archived: Wednesday, 11 December 2024 3:49:20 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 09:12:28

To: [Burwood Council](#)

Cc: [Mayor](#)

Subject: Croydon Masterplan Lucas Rd HCA

Importance: Normal

Sensitivity: None

I'm the writing to have a say in the draft Croydon Masterplan.

- * First of all, I support the inclusion of Lucas Rd HCA in the Masterplan and with the conservation area removed.
- * FSR of 3:1 in line with the developments surrounding Lucas Road, with key sites up to 6:1 to maximise usage of land.
- * Building height 8 storeys, with key sites to be up to 15 storeys.
- * Lucas HCA to be included as a key site, to take advantage of its wider street, adjacent to the real corridor, the future key site to facilitate new public open space and through-site connections.

[REDACTED]

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Archived: Wednesday, 11 December 2024 3:49:23 PM

From: [George Mannah](#)

Mail received time: Wed, 27 Nov 2024 22:10:56

Sent: Wed, 27 Nov 2024 22:10:48

To: [Tommaso Briscese](#)

Subject: Fw: NO to The Croydon Master Plan

Importance: Normal

Sensitivity: None


George Mannah

Deputy Mayor of Burwood

M: 0428 363 826

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Wednesday, November 27, 2024 3:44:03 PM

To: Ryan Cole <Ryan.Cole@burwood.nsw.gov.au>

Cc: John Faker <John.Faker@burwood.nsw.gov.au>; Mayor <Contact.Mayor@burwood.nsw.gov.au>; George Mannah <George.Mannah@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>; David Hull <David.Hull@burwood.nsw.gov.au>; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>; jo.haylen@parliament.nsw.gov.au <jo.haylen@parliament.nsw.gov.au>; londonderry@parliament.nsw.gov.au <londonderry@parliament.nsw.gov.au>; summerhill@parliament.nsw.gov.au <summerhill@parliament.nsw.gov.au>; woollongong@parliament.nsw.gov.au <woollongong@parliament.nsw.gov.au>; portstephens@parliament.nsw.gov.au <portstephens@parliament.nsw.gov.au>; heffron@parliament.nsw.gov.au <heffron@parliament.nsw.gov.au>; Rockdale@parliament.nsw.gov.au <Rockdale@parliament.nsw.gov.au>; rose.jackson@parliament.nsw.gov.au <rose.jackson@parliament.nsw.gov.au>; jodie.harrison@parliament.gov.au <jodie.harrison@parliament.gov.au>; scott.farlow@parliament.nsw.gov.au <scott.farlow@parliament.nsw.gov.au>

Subject: NO to The Croydon Master Plan

Dear Committee Members,

I say **NO to The Croydon Master Plan.**

Thank you for this opportunity to voice my opposition to The Croydon Master Plan. I recognise that the Federal and NSW governments are concerned about the housing affordability crisis. However this Croydon Master Plan (CMP),(this is the name by which this plan was introduced to me two weeks ago) will make the crisis worse rather than better. It will not deliver well planned developments, or improve housing affordability, but it will lead to much higher densities, less environmental sustainability and a huge increase in the amount of impermeable land coverage. As the 2023 Productivity Commission report, "Building more homes where infrastructure costs less" states that our area within this CMP is deficient in open space access, which is "**..well below the benchmarking**". In other words the Croydon Master Plan has the makings of **a ghetto, a slum.**

Item Number 1/25 - Attachment 3

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After participating in easily collecting **200 signatories** on a hardcopy petition against The Croydon Master Plan, I can assure you that there are many angry, anxious, fearful citizens here, that feel just as I do.

Furthermore the **Premier** referred to NIMBYism in his statement to the Australian Financial Review (13th June , 2024). Implying that NIMBYism rather than **atrocious planning** is the reason that the people affected reject the Government's plans. To apply this reasoning to the rejection of the Croydon Master Plan by residents, is sensationalist and an outrageous slur on the people who have welcomed a huge number of immigrants to their neighbourhood. According to the Australian Bureau of Statistics 2021 Census, residents with 'Both parents born overseas' account for over 73% of our local area. Many of the now established residents have grown up under similar immigrant circumstances, causing them to be welcoming and understanding. We must ask though, is this why we have been targeted to bear an overwhelming burden in this, the **second smallest LGA** in NSW? This fact alone makes one think that our area should be given special consideration, rather than be expected to bear greater extremes of density. And more understanding could be expected from a Premier whose own seat has a similar profile. Instead he talks of making Sydney like Brooklyn, "Park Slope or Williamsburg" in particular. These are desirable areas that are very, very different to what is being offered to residents in the Croydon Master Plan. Those parts of Brooklyn, NYC have a 400 year history (while ours is barely 150 years). Why is this relevant? It shows that time to plan properly is needed to have a long standing, substantial community where people want to live, and The Croydon Master Plan has been hurriedly prepared, inadequately researched and done without the necessary consultation to meet acceptable community understanding and support. It is not fit for this purpose and that's another reason why I reject it.

'Shared responsibility' is an easy sound bite for a politician to use, but it doesn't reflect the disproportionate heavy lifting that the residents of this area have already borne. Yet when the phrase "Transparent accountability" is used the state and federal politicians seem to look the other way. There have been attempts made to find out why Croydon was chosen for this 'project' and there has been **no transparency**. The Croydon Master Plan has followed that lead with dubious divisive, unqualified methods being used to deceptively impose unnecessary over-development and a huge loss of earned cultural value. It is shameful that our **'Leaders'** have gone to the inexcusable depths of playing one section of their constituency off against another to try and make their will prevail. The arbitrary, shoddy **'Pindrop'** method of planning the imposition of \$100's millions of dollars of development, not only lacks any proper planning considerations, it has had the effect of pitting neighbours against each other. Isn't this a shameful, deceitful and cynical way to try and resolve a very serious issue for the community?

The next question is, why the rush? Why do we need to suddenly rush through an enormous imposition on ordinary tax and rate paying citizens? These plans aren't going to solve the 'housing crisis' in the next few years, let alone overnight. Is this just an exercise in controlling the **political 'optics'**? Are we to believe that Australia, a wealthy country that advises its neighbours and other countries around the world regarding development, can't pause for six months to plan its own future properly? How can we rely on a rushed Master Plan that creates 3,300 new homes, when this is way **above the requirement** created in the initial Transport Oriented Development Plan? If the requirement of being near Croydon Station is dropped, doesn't that mean that anywhere in the LGA could be considered fair game, yet the lines drawn in the CMP seem to smack of favouritism, why is that acceptable? How can we be expected to follow a plan that spans two LGA's when they seem incapable of talking to each other? Once again this begs the question of leadership, shouldn't the NSW government be able to resolve this impasse? How can we be expected to put our life's hard work in the hands of leaders that refuse to lead?

These are only a few of my many objections to The Croydon Master plan, which I not only reject, but is something that has sincerely made me rethink the way I may vote in the next Federal, State and Local elections.

[REDACTED]

[REDACTED]

Archived: Wednesday, 11 December 2024 3:49:27 PM

From: [REDACTED]

Sent: Mon, 18 Nov 2024 09:10:59

To: [Burwood Council](#)

Subject: Submission on Croydon Housing Investigation Area

Importance: Normal

Sensitivity: None

Council should be a lot more ambitious in increasing housing density in the area.

High density is desperately needed for a growing and vibrant city.

Council should also encourage the use of public transport and active transport options including slower speed limit and more cycle lanes.

Space used for on street parking should be removed and used for more community friendly purposes.

Archived: Wednesday, 11 December 2024 3:49:30 PM

From: [REDACTED]

Sent: Mon, 25 Nov 2024 10:26:37

To: [Burwood Council](#) [David Milliken](#)

Subject: (Item 56/24) Exhibition of the draft Croydon Housing Investigation Area Masterplan

Importance: Normal

Sensitivity: None

(Item 56/24) Exhibition of the draft Croydon Housing Investigation Area Masterplan

Dear, City Planning Team

I am the owner of [REDACTED] a property which makes up [REDACTED]. I am writing to you to express my concerns about the proposed master plan as it relates to the above address.

It is not clear as to why the Council is seeking to introduce open space at [REDACTED]. There already is an open space directly across the road, namely, Webb Street Reserve. Webb Street Reserve is a dumping ground for household items and shopping trolleys. The introduction of more open space will only serve to increase dumping in this area.

Furthermore, I am not sure why Council needs to locate open space at [REDACTED] when there are three major parks within walking distance – Blair Park, Centenary Park and Wangal Park. These parks are the open spaces where, existing residents of the area happily frequent to get their outdoor needs.

It is my understanding that creating this open space will require the amalgamation of [REDACTED] and [REDACTED] properties. Amalgamation is highly unlikely given the owner of [REDACTED] has only recently been awarded a DA for 8 stories. Furthermore, it is unlikely that the 7 townhouses of [REDACTED] will amalgamate.

What happens to the 7 town houses of [REDACTED] in the event an amalgamation of sites is not achieved with [REDACTED]? Will the designated 'open reserve' classification remain on the proposed planning docs.?

Also, Council assumes that [REDACTED] is divided into two pieces of land. What will happen to the half not required by Council?

Given the lack of need to have an open space reserve at [REDACTED] and the unlikely amalgamation of properties, wouldn't it be ideal to increase the FSR on [REDACTED] with the view of increasing housing stock close to the railway line.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

IMPORTANT PLEASE READ

Emails sent by [REDACTED] or any related entity, including any attachments, may be confidential, protected by copyright or subject to

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legal professional privilege. If you receive an email from [REDACTED] in error or you are not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this email is strictly prohibited. No confidentiality or privilege is waived or lost by this transmission.

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From: [REDACTED]
Sent: Wed, 20 Nov 2024 23:15:52
To: [Burwood Council](#)
Subject: Reject construction of 8 to 15-storey apartment building
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:49:33 PM

To the Burwood Council:

Dear Sir/Madam:

I am writing to strongly oppose the construction of 8 to 15-storey apartment buildings near our neighborhood. I live in [REDACTED]. We believe that such high-rise projects would have a severe negative impact on the quality of life, environment, and character of our community.

Firstly, this project will subject our neighborhood to years of construction noise, traffic congestion, and vibration. Our community is known for its peaceful and friendly atmosphere, and prolonged construction activities will greatly disrupt the tranquility we value.

Secondly, the influx of new households from high-rise apartments will significantly increase traffic congestion. Our streets were not designed to handle such high volumes of traffic, which will lead to severe traffic delays and hinder residents' mobility.

Additionally, the construction of high-rise apartments will compromise the privacy of residents, as backyards and gardens will lose their current level of seclusion. The unique charm of our community lies in its quietness and privacy, which this project would permanently damage.

We are also concerned that the presence of such high-rise buildings will drastically decrease property values in the area, affecting the desirability of our neighborhood. People choose to live here for the community's atmosphere and environment, and high-rise developments would undermine the very qualities that attract residents to this area.

Therefore, we urge the council to reconsider this plan and listen to the voices of our community members. We hope the council will prioritize the preservation of our living environment and the future development of the community over short-term economic gains from land development.

Thank you for your attention and understanding. We hope to see a decision that truly takes the interests of residents into account.

Sincerely,
Community Residents
[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:49:36 PM

From: [REDACTED]

Sent: Tue, 22 Oct 2024 16:37:41

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Hello City Planning Team,

I hope you're well. My husband and I read the Draft Croydon Masterplan with interest. We are unable to make tonight's Council Meeting due to our inability to find a babysitter at short notice, but we wanted to flag a few concerns.

1. The proposed building height is significantly taller than the reference images shown, which is misleading.
2. Given the original state govt plan was only proposing maximum building heights of six to eight stories, your plan seems excessive. The proposed planning has the tallest tower at over 100 metres tall. This will have dire implications for green spaces, congestion, sunlight and pressure on local amenities, such as schools.
3. The current local govt has been vocal about protecting The Strand, as well as other heritage items within the LGA, so I'm confused about why The Strand has been highlighted as an area of potential future development, along with heritage pockets along Clifton Ave, Wyalong St and Brooklyn St.

We look forward to consulting your team during the exhibition period and shall hopefully see you at The Strand on Thursday or Saturday.

Regards,

[REDACTED]

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Archived: Wednesday, 11 December 2024 3:49:39 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 18:28:34

To: Sally.Sitou.MP@parliament.nsw.gov.au [Burwood Council Mayor](#)

Subject: Expressing my concerns about the Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Burwood Council,

I am writing to express my strong opposition to the Draft Croydon Masterplan.

I am [REDACTED] A long-standing owner resident in this street since before the development on [REDACTED].

I am a voter in Burwood LGA.

I am appalled and concerned about the health impacts that this will have on Croydon residents. The high density areas which extend well beyond the 400m in the TOD are a profound harm to the community.

The noise and dust and impact during any construction has been really difficult to live with. The proposed increase in resident numbers will severely impact traffic around these streets and be a danger to the 4 schools that use the access from the Croydon station to their grounds.

There are other areas which have less impact on schools and residents and have higher density buildings already like, Liverpool road and along the north edge of the railway line near Burwood.

The TOD was a more reasoned plan with better integration of design and requirements for management of light and traffic and other noise.

The council should accept the TOD if required and minimise building high density accommodation more than the 400m specified in all the state government planning

Yours

[REDACTED]

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From: [REDACTED]
Sent: Sun, 17 Nov 2024 14:48:47
To: [Burwood Council](#)[Mayor George Mannah](#)[Pascale Esber](#)[Alex Yang](#)[Sukirti Bhatta](#)[David Hull](#)[Deyi Wu](#)
Cc: jason.yatsenli@nswlabor.org.au
Subject: Draft Croydon master plan
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:49:42 PM

Dear Burwood Council, Mayor and Councillors.

I want to advise that I support only the initial TOD plan by the state government i.e., the 400 meter radius around Croydon station.

That we don't support the horrendous, ill-conceived, draft master plan that turns Burwood into a high rise ghetto.

As a resident of Burwood for over 50 years I have never felt so let down by local government as I have today.

I attended the ridiculous General public drop in session

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Sun, 17 Nov 2024 15:04:40
To: [Burwood Council](#)[Mayor George Mannah](#)[Pascale Esber](#)[Alex Yang](#)[Sukirti Bhatta](#)[David Hull](#)[Deyi Wu](#)
Cc: jason.yatsenli@nswlabor.org.au
Subject: Draft Croydon master plan
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:49:48 PM

Dear Burwood Council, Mayor and Councillors.

I do not support the horrendous, ill-conceived, Croydon draft master plan that turns Burwood into a high rise ghetto.

I want to advise that I support only the initial TOD plan by the state government i.e., the 400 meter radius around Croydon station.

As a resident of Burwood for over 50 years I have never felt so let down by local government as I have today.

With your ridiculous plan I have high rise buildings all around me right up to my backyard. Whilst I get to live in a single story house unable to go outside without having up to 16 story block of units looking down on me.

I attended the ridiculous General public drop in session on Saturday. I would like to know why the general manager of Burwood council nor any of the councillors were not in attendance.

What a waste of time, it was not for us to be listened too nor for Burwood council to take on any feedback or have an open discussion on the proposal. It seemed that this plan had already been approved without any consultation with the affected residence. Four days worth of notice is not consultation by any stretch of the imagination.

Burwood council will now spend 6 days reviewing all our submissions, I doubt it. Just tell the residence the truth that this stupid plan has been already approved, so that we can fight it in court.

[REDACTED]

From: [REDACTED]
Sent: Mon, 18 Nov 2024 22:44:40
To: [Burwood Council](#)
Subject: Draft Master Plan
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:49:51 PM

Dear Burwood Council,

Thank you for exploring avenues in order to provide more housing in our area. I applaud and support your efforts to protect the Heritage Conservation area. This is a gift that we are giving to future generations as we acknowledge the history of this fine area. We only need look at historic areas that have been preserved over years, and the enjoyment and beauty they bring to see how important conserving our history is. Again, thank you.

I note the areas where high rise would be permitted. The tallest of these proposed buildings seems excessive. While I recognise that our area must change, the height and overshadowing would have a huge impact on the environment and ambience of Burwood.

I am concerned that there seems to be little provision for extra green space. While I appreciate the efforts Council has made to provide more green space, more is needed to provide for the mental and physical wellbeing of these extra residents.

I am also concerned that the increased congestion on our local roads is not been addressed. Having only two bridges over the railway line limits access already. I am concerned that this situation will become a nightmare all through the day and not just at peak hour as is now the situation.

Can we have some green space nestled amongst the high rise? Yes, that is expensive, but it is cheaper than health care.

Thank you for all you are doing.

Yours sincerely,

[REDACTED]

Archived: Wednesday, 11 December 2024 3:49:57 PM

From: [REDACTED]

Sent: Sat, 16 Nov 2024 12:38:22

To: [Burwood Council](#)

Subject: Submission for consideration regarding proposed development

Importance: Normal

Sensitivity: None

To whom it may concern,

As a very new resident of the [REDACTED], I would like to make this submission in protest of the proposed development masterplan for the Croydon HIA. I purchased this property with the understanding that Heritage conservation areas and their surroundings were protected under legislation. Having moved in on Friday, 15 November 2024, I have not even begun to unpack before being notified by neighbours of the proposed developments. The proposed developments in their current state would allow for a 7-8 storey apartment complex directly on my side fence facing North, and on my [REDACTED], completely removing all light from reaching my property [REDACTED]. As the property is a North facing semi-detached house, this would result in the property becoming unusable. I relied upon the protections within state and local legislation regarding heritage conservation areas when purchasing this property. Not only would the proposed development render my property unfit for use, the resulting loss in property value would destroy my family financially, as we have put our entire life savings into this property.

Given the objectives of the Burwood Council DCP stating:

"The development of a heritage property **or its setting** must have regard to the character, appearance and significance of that item or place."

"O3 To ensure that development located in the vicinity of a heritage item is designed and sited in a manner sympathetic to the significance of the heritage property and its setting."

The Design guide for Heritage stating:

"Heritage buildings, structures, and conservation areas make strong contributions to the character of a place. This creates the context into which new additions, infill projects, and urban design must fit. It is vital to understand existing urban relationships and to ensure that interventions contribute to these positively and sensitively"

"J. Maintain relationships between site and setting Where the relationship between the heritage building and its setting contributes to its significance, this relationship should be preserved or restored and, if possible, enhanced."

The Burra Charter stating:

Article 8. Setting

Conservation requires the retention of an appropriate setting. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the cultural significance of the place. New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.

As the proposed developments would destroy the setting of the Lucas Road HCA, I would like to request that:

- Given that the purpose of the HCA is to preserve the character of the neighbourhood and the proposed scale of developments cannot meaningfully achieve this, the HCA must be removed as it is no longer serving its objective of preserving the character and setting of the area.
- Given the developments proximity to my family, I cannot continue to live in the property, as the loss of privacy, views and sunlight would make my property unfit for use. This in combination with the undue financial hardship that the developments would place on my family through the destruction of property value, put my family in a position where we cannot live in the property, and cannot afford to move out of the property. This must be resolved in a manner that provides my family with some option to either retain the property and drastically reduce the scale of development, or compensation from the council to allow my family to relocate out of the property.

I sincerely hope that my submission will be considered and that the destruction of my family's future will be considered in the masterplan.

[REDACTED]

Archived: Wednesday, 11 December 2024 3:50:01 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 13:54:52

To: [Burwood Council](#)

Subject: Croydon Core Precinct - masterplan - height specs.

Importance: Normal

Sensitivity: None

Attachments:

[Planning_4.jpg](#); [Screenshot_20241126-220310.png](#); [Screenshot_20241126-220026.jpg](#);

Hi ..as I have recently read the Croydon Core Precinct - masterplan has been released for community input...As per specifications for the Croydon Core Precinct - I among other people definitely feel and think that 15 stories is way too high!!!!!!...(The general consensus is 10 stories high is a more realistic)... People definitely don't want the "NEW YORK" skyscraper feeling for Croydon!!!!

[REDACTED]

Again!!!!...15 stories high is way too much for the Croydon Core Precinct..

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Future Character

It will be a people-focused precinct that builds on the existing streets to create opportunities connected by pedestrian and bicycle paths close to public transport, shops and services. It will provide character and great amenity, connection and attract families, young people, and a sense of place for health and wellness, and a sense of identity in a new urban centre.

The precinct is divided into five smaller precincts, each with their own distinct character and future character of each of the precincts provides the framework to the built form of each precinct.

Shaftesbury Road Precinct

Railway North Precinct

Croydon Core Precinct

Croydon Low Density Residential Precinct

Railway South Precinct

- Shaftesbury Road Precinct
- Railway North Precinct
- Croydon Core Precinct
- Croydon Low Density Residential Precinct
- Railway South Precinct

Space

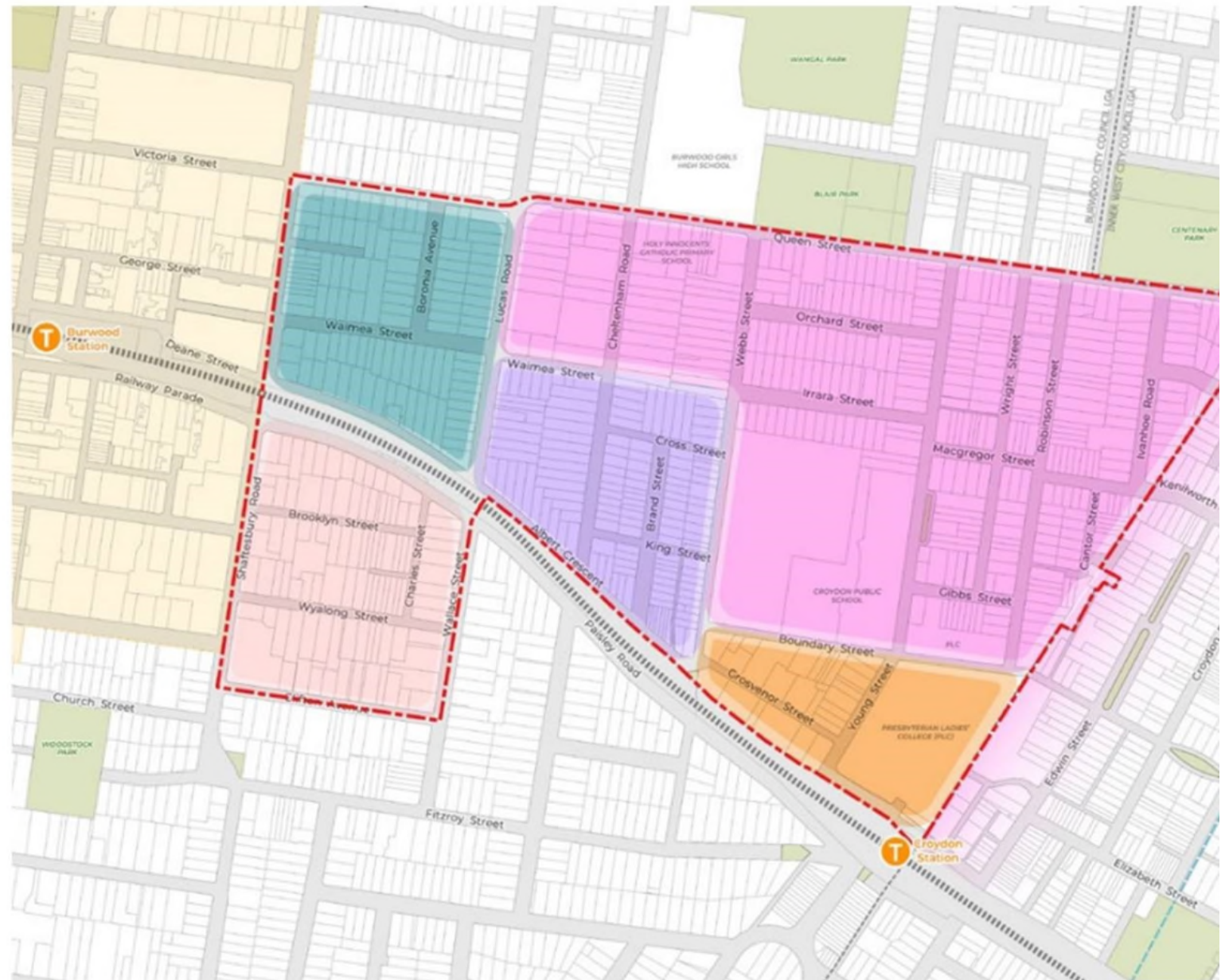
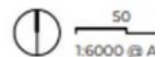
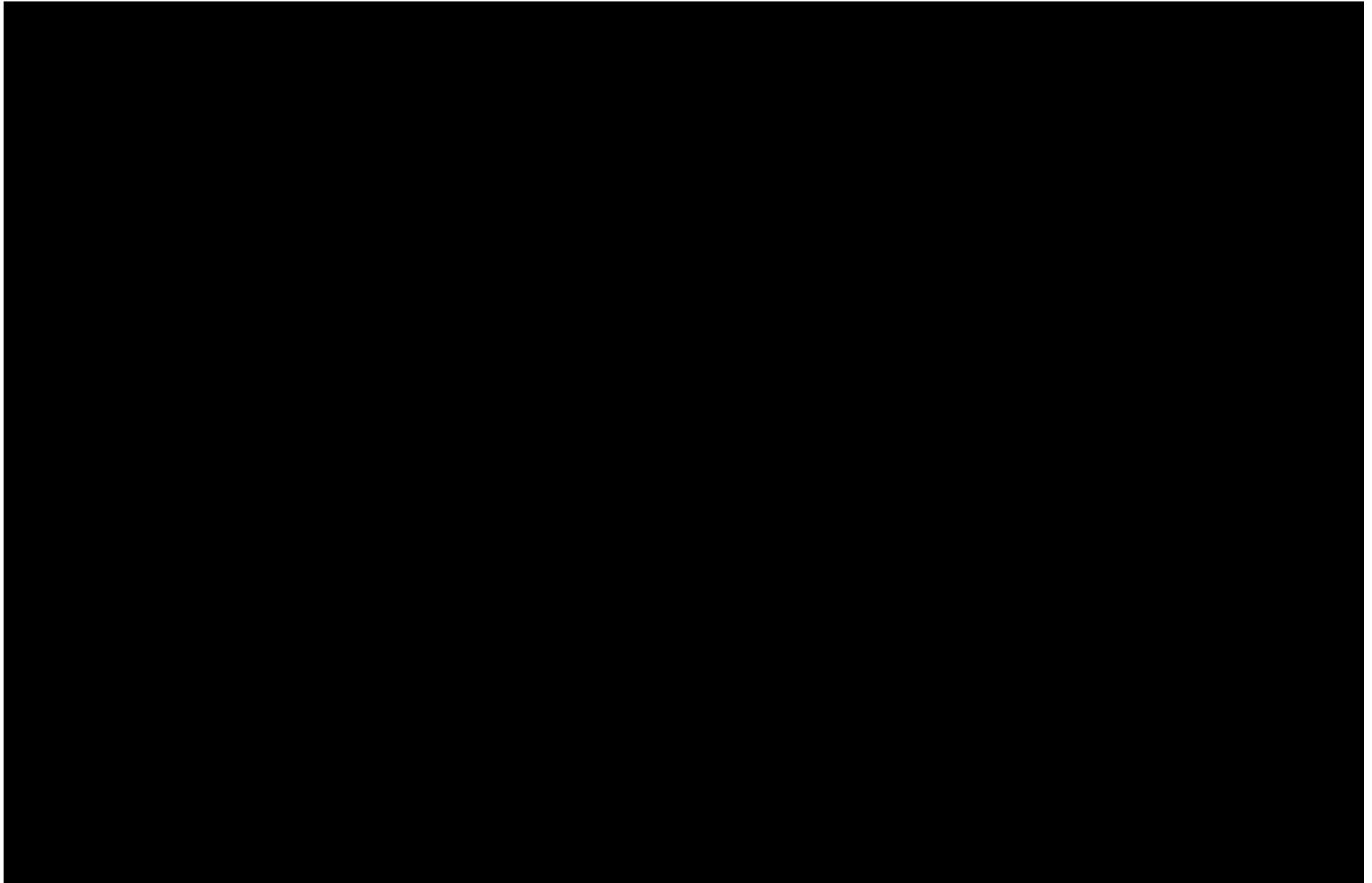


Figure 20. Character Areas
Source: Ethos Urban







Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:50:04 PM

From: [REDACTED]

Sent: Sat, 16 Nov 2024 13:14:41

To: [Burwood Council](#)

Subject: Submission on Croydon Housing Investigation Area

Importance: Normal

Sensitivity: None

To whom it may concern,

My family have lived in Croydon for 5 generations, my late great grandmother was born in her house on [REDACTED] Croydon in 1902 and my Grandmother lived in [REDACTED] for 70 years, my mother and brother also live on [REDACTED] and I myself with my husband and two young children also live on [REDACTED] for 15 years.

We strongly support Burwood Councils Masterplan in concept but would like to see the Council consider lowering the proposed building heights particularly surrounding the Heritage items within the TOD area or alternatively allow the Heritage item owners an opportunity to put their houses forward so they can also form part of the TOD.

Because put yourselves in their position and the deep sadness they would feel if all their neighbours properties were sold to the highest bidder then they have large apartments towering over them. Please allow these owners and opportunity to express their feelings on these important matters as these decisions will permanently effect their lives.

Please don't let outside influence ruin our beautiful community of Croydon.

Regards,
[REDACTED]

Archived: Wednesday, 11 December 2024 3:50:07 PM

From: [REDACTED]

Sent: Tue, 19 Nov 2024 09:35:05

To: [Burwood Council](#)

Subject: oppose high-rise building

Importance: Normal

Sensitivity: None

To the Burwood Council:

I am writing on behalf of the residents of our community to strongly oppose the construction of 8 to 15-storey apartment buildings near our neighborhood. I live in [REDACTED]. We believe that such high-rise projects would have a severe negative impact on the quality of life, environment, and character of our community.

Firstly, this project will subject our neighborhood to years of construction noise, traffic congestion, and vibration. Our community is known for its peaceful and friendly atmosphere, and prolonged construction activities will greatly disrupt the tranquility we value.

Secondly, the influx of new households from high-rise apartments will significantly increase traffic congestion. Our streets were not designed to handle such high volumes of traffic, which will lead to severe traffic delays and hinder residents' mobility.

Additionally, the construction of high-rise apartments will compromise the privacy of residents, as backyards and gardens will lose their current level of seclusion. The unique charm of our community lies in its quietness and privacy, which this project would permanently damage.

We are also concerned that the presence of such high-rise buildings will drastically decrease property values in the area, affecting the desirability of our neighborhood. People choose to live here for the community's atmosphere and environment, and high-rise developments would undermine the very qualities that attract residents to this area.

Therefore, we urge the council to reconsider this plan and listen to the voices of our community members. We hope the council will prioritize the preservation of our living environment and the future development of the community over short-term economic gains from land development.

Thank you for your attention and understanding. We hope to see a decision that truly takes the interests of residents into account.

[REDACTED]

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:50:10 PM

From: [George Mannah](#)

Mail received time: Wed, 27 Nov 2024 22:14:21

Sent: Wed, 27 Nov 2024 22:14:11

To: [Tommaso Briscese](#)

Subject: Fw: Request for Inclusion of Cheltenham Road in the Croydon Master Plan

Importance: Normal

Sensitivity: None


George Mannah

Deputy Mayor of Burwood

M: 0428 363 826

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Wednesday, November 27, 2024 9:50:28 AM

To: George Mannah <George.Mannah@burwood.nsw.gov.au>

Subject: Fwd: Request for Inclusion of Cheltenham Road in the Croydon Master Plan

Dear Councillor Mannah,

My name is [REDACTED] am writing to request that my property be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.

It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning and believe it represents an opportunity for positive development.

One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:

1. **Economic Feasibility:** Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.
2. **Optimised Land Use:** Increasing the FSR allows for more efficient use of land, which is especially

important in urban areas where space is limited.

3. **Improved Infrastructure:** With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.

4. **Sustainable Growth:** Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities.

In addition to these general benefits, there are specific reasons why Cheltenham Road should be included in the Croydon Master Plan rezoning:

1. **Proximity to Amenities:** Brand Street is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.

2. **Public Transport Access:** The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.

3. **Minimal Impact on Lower Density Areas:** Cheltenham Road's location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.

I kindly request that Cheltenham Road be included in the Croydon Master Plan if the Master Plan is selected as the preferred option. Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail. This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome.

Thank you for considering my request. I look forward to your response and to participating in the ongoing discussions about the future development of our community.

Yours sincerely,



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:50:13 PM

From: [George Mannah](#)

Mail received time: Wed, 27 Nov 2024 22:16:47

Sent: Wed, 27 Nov 2024 22:16:37

To: [Tommaso Briscese](#)

Subject: Fw: Rejecting the Croydon Master Plan

Importance: Normal

Sensitivity: None


George Mannah

Deputy Mayor of Burwood

M: 0428 363 826

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From [REDACTED] >

Sent: Tuesday, November 26, 2024 11:10:07 PM

To: George Mannah <George.Mannah@burwood.nsw.gov.au>

Subject: Rejecting the Croydon Master Plan

Dear Councillor Mannah,

[REDACTED] I am writing to register my objection to the Croydon Master Plan.

I am against the proposed Croydon Master Plan for the following reasons:

- * I am a long-time resident of Burwood LGA and I believe the proposed Croydon Master Plan will negatively impact my location as high density should be situated within 400m of the train station.
- * Future developments will impact my privacy once the rezoning is accepted and approved.
- * Increased traffic within the area.
- * My property will be significantly devalued due to potential high-rises [REDACTED]
- * [REDACTED] The entire block should be rezoned to the same density.

Regards,



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:50:16 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 12:10:15

To: [Burwood Council](#)

Subject: Objection to the Croydon Master Plan and TOD

Importance: Normal

Sensitivity: None

Dear Burwood Council,

I am writing to formally object to the proposed Croydon Master Plan and the TOD plan due to significant concerns about overdevelopment and traffic congestion in our suburb.

Our community is already struggling with the impacts of rapid development, and the infrastructure, particularly our roads, is not equipped to handle the current levels of traffic. Congestion during peak hours is a daily frustration for residents, causing delays, safety concerns, and environmental impacts.

The addition of 8,000 new residents, as outlined in the master plan, would exacerbate this issue to an unmanageable level. Without substantial and immediate upgrades to the road network and public transport systems, this development will overwhelm our suburb's capacity.

Furthermore, the strain on local amenities, schools, and healthcare services has not been adequately addressed in the plan. It is vital that our community's quality of life is not sacrificed for the sake of further urban density.

I urge you to reconsider this proposal or delay its approval until a comprehensive plan for improved infrastructure is in place. Our suburb deserves thoughtful and sustainable growth, not overdevelopment that compromises livability.

Thank you for taking the time to consider this objection. I look forward to your response.

Kind regards,

[REDACTED]

Archived: Wednesday, 11 December 2024 3:50:19 PM

From: [REDACTED]

Mail received time: Tue, 26 Nov 2024 10:42:58

Sent: Tue, 26 Nov 2024 21:42:26

To: gm@burwood.nsw.gov.au Burwood Council

Subject: Filed: Request for Inclusion of Brand Street in Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Council,

My name is [REDACTED] I am writing to request that my property be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.

It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning and believe it represents an opportunity for positive development.

One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:

1. **Economic Feasibility:** Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.
2. **Optimised Land Use:** Increasing the FSR allows for more efficient use of land, which is especially important in urban areas where space is limited.
3. **Improved Infrastructure:** With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.
4. **Sustainable Growth:** Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities.

In addition to these general benefits, there are specific reasons why Brand Street should be included in the Croydon Master Plan rezoning:

- **Proximity to Amenities:** Brand Street is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.
- **Public Transport Access:** The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.

. Minimal Impact on Lower Density Areas: Brand Street's location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.

I kindly request that Brand Street be included in the Croydon Master Plan if the Master Plan is selected as the preferred option. Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail. This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome.

Thank you for considering my request. I look forward to your response and to participating in the ongoing discussions about the future development of our community.

Yours sincerely,

■

From: [REDACTED]
Sent: Wed, 13 Nov 2024 17:47:39
To: [Burwood Council](#)
Subject: Croydon Housing Investigation Area (TOD)
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:50:22 PM

Councillors

I broadly support the proposed Master Plan for Burwood Council LGA which preserves the Malvern Hill Conservation area together with other key conservation areas and heritage items.

I support the focus on high rise developments being around the new Metro Station at Burwood North as well as around the Burwood Town Centre.

I am concerned about the impact of increasing the local population on traffic. At the present time the Meta St railway bridge and Frederick St railway underpass are regularly gridlocked on a daily basis. The current infrastructure will not support increased traffic. That new residents will be totally reliant on improved public transport is unrealistic and not evidence based.

A further concern is the lack of green space and tree canopy in Burwood, which scores very low on both measures in comparison to other Sydney LGAs. Whilst the plan includes suggestions to address these issues it is not commensurate with the anticipated increase in residents.

Thanks for your consideration of these matters.
Regards [REDACTED]


[REDACTED]

[REDACTED]

Archived: Wednesday, 11 December 2024 3:49:02 PM
From: [George Mannah](#)
Mail received time: Thu, 21 Nov 2024 11:33:23
Sent: Thu, 21 Nov 2024 11:33:16
To: [Tommaso Briscese](#)
Subject: Fw: Submission on Proposed Croydon Masterplan - Inclusion of Lucas Rd HCA
Importance: Normal
Sensitivity: None

George Mannah
Deputy Mayor of Burwood
M: 0428 363 826
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Thursday, November 21, 2024 7:11:06 PM
To: George Mannah <George.Mannah@burwood.nsw.gov.au>
Subject: Submission on Proposed Croydon Masterplan - Inclusion of Lucas Rd HCA

Dear Mr Mannah,

I am writing to you in regards to the upcoming exhibition of the Croydon Masterplan and the inclusion of the Lucas Rd Heritage Conservation area as part of the plan. I note that in the council meeting dated Tuesday 22nd October, where this was discussed, an amendment to the plan was passed in regards to the consultation of residents to the potential inclusion of Lucas Rd in the Masterplan, I further note that you voted in favour of the consultation for which I give my thanks at the opportunity for our voices to be heard..

I am a resident of Lucas Rd and live at [REDACTED] which is part of the conservation area. Whilst I appreciate councils Masterplan stance in that you are trying to protect the heritage of the area I must raise a number of points in regards to this and would like to discuss this with you so you understand the adverse position that council has placed on the residents of Lucas Rd. Details of the impact the Masterplan will have on us are below , I will try and call you directly but if I can't reach you my submission is below and essentially summarized as:

- * Whilst our preference is for the State Governments proposal to remain in its original form, 400m from Croydon station, the question we have been asked is around the inclusion of the Lucas Rd HCA in the alternative masterplan. Our overwhelming preference in this case is **The Masterplan cannot continue in its current form and Lucas Rd Should be included.**
- * Post the consultation with council **Lucas Rd SHOULD BE INCLUDED** in the masterplan **with the**

conservation area removed and revised development controls applied to the area including

- * HOB to 54m to be inline with developments surrounding Lucas Rd – with options to increase to maximise usage of the land.
- * FSR of 3:1 in line with developments surrounding Lucas Rd – with options to increase to maximise usage of the land (eg take to 6:1).
- * Lucas Rd HCA to be included as a key site to ensure that amalgamation occurs respectfully and no resident is left behind.
- * If other residents of Lucas Rd are opposed to inclusion then the view of those that wish to be included are respected and acted upon.
- * By including Lucas Rd HCA in the masterplan council will have options to solve other potential issues with the Masterplan proposed on the 22nd of October.

I appreciate this is a long email and your commitment to save Heritage in the area including Lucas Rd, however, unlike the Strand and areas south of the railway line which have no surrounding development, Lucas Rd is already included in the Masterplan by default as it is in the HIA. Changes must occur to the proposal as anything less is to condemn the residents of Lucas Rd HCA to the worst aspects of both worlds (Massive development surrounding them with no way to financially sell out in a meaningful way).

Kinds Regards

[Redacted Signature]

[Redacted Contact Information]

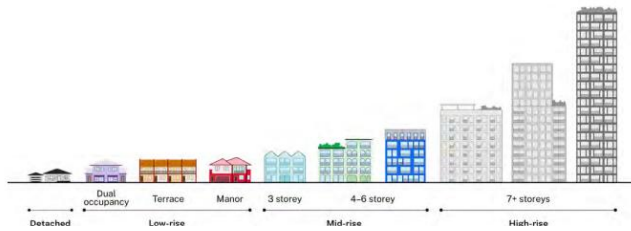
Detailed Response

When the state government announced the TOD program and inclusion of Croydon station there were concerns around the impact of the development on existing heritage/conservation areas and so the alternative masterplan was developed which had the goals to:

- * Redevelopment around heritage items and HCAs were to be designed in a sensitive manner.
- * Massing transitions were to respond to existing heritage items and conservations areas.
- * Prioritisation was put on the protection of The Strand, Malvern Hill, and Cintra Heritage conservation Areas
- * Further Cr Faker and State Member Jason Yat Sen Li appeared in an Instagram/Facebook postdated 19th of April post stating Character needed to be protected as did Amenity and Heritage and promised not to destroy the character of Croydon. A further article in the SMH by Michael Koziol on the 29th of March stated that council was against inclusion in the scheme as Croydon's inclusion could impact nearby heritage conservation areas

Unfortunately for residents in Lucas Rd, whilst the council has protected Croydon it has done this at the expense of Lucas Rd. The current proposal will violate the Councils own DCP in relation to development around HCA's including:

- * Proposals that don't reflect bulk / scale – Councils is proposing 50m residential towers to the immediate West and South of Lucas Rd and 32m towers to the immediate North and East
- * The Proposal is not recessive
- * It will have amenity impacts, particularly on noise and visual privacy of residents
- * Lastly it doesn't address the recommendations of Appendix E of the Master plan which recommends that high rise transition away from heritage/conservation areas and should respond to the scale and height of existing contributory dwellings – extract below from Appendix E.



Council has acknowledged the adverse impact on heritage areas by excluding areas to the South of the railway from development on account of the detrimental impacts to that conservation area. It also motioned in the above meeting to remove the Railway South precinct on those exact grounds, Lucas Rd has not been so lucky. Whether we like it or not **Lucas Rd is included in the Masterplan, not because development is being allowed but because it is being allowed on every single property immediately adjacent to the conservation area.** The impacts of these developments will be immense on the current residents.

The plan as it stands is not workable for the residents of Lucas Rd, it leaves us as an island of detached housing surrounded by high rise apartments, for myself I will be lucky to see the sun any more with apartments to my East, North and West, not to mention the loss of amenity and privacy!

To resolve this issue council has only one of two options... remove the masterplan entirely or work to include Lucas Rd in the masterplan and allow residents to be included as part of the plan. At the moment the residents of Lucas Rd have the worst of both worlds, a masterplan that allows significant adverse impacts to them but at the same time not allowing development in their own areas.. this will place immense financial burdens on the residents due to the subsequent loss of value to their properties, not to mention the impacts discussed above. As such the preference of the residents, if the masterplan is pursued, is to be included, our POV is:

1. 1. If the Masterplan is selected in preference of the TOD that **IT CANNOT CONTUNE IN ITS CURRENT FORM**
2. 2. Pending the consultation with council **Lucas Rd SHOULD BE INCLUDED** in the masterplan **with the conservation area removed and revised development controls applied to the area** including
 - a. a. HOB to 54m to be in with developments surrounding Lucas Rd – with options to increase height to maximise usage of the land
 - b. b. FSR of 3:1 in line with developments surrounding Lucas Rd – with options to increase to maximise usage of the land (eg take to 6:1).
 - c. c. Lucas Rd HCA to be included as a key site to ensure that amalgamation occurs respectfully and no resident is left behind.
3. 3. Keeping the proposal in its current form will only result in residents being left in a strange twilight zone where we are merely museum pieces on the grounds of “heritage”

By moving to include Lucas Rd issues in other parts of the master plan could be addressed by moving some development into Lucas Rd, this could include moving housing from

- * Cross/Webb/Cheltenham Rd precincts which adversely impacts properties on Cheltenham / Webb and Irrara Streets (Areas 11 and 12)
- * Boronia Ave East which is adversely impacting properties on Lucas Rd West.
- * Appendix D Lists out “Relatively narrow roads and footpaths on many internal streets within the HIA” including Webb, Cross and Waimea (between Lucas and Cheltenham Rd) Streets and Albert Cr. Higher developments could be included in the much wider Lucas Rd
- * Appendix A lists out the Webb St development (11 and 12) being 20 mins walk from Croydon Station, Lucas Rd Development would be closer (albeit to Burwood)

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Archived: Wednesday, 11 December 2024 3:50:25 PM

From: [REDACTED]

Sent: Tue, 10 Sep 2024 08:02:03

To: [Burwood Council](#)

Subject: Subject: Croydon Housing Investigation Study Area Enquiry - Attn: David Milliken - Planning team

Importance: Normal

Sensitivity: None

Hello,

I recently received a notification advising that Burwood council is completing a study in my area to look for an alternative to the Malvern Hill Estate location (near Croydon Station) for medium density housing to satisfy the NSW Government Transport oriented Development (TOD) Program.

Whilst I understand the need for greater density and also to leave the Malvern Hill and Cintra Estates intact, I am confused as to why the Wallace & Brady Streets Conservation Area, and specifically the southern side of Clifton Avenue and the eastern side of Wallace Street, have been included in the study area, since these are part of the existing holistic group of conservation areas.

In addition, given that Clifton Avenue has a number of existing individual heritage items, the idea that one side of the street could potentially contain units of 6 stories is not appropriate. I did not contribute to the community engagement in April/May 2024 as I did not believe that my area could possibly be affected. I have the following questions:

1. 1. How did this particular area get identified in the first instance?
2. 2. Why are the above parts of an existing conservation area included?
3. 3. Did the Burwood RSL Club have any input into the decisions around the area to be studied, ie requests / proposals, etc. They have a vested interest in maximising the profit from their existing business/properties to fund their move into the town centre and, as such, are not residents of the area.

I propose that the study should NOT include these two streets or the northern side of Wyalong Street that also contains individual heritage items as it is more appropriate to include only whole blocks in the study area; so that it is limited to the two whole blocks formed by the northern side of Wyalong Street & western side of Charles Street.

In addition, these heritage items in Wyalong Street are also currently utilised as boarding houses which are a vital part of the housing mix for those who will never be able to rent the new and expensive units that would replace them.

Burwood LGA has more than pulled its weight with development in the current town centre and the proposed development between Westfield and Parramatta Road due to the new Metro station so does not need to include these particular streets.

I look forward to your response in the near future.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:50:28 PM

From: [REDACTED]

Sent: Mon, 18 Nov 2024 12:28:55

To: [Burwood Council](#)

Subject: Draft Masterplan - Croydon

Importance: Normal

Sensitivity: None

To Whom It May Concern

My mother and I are residents for over 40 years (home owner) of Croydon.

We support the Draft Masterplan Burwood Council has drafted to protect the heritage of Croydon.

Both my mother and I do not want high rises where heritage houses will be destroyed. We don't want to live next to high rises as it will destroy the uniqueness and beauty of Croydon. The Strand Croydon and surrounding streets should remain as is. Its heritage is irreplaceable.

There are hardly any green open spaces in Croydon.

We hope for a good outcome and please continue to fight for us residents who pay our rates to the council.

If there are any meetings that I can attend please add me. My email address is: [REDACTED]



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:50:30 PM

From: [REDACTED]

Sent: Tue, 19 Nov 2024 15:57:55

To: [Burwood Council](#)

Subject: REJECT8-15STOREY APARTMENTS

Importance: Normal

Sensitivity: None

To the Burwood Council: I am writing on behalf of the residents of our community to strongly oppose the construction of 8 to 15-storey apartment buildings near our neighborhood. I live in lot [REDACTED] We believe that such high-rise projects would have a severe negative impact on the quality of life, environment, and character of our community. Firstly, this project will subject our neighborhood to years of construction noise, traffic congestion, and vibration. Our community is known for its peaceful and friendly atmosphere, and prolonged construction activities will greatly disrupt the tranquility we value. Secondly, the influx of new households from high-rise apartments will significantly increase traffic congestion. Our streets were not designed to handle such high volumes of traffic, which will lead to severe traffic delays and hinder residents' mobility. Additionally, the construction of high-rise apartments will compromise the privacy of residents, as backyards and gardens will lose their current level of seclusion. The unique charm of our community lies in its quietness and privacy, which this project would permanently damage. We are also concerned that the presence of such high-rise buildings will drastically decrease property values in the area, affecting the desirability of our neighborhood. People choose to live here for the community's atmosphere and environment, and high-rise developments would undermine the very qualities that attract residents to this area. Therefore, we urge the council to reconsider this plan and listen to the voices of our community members. We hope the council will prioritize the preservation of our living environment and the future development of the community over short-term economic gains from land development. Thank you for your attention and understanding. We hope to see a decision that truly takes the interests of residents into account. Sincerely, Community Residents [REDACTED]

From: [REDACTED]
Sent: Fri, 15 Nov 2024 22:35:50
To: [Burwood Council](#)
Subject: Objection to the Croydon master plan and TOD
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:50:34 PM

Dear Officer,

I'm a resident in Croydon. I am writing to object to both the Croydon master plan and the TOD. The main reason is both plans further worsen the traffic congestion to Croydon/Burwood area. There are already too many high rise apartments at Burwood with more constructions yet to come. Developments in Burwood is already saturated with existing infrastructure. Residents at Croydon mainly do their grocery shopping at Burwood. The traffic congestions near Westfield need to be addressed. It is getting harder and harder to find car spaces on certain day and time of the week.

Therefore, Croydon is not a suitable place for the Croydon master plan and TOD.

Yours sincerely,

[REDACTED]

Sent from my iPhone

Archived: Wednesday, 11 December 2024 3:50:36 PM

From: [REDACTED]

Sent: Sun, 24 Nov 2024 16:52:08

To: [Burwood Council](#)

Subject: OBJECTION to Croydon Master Plan

Importance: Normal

Sensitivity: None

This email is to register with you our OBJECTION to the Croydon Master Plan being proposed for implementation of high-rise building units which would adversely affect our living residence within the earmarked area.

Our Residence is situated at [REDACTED]

We wish our objection to be noted and trust that due regard will be given to our request.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:50:39 PM

From: [REDACTED]

Sent: Fri, 22 Nov 2024 10:50:36

To: [Burwood Council](#)

Subject: Proposed Croydon housing plan feedback.

Importance: Normal

Sensitivity: None

Dear Sirs,

We are writing as concerned long time residents of Croydon to offer some feedback regarding the Croydon Master Plan and the TOD.

As we live on the North side of Croydon station, we are somewhat relieved that [REDACTED] is not directly affected by the Croydon Master Plan (at this stage), nonetheless the proposed Master Plan and the TOD will create enormous disruption and stress to hundreds of residents and families who have lived here for decades in their well established homes.

As you know Croydon is a close knit quiet community. The amount of 3.300 new dwellings planned for such a small area will create an enormous amount of congestion and traffic in an area which is already busy and where street parking is virtually already non existent, it seems like Council is squeezing sheep into a confined pen, inevitably they will trample on one another. We love the heritage buildings ourselves and understand the importance of preserving heritage, but this seems to be at the expense and well being of the people. We've noticed in your Master plan and the TOD that NO mention is made of the industrial corridor, along Parramatta Road which would include Burwood North Station and which would avoid building high density buildings (Towers) in residential areas. Wouldn't it also make sense to include the industrial area of Parramatta road in your Master plan or TOD? It would create less disruption to the lives of hundreds of families who will be displaced. Where do you suggest these families go?

At the end of the day, there are pros and cons to both the TOD and Croydon Master Plan proposals, certainly whichever way it goes, the residents are the ones who will be negatively impacted.

Hoping for a balanced outcome.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:50:42 PM

From: [REDACTED]

Sent: Wed, 20 Nov 2024 16:50:51

To: [Burwood Council](#)

Subject: Submission Against Croydon HIA Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[Burwood Council Croydon HIA Masterplan V2.pdf](#);

Attention City Planning Team.

Please find attached community submission against the proposed Croydon HIA masterplan .

I look forward to receiving your feedback on the issues that i have raised

Kind Regards

[REDACTED]

Burwood Council
General Manager
Council@burwood.nsw.gov.au

Attention: Ryan Cole, Director City Strategy

**RE: SUBMISSION AGAINST PROPOSED CROYDON HOUSING INVESTIGATION AREA
(HIA) DRAFT MASTERPLAN PREPARED FOR COMMUNITY CONSULTATION**

Dear Sir,

I write on behalf of many residents that have been caught completely off-guard by this hastily prepared draft masterplan in response to the State Government's TOD proposal for the suburb of Croydon.

Residents have carefully reviewed the proposed draft Croydon Masterplan and supporting documents and remain **STRONGLY** opposed for the following reasons:

1. The draft masterplan represents a lost opportunity to work collaboratively with the neighbouring Inner West Council to unlock development potential in the non-heritage parts of Croydon across both local government areas. Instead of leaving the Burwood LGA to carry most of the proposed new housing density.
2. The name of the proposal "draft Croydon Masterplan" is a misnomer. Despite the title including 'Croydon', most of the proposed increase in density (up to 50%) is proposed to be located within the suburb of Burwood, approximately 1.0 km or so away from Croydon Station.
3. The draft masterplan proposes to introduce building heights ranging from 30, 25, 15, 10, down to 8-storeys within the Shaftesbury Road Precinct. These heights are considered excessive and go well beyond the 6 storeys envisaged by the State Government's TOD proposal.
4. The resultant building forms are considered excessive and will create significant adverse environmental impacts on the built environment of the investigation area and wider locality. Further, these proposed heights have not been tested by Council or its consultants and as such cannot be justified on planning, urban design, heritage, traffic and environmental grounds.
5. The traffic implications arising from such a significant increase in density have not been adequately modelled or quantified and cannot be imposed on a community that already has to live with significant traffic congestion along Shaftesbury Road, and from other key thoroughfares within the investigation area.

6. The suburb of Burwood also has significant heritage values that warrant protection. The masterplan recommendations developed by TDK are considered deficient and do not adequately respect or protect the heritage values of the wider investigation area and particularly the heritage values of Boronia Avenue within the Shaftesbury Road Precinct.

Detailed Concerns

1. Lack of collaboration with Inner West Council

- a. The State Government's directive to Burwood Council was to focus on unlocking development opportunities across the suburb of Croydon. As Croydon sits within Burwood and Inner West LGAs, the process of identifying sites was to be undertaken collaboratively with the neighbouring Inner West Council to ensure that a balanced and equitable approach was achieved across the whole of Croydon.
- b. As it stands, increased density sites within the suburb of Croydon do not appear to be equally distributed and shared across the two (2) local government areas. Why has Burwood Council not worked with the Inner West Council to split the so called 3,600 additional dwellings, instead of Burwood Council having to carry 100% of the density burden? Further, why has Burwood Council extended its investigation area beyond 400 m distance from Croydon Station?

2. Council's Alternative to TOD undermines long term planning within Burwood

- c. The draft masterplan prepared for community consultation undermines decades of strategic planning undertaken by Burwood Council that has attempted to contain high rise development within the Burwood Town Centre while protecting the low-rise and heritage nature of surrounding streets.
- d. Council's alternative to TOD now unnecessarily pushes high rise apartments outside of the Burwood Town Centre into well-established neighbourhood with period streetscapes. This is not supported and should be revisited by Council.
- e. Residents are also concerned about the arbitrary nature around the way some of the building height recommendations have been applied across the investigation area. Of particular concern are: -
 - a. the proposed 30 storey height limits along Shaftesbury Road; and
 - b. the proposed 25 storey height limit along the western side of Boronia Avenue and 8 storeys along the eastern side of Boronia Avenue.

Highrise buildings with these heights will overshadow and overwhelm surrounding properties creating a poor living environment.

- f. Residents cannot see how such generous building heights that exceed the State Government's own TOD height limit of (6 storeys) can be justified outside of the Burwood Town Centre.
- g. The Burwood LGA has ample high & medium density sites within its town centre sitting waiting there to be developed. The Burwood LGA is already delivering more than its fair share of new housing through the development taking place within the Burwood Town Centre and the future master planned Burwood North Precinct.
- h. Although higher density areas in the Burwood Town Centre and Burwood North are proposed to continue to attract high rise development given their strategic location and proximity to transport, services and shopping, Burwood Council and NSW State Government have not demonstrated a need for high rise apartments above six (6) storeys in low scale neighbourhood outside of these centres.

3. Masterplan recommendations ignore Burwood Local Housing Strategy and Local Strategic Planning Statement

- i. Burwood Council's Local Housing Strategy prepared by SGS Economics and Planning states that in terms of housing demand, *"there is enough capacity under current planning controls to accommodate likely housing demand (implied by population projections) until at least 2036, with most of this capacity being in high density precincts within and around Burwood town centre."*
- j. In relation to medium density development, Council's Local Housing Strategy states that *"While there is enough capacity for apartment development and for housing overall to 2036, there is a shortfall of capacity for medium density housing development. The Strategy recommends creating additional medium density housing capacity to increase housing diversity and choice and facilitate increased development feasibility for medium density housing types."*
- k. Council is requested to reconsider the need for high rise apartments outside of traditional centres and look at opportunities for accommodating much more medium density (townhouse) development within the housing investigation area.

4. Masterplan recommendations are not supported by detailed traffic assessment

- l. Having the largest increase in density ever seen in Burwood Council's 150-year history supported by such a simplistic and modest 19-page "transport statement" from JMT consulting is irresponsible and a dereliction of duty by Council staff.
- m. As a minimum, residents expect a detailed traffic impact assessment to be undertaken, confirming the suitability of vehicle access and any associated impacts on the adjacent street network across the entire housing investigation area.
- n. A network wide traffic analysis is also required to be undertaken prior to finalisation of the masterplan recommendations. This should address existing and proposed traffic flows, and cumulative impacts associated with other redevelopment projects planned in the vicinity of the investigation area such as the new Club Burwood RSL site.

5. Proposed building form and massing envelopes not tested

- o. The proposed building heights envisaged under Council's masterplan have not undergone any detailed modelling or testing and will create significant overshadowing, visual mass anomalies, privacy concerns, and vehicle congestion that will further erode what little amenity there is left in residential neighbourhoods surrounding the Burwood Town Centre.
- p. From an urban design perspective, Council's proposed masterplan building heights are considered way too high and are not designed to complement the stepping down of building height, evident as one moves from the core of the Burwood Town Centre to the periphery (i.e. Shaftesbury Rd).
- q. Residents are at a loss to understand why the draft masterplan proposes a building height of 30-storey building on the eastern side of Shaftesbury Rd while existing sites on the western side of Shaftesbury Rd that are technically within the Burwood town centre are limited to a height of 6-10 storeys.
- r. Council's masterplan introduces building forms that are greater than the 6-storey height limit envisaged by the Government's TOD provisions and introduce a scale of development that is not appropriate and will detrimentally impact of adjoining streetscapes and conservation areas. We urge council to reconsider this aspect of the draft masterplan and revise the masterplan to respect all areas of identified streetscape and heritage value.

6. Masterplan recommendations do not address wind and solar impacts.

- s. No detailed wind or solar impact analysis has been undertaken as part of the masterplan process to demonstrate how the proposed building heights will impact on surrounding properties. This is unacceptable and it is requested that the Council pause and prepare a detailed assessment for further consideration by surrounding residents before height limits are finalised.

7. Masterplan recommendations for 30 storey buildings along Shaftesbury Road is not supported

- t. The proposed 30 storey building heights along Shaftesbury Road are considered excessive as they permit building heights that are greater than the building height applicable within the actual Burwood Town Centre.
- u. We note that Burwood LEP and DCP provides a “Building Height Plane Control” that requires building along western side of Shaftesbury Road (within the Burwood Town Centre) to step down, to approximately 30 metres (10 storeys approx.), yet Council’s draft master plan proposes a maximum height of 30 stories (approx. 90m in height) on the eastern side of Shaftesbury Road (outside of the Burwood Town Centre). This is contrary to any sound planning or urban design logic and will result in an incongruous scale of development. We urge Council to revisit this aspect of the masterplan.

8. Masterplan recommendations for open space are inadequate

- v. Council’s own strategic documents acknowledge the need for additional increased open space within the Burwood LGA.
- w. There is currently very limited open space area provision within the proposed investigation area. Many lots are privately owned, and as such Council will need to obtain significant funding to facilitate government-led open space acquisition opportunities.
- x. The masterplan’s proposed isolated parcels of open space are poorly located and of an inefficient size to deliver much needed high quality green and open space for a growing population. It is very disappointing to note that Council’s aspirations for the provision of future open space within the housing investigation area is limited to a few isolated parcels of open space in a sea of high-rise apartments. We urge Council to revisit this aspect of the masterplan.

9. Traffic flows and congestion related to Shaftesbury Road Precinct

- y. Council's proposed masterplan will create significant demand for increased road infrastructure and parking adding to the already poor experience of driving through Burwood especially on north-south routes like Burwood and Shaftesbury Roads.
- z. Vehicle congestion along existing north-south routes such as Shaftesbury Road will be further compromised by the masterplan recommendations. Shaftesbury Rd is used by cars travelling from Parramatta Rd to Liverpool Rd and used extensively as a feeder road to access Burwood Westfield. The section of Shaftesbury Road from Victoria St to Railway Parade is the most congested thoroughfare in Burwood especially during peak hours and on Saturday.
- aa. With the new Club Burwood RSL scheduled to be built soon on the western side of Shaftesbury Road, including 6 levels of basement car park, parking for 1250 vehicles, 5 levels of entertainment and restaurant and 2 towers for a hotel, this is bound to bring in thousands of additional traffic movement per day. This coupled with the masterplan proposed 30 storey development on the eastern side of Shaftesbury Road that will need access from Shaftesbury Road, will create further traffic congestion that will inevitably lead to traffic gridlock.
- bb. The basic transport strategy provided by JMT consulting in support of the masterplan recommendations is not considered detailed enough to justify the significant increase in density proposed in Council's master plan. We urge Council to revisit this aspect of the masterplan.

10. Masterplan recommendations concerning heritage assets are unsatisfactory

- cc. Council's Local Housing Strategy prepared by SGS Economics and Planning as part of the development of the Burwood Local Strategic Planning Statement states as one its core aims the need to preserve local character "*by preventing extensive redevelopment in those parts of the LGA which have heritage significance or a significant local character*".
- dd. The masterplan recommendations do not preserve parts of the Burwood LGA that have significant local character or heritage values such as Boronia Avenue. We urge Council to revisit this aspect of the masterplan.
- ee. The *Croydon HIA: Heritage Analysis and Recommendations* prepared by TDK (Appendix E) in support of the masterplan recommendations fails to consider the significance of Boronia Avenue and other streets with significant local character as identified by the "***Streets and Sites Subject to Building Appearance and Streetscape***" provisions under section 8.5 of the Burwood Development Control Plan 2012.

- ff. The review of the existing LEP listed Lucas Road heritage conservation area (HCA) with the aim of incorporating it into the draft masterplan is not supported.
- gg. Residents support the **removal** of the Railway South precinct from the Housing Investigation Area and urge Council to implement the recommendations of the East Shaftesbury Road Heritage Review and Assessment that envisaged that this precinct is included within a new conservation area with several additional heritage items.

11. Heritage considerations specific to proposed Shaftesbury Road Precinct

- hh. Boronia Avenue, Burwood is characterised by a highly intact building and streetscape appearance formed by a consistent row of Edwardian bungalows and row of mature palm trees.
- ii. Residents have gone to significant efforts over the past two decades to restore and enhance these dwellings. Therefore, it is important that any masterplan recommendations, propose a density that results in an appropriate scale and setting that protects and enhances any areas of identified high building significance and streetscape appearance.
- jj. Residents are strongly opposed to the masterplan recommendations for the Shaftesbury Road Precinct that propose to introduce building heights along Boronia Avenue, Burwood of between 8 to 25 storeys.
- kk. Permitting new development between 8 to 25-storeys in Boronia Avenue is strongly opposed. To avoid any ambiguity, it is requested that Boronia Avenue is removed from housing investigation area (i.e. Shaftesbury Rd precinct) and that Council further investigate Boronia Avenue for designation as a heritage conservation area under Burwood LEP 2012.
- ll. To protect the heritage values of Boronia Avenue, it is requested that proposed building heights within the investigation area (Shaftesbury Rd Precinct), especially those along the eastern side of Shaftesbury Road and other proposed 25 storey lots in the immediate vicinity are **reduced** in height.
- mm. Subject to the detailed massing and envelope testing there may be potential to accommodate a maximum building height along the eastern side of Shaftesbury Road up to 6-10 storeys. This would allow a complementary scale of development to that found on the western side of Shaftesbury Road, creating a more attractive and uniform scale of development along this significant Burwood thoroughfare.

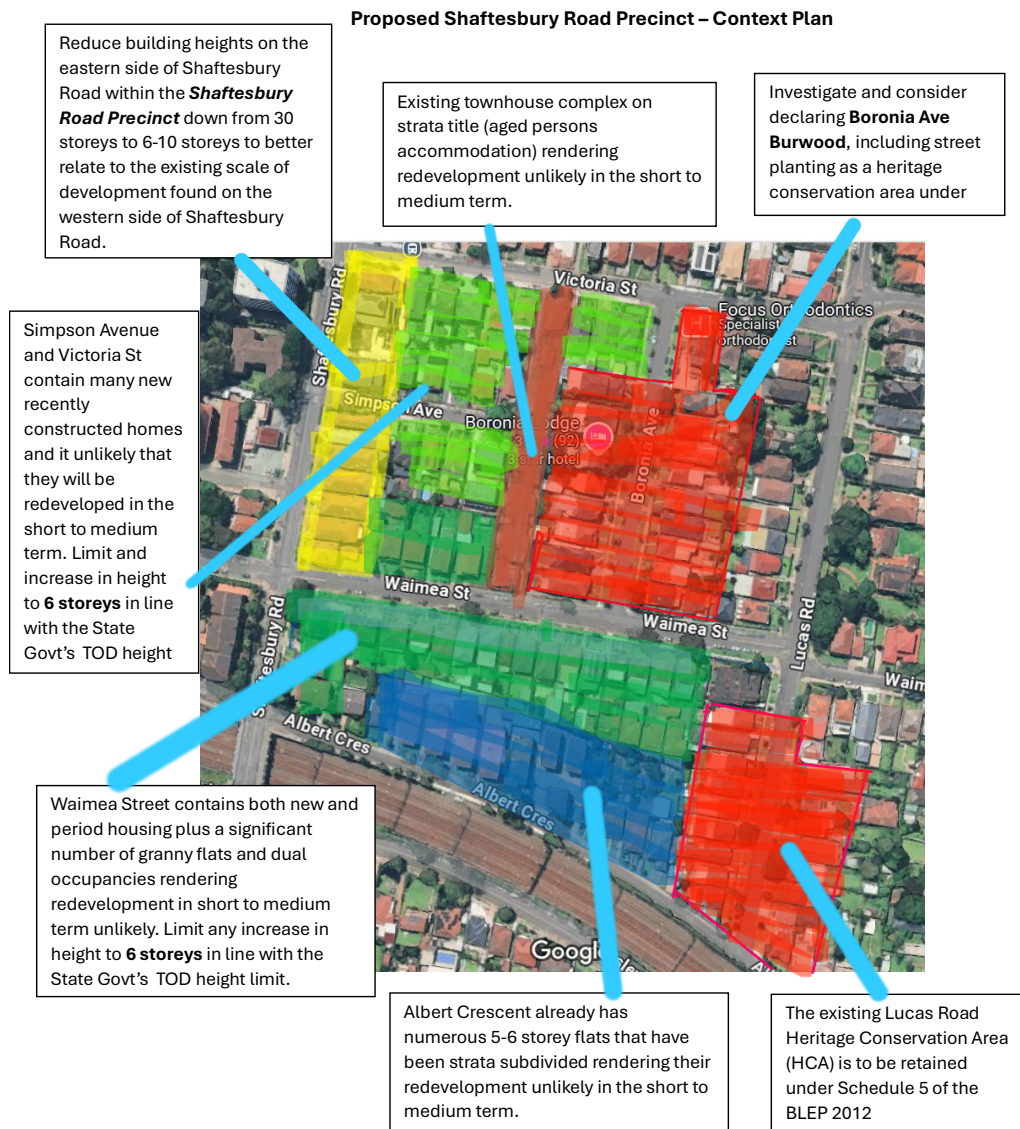
12. Council is requested to amend the draft masterplan as it relates to the Shaftesbury Road Precinct, as follows: -

1. **THAT subject to detailed massing and envelope testing**, building heights on the eastern side of Shaftesbury Road shall have their indicative **building height reduced from 30 storeys down to 6-10 storeys** to better relate to the existing scale of development found on the western side of Shaftesbury Road.
2. **THAT** Boronia Avenue (*refer to attached Shaftesbury Road Precinct Context Plan*) **is further assessed by Council and declared a heritage conservation area (HCA)**, given its contributory streetscape, intact period housing and culturally significant original verge tree planting.
3. **THAT to protect the heritage values of Boronia Avenue**, it is requested that **proposed building heights of 15 and 25 storeys within the Shaftesbury Road Precinct are reduced in height** to no more than the current State Government's TOD height limit of **six (6) storeys**.

13. Council officers are to note the following onsite conditions within the Shaftesbury Road Precinct: -

THAT Council officers :-

1. **Note** that the existing residential flat buildings along Albert Crescent within the Shaftesbury Road Precinct are already strata subdivided and will unlikely undergo renewal over the short to medium term.
2. **Note** that the existing complex of town houses accommodating aged persons housing running north- south from Victoria St to Waimea Street is already strata titled and will unlikely undergo renewal over the short to medium term.
3. **Note** that the Shaftesbury Road Precinct contains many new homes under construction or that have been redeveloped in the last 2-5 years. Given existing high property values in Burwood, it unlikely that these sites will be renewed in the short to medium term.
4. In line with the Burwood Local Housing Strategy and Local Strategic Planning Statement, Council is requested to consider accommodating additional medium density infill housing (and not residential apartments) around the Burwood town centre, in the catchments of local centres and the area between Burwood town centre and Croydon.



We the residents, call upon and expect Burwood Council, to stand up to the State Government and say enough is enough! Burwood is already meeting, if not exceeding its housing targets. We do not need to be part of the State Government's TOD agenda.

We expect Council to defend and advocate on our behalf.

We request that Council go back to the first principles and reach out to the Inner West Council to explore what development opportunities exist across the whole of Croydon before reaching out and looking for opportunities beyond the 400m distance from Croydon Station.

Yours sincerely,

[REDACTED]

[REDACTED]

On behalf of concerned Burwood residents

[REDACTED]

Archived: Wednesday, 11 December 2024 3:50:45 PM
From: [REDACTED]
Sent: Sun, 17 Nov 2024 09:02:32
To: [Burwood Council](#)
Subject: Submission on Croydon Housing Investigation Area
Importance: Normal
Sensitivity: None

To the Burwood Council,

As a resident of the [REDACTED] and wish to express my strong opposition to the proposed Croydon Housing Investigation Area masterplan.

My connection to the Burwood is deep. I am the 3rd generation to grow up in [REDACTED], a place of significant heritage value, and my first job was at a business on The Strand in Croydon. I have always been a passionate advocate for preserving the character of our community and protecting the integrity of heritage conservation areas. However, I also believe that this passion must be balanced with a pragmatic and forward-thinking approach to development.

My thinking is framed around 3 clear questions....

1. Is Croydon Village on a path to being viable and vibrant?

Unequivocally no. Croydon Village is currently in a state of obvious decline. The retail mix is increasingly dominated by black-market vape shops and an illegal sex shop. Long-standing businesses like the newsagent visibly struggle to survive. Croydon is not attracting or supporting viable enterprises, ultimately undermining the fabric of the local community. A viable village is one that draws a mix of residents, businesses, and services; Croydon is far from meeting this standard.

2. Is this an area where my children are likely to live in the future?

Clearly - no. The lack of sufficient housing density means there are limited opportunities for younger generations to access affordable housing within Croydon. This housing shortage ensures that the area remains inaccessible to all but a narrow demographic, perpetuating an exclusivity that does not serve the broader community. My children—and others like them—deserve an opportunity to live and thrive in the area where they grew up, and this proposal does nothing to address that reality.

Living 20 minutes from the city, it is unsustainable to maintain a station like Croydon where few trains stop because so few people live here, while the average house costs over \$2m. At some point, we must adopt a “yes in my backyard” mindset and contribute to addressing the collective housing crisis and create a suburb that will support our children.

3. Are we making a meaningful contribution to the broader housing crisis in New South Wales?

Again, the answer is no. The Burwood Council's proposal completely disregards the Transit-Oriented Development (TOD) policy objectives and fails to introduce the level of density necessary to address the critical housing shortage within the transport area. This lack of ambition not only undermines the policy goals of the state but also leaves Croydon in decline and underdeveloped compared to any reasonable benchmark.

Council's Proposed Development

The Council's proposed high-density development of the North Burwood area is probably sensible as a long term vision for the broader area – but as a response to the TOD, it is nonsensical. This area is substantially distant from Croydon, the “masterplan for Croydon” largely ignores the Croydon area itself.

I note that the Malvern estate area does not have strong historical associations with any particular group or person, nor does it hold significant social, cultural, or spiritual value for any community. These properties are not rare even at a local level. To the extent that there are elements of historical or architectural significance, these can and should be protected through targeted heritage protections within a broader framework of appropriate development.

I will be communicating these views directly to the state government. I ask that you fully and properly represent the diversity of opinions within the Burwood and Croydon areas. I am concerned by suggestions from Council that there is broad consensus on this topic, which in my experience is far from the case. In fact, there is a significant number of residents who welcome and fully support the state government's proposal as it currently stands.

[REDACTED]

Item Number 1/25 - Attachment 3
Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:50:49 PM
From: [REDACTED]
Sent: Tue, 19 Nov 2024 21:19:17
To: [Burwood Council](#)
Subject: Croydon Housing Investigation Area Submission
Importance: Normal
Sensitivity: None

Dear City Planning Team, Burwood Councillors, Burwood Municipal Council,

Re: Croydon Housing Investigation Area

Thank you for the opportunity to provide input into Burwood Council with respect to the above noted planning proposal.

We are entirely and categorically opposed to the rezoning outlined.

Burwood Councillors and the Mayor should represent the best interests of all community residents and this proposal is not representative of any wishes of the community it seeks to be imparted on. Certainly for BMC to commission a masterplan in response to the State government proposal that sacrifices one part of a community to save or appease another is nothing short of a betrayal of those that BMC purports to represent.

When the State government announced its Transport Oriented Development and included Croydon Station, BMC could have invited Premier Minns and the State government planners who have arbitrarily placed circles on suburban maps and cried "housing crisis solution" to visit Croydon. Any reasonable viewing and appreciation of the context of the low rise suburban nature around Croydon Station will demonstrate that massive density increases lobbed on small blocks bounded by narrow roads will simply lead to the creation of an urban slum. Poor quality buildings jammed into small lots do not improve the urban environment. The Grosvenor Street/ Boundary Road precinct at Croydon is proof of such failure.

The Croydon rezoning proposal will be nothing short of a slow moving wreck. Few property owners will be willing to sell with the result of small amalgamated lots with absurd high rise construction interspersed with single or two story houses in-between. Any appropriate amalgamation could take decades to occur. Sydney's housing crisis is not solved in this manner.

Instead of instilling fear, angst and uncertainty amongst existing residents, many of whom are seniors as well as young families, BMC should be taking Premier Minns and his state planners on a tour of the Croydon area to show him the folly of arbitrary and inept planning and instead point to the ongoing and expanding development of high rise in the Burwood CBD to demonstrate that Burwood is doing more than its fair part to contribute to the supply of housing in Sydney without decimating existing low rise and heritage communities.

The razing of the areas nominated in the CHIA will be a capitulation to anti-intellectual forces that claim this is the only way for Sydney. If it is the only way forward what will stop rampant disfiguration of suburban communities in any location with merely a bus stop?

If BMC claims to represent local residents then commissioning an urban planning disaster that pitches one community against another is a sully of the Councillors' own positions. The BMC proposal is a deeply flawed and poorly designed plan that is a massive overreach of the initial State government proposal:

- It completely ignores the 400m radius, seeks to yield thousands of additional homes and looks to impose 15 and 25 storey apartment buildings immediately along side established low rise, and in some case, heritage buildings.
- The masterplan includes wholesale destruction of existing streetscapes such as Boronia Street, Brand Street, parts of Cheltenham Road and Webb Street.
- The net yields of housing nominated in this proposal is a fantasy further blackened by the fact that Croydon Station is one of the Sydney Rail network's quietest stations.
- To assume that the introduction of thousands of additional residents will bring no or few additional cars into existing narrow roads already reaching capacity servicing 4 schools in the area during the school morning and afternoon peaks is lunacy and incompetent at best.
- Parts of Croydon will be at severe risk of turning into wind-swept urban ghettos.
- The current housing crisis in Sydney will not be resolved by the desecration of established low rise original Federation and bungalow homes and their established and mature gardens and trees.
- Croydon will be scarred by this proposal.

Engagement Outcomes – Redacted Formal Submissions

- Unless State government legislation compels it, the dream of high architectural merit, quality-built apartment buildings and mature greenery as depicted in artists' renderings will likely never be fulfilled. Such legislation would send the vast majority of property developers scurrying.

The only way to even attempt at a realisation of the Croydon Housing rezoning plan is to forcibly acquire the hundreds of individual lots involved. Is BMC seriously contemplating suggesting such an action to the State government? Have the lessons of displaced people (including senior citizens) and the disaster of forced acquisition of property in relation to West Connex in Haberfield and other areas been forgotten? The scale of acquisitions here would dwarf those made in Haberfield.

What an appalling and atrocious proposal that will not only traumatise those that do not want to move from their existing locations but those who will be forced or compelled by any approval. Those residents left behind in these areas will be wondering when will their properties be targeted next.

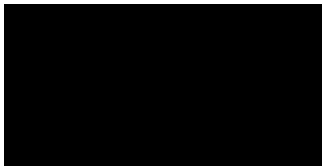
Few if any residents will be supporting BMC's Croydon Housing proposals as they currently stand. Non of the residents we have spoken to support this proposal. BMC needs to rescind this proposal and not pit one part of a local community against another. It is galling that a local council would respond to the State government proposal in this manner. If BMC is at a loss as to how to respond to the State government TOD proposal, work with it to apply its present changes that affect the 400m radius from Croydon and Burwood Stations and seek to identify unused or commercial land or existing medium density zone areas. Certainly, building height maximums of 3 to 5 storeys should never be exceeded adjacent existing established low rise, character homes and heritage items.

We implore BMC to dismiss this proposed Croydon housing rezoning proposal.

If you require further clarification of the above or additional information from the undersigned, please do not hesitate to contact at anytime.

Thank you.

Kind regards,



Archived: Wednesday, 11 December 2024 3:50:53 PM

From: [REDACTED]

Sent: Tue, 19 Nov 2024 03:51:08

To: [Burwood Council](#)

Subject: BURWOOD COUNCIL CROYDON MASTERPLAN

Importance: Normal

Sensitivity: None

Our household is in support of the Council's initiative of the proposed Masterplan, which is sympathetic to the Croydon Heritage.

As residents of Croydon for over 50 years, we have been alarmed by the original proposal put forward by the NSW State Government's, "Transport Oriented Development Plan" (TOD). This "one size fits all" approach is not well thought out and is only looking at a quick Band-Aid fix for the housing crisis. There is total disregard to our Heritage Conservation Areas which are so important for the preservation of our history for future generations. This is a heritage area that we are very proud of, we must protect it against any short sighted modernisation in every corner. Such history can not be rebuilt. There is a very viable alternative plan on offer, lets embrace it and enjoy the best of both worlds while still meeting our obligations to provide more housing within easy reach of transport.

This plan will:

Provide the required high number of units towards essential housing

Is within close proximity of two Train stations, Croydon and Burwood

The proposed area along the railway line is in great need of an upgrade, with a number of rundown houses and apartments

It is a low lying area, so the proposed multiple story buildings will not be an eye sore in the areas skyline

This Masterplan offers a lower impact on our Community and Suburb

With best wishes for a positive outcome and support for this Masterplan

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:50:56 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 09:34:25

To: [Burwood Council](#)

Subject: Objection to the Burwood / Croydon housing development

Importance: Normal

Sensitivity: None

To whom it concerns,

I am writing to seek clarity on the Burwood / Croydon housing plan which starts at Shaftesbury Rd Burwood extending east into Croydon, leaving a token number of houses on Lucas Road. This is a disastrous outcome for residents who will lose their house, disastrous for the local traffic, for the schools and suburban feel of the area.

The residents of Lucas Road who will be surrounded by high rise are worse off than anyone else. House valuations will be halved, the ambience lost and a congested, noisy area created.

I understand the need for urbanisation and support the concept however you have chosen an inappropriate area for this.

The plan is rushed through and an insult to residents who are rushed to provide feedback in such a short time. My understanding is that another area had months to provide feedback but this ill-thought out plan has been steamrolled ahead.

I request the plan be reviewed and the 'experts' find an alternative along Parramatta Road, close to the Metro, or along the railway line, areas closer to the Burwood CBD to develop. Leave Boronia Avenue and Lucas Road as they are - a wonderful example of Federation and modern housing.

I will be attending the meeting on Tuesday night and expect the Council be fully represented by people who know what is going on and can answer questions and provide support to those distressed by this rash, unreasonable action of the council.

Regards,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:50:59 PM

From: [REDACTED]

Sent: Tue, 19 Nov 2024 22:27:08

To: [Burwood Council informstion@planning.nsw.gov.au](mailto:informstion@planning.nsw.gov.au) Sally.Sitou.MP@aph.gov.au strathfiled@parliament.nsw.gov.au [Mayor George Mannah](#) Pascale.Mannah@burwood.nsw.gov.au [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)

Subject: Objection to the Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Mr Faker, Mr Minns and Mr Ystesenli, Mr Scully, Ms Situ, Mr Mannah, Mr Esber, Mr Yang, Mr Hull, Mr Bhatta and Mr Wu,

I would like to voice my opposition to the draft Croydon Masterplan. I appreciate that development must occur however in my view this should occur in accordance with the Croydon TOD and not the draft Croydon Masterplan. The reasons for my view are:

- The plan is well outside the 400m zone proposed by the State Government and places greater pressure on the town centre of Burwood which already has a significant amount of high rises and pressure on its infrastructure like trains and buses and facilities such as medical, banks, shops and restaurants. If the proposal remained in the Croydon TOD there will be less of a burden on these facilities on Burwood as residents can also access these facilities in the areas of Inner West Council.
- The draft masterplan will increase traffic, noise and pollution in an area that already has issues with traffic. At peak periods during the week and especially on weekends there is already a significant amount of traffic in the area. The draft masterplan does not indicate how this will be managed and what parking facilities are available. If the traffic and parking issues were dispersed around Croydon train station the traffic issues should be more balanced.
- If there are more high rises in the Burwood/Croydon area there will be a loss of individual dwellings in this area. Council should provide not only apartments and townhouses, but retain the individual dwellings so that residence have a choice. As the area around Croydon railway station has no high rises, why should this not occur in that area.
- The Croydon TOD proposes 6/8 stories in height however the draft Croydon masterplan has buildings up to 25 stories. This is more density than what is already in Burwood Town Centre and is against the State Governments pattern book guide.
- With the variation in heights of buildings on Cross, Brand, Cheltenham and Shaftsbury Road in the draft masterplan there will inevitably be overshadowing. Residence will also lose their privacy.
- There appears to be no consideration of the impact on PLC, Croydon Public School and Holy Innocents Primary. As these schools have wait lists and limited ground space, where will all the new children that reside in the high rises attend school. How will all the additional traffic and cars coming and going during pick up and drop off create a safe environment for anyone?
- I understand that the Croydon TOD was rejected due the area being of heritage significance. The area in the draft Croydon Masterplan also has heritage listed properties and houses that reflect the past heritage of the area (despite not being heritage listed). The entire area in the Croydon TOD is not of heritage significance and as such there remains suitable areas to still develop whilst not impacting any heritage. For example, the strand facades could be retained but there could be high rises on top or behind

with facades that reflect the heritage of the area.

- There appears to be no plans in place for infrastructure to support additional residents such as stable and consistent phone and internet or more trains and buses. Telstra have informed me of no foreseeable up grades to area re:decreasing and poor mobile network coverage in my area.

I would also like to voice my concern in relation to the lack of dissemination of information to the residents effected by the draft masterplan. I have not received any plans or details of the proposal and have only had access to these online which I have great difficulties viewing. Hard copies were never freely available for review in a civilised manner. The drop in sessions were not staffed by council members that were able to answer my questions or in a quiet environment suitable for anyone let alone with language or comprehension needs. There were also no interpreters or material in different languages or means by which our aged community members could access or voice their concerns or queries. This is not catering for our diverse community.

The drop in sessions were also intimidating and far from inclusive tTO ANY ORDINARY RATEPAYER. Staff also blocked the access of newly arriving public from entering the room. The so called consultation period for the draft Croydon Masterplan has been rushed and has not properly informed or consulted the residents. Most residents were not even aware that the area in the Croydon TOD was no longer being considered. This lacks democracy and compassion for council's rate payers. Given the impact the proposed re-zoning will have on people's lives, it is most disappointing AND HONESTLY VERY OFFENSIVE. Our heritage (not bricks and mortar) in our street and surrounding streets is informal but tangible supports for each other at street pedestrian level are being decimated by this action.

My home has been in the family for generations and my family has lived in the area (now deceased SINCE 1957). I have all of my health at RPA and surrounding Burwood area needs being accommodated close by which are essential after I had a stroke and am trying to retain my independent living. I do not want to move, or live under a huge shadow with no sunshine. This proposal development especially lacks consistency and is not equitable to the Burwood Council area overall.

Also will the NSW State govt remove all stamp duties and fees involved with this forced and unwelcomed displacement and decimation of intricate communities who support each other in mostly informal but very palpable ways? Will the Federal govt waiver all means testing for those affected by this devaluing of their home investments and the deeming of their assets post forced sale. Is there a way of securing contracts for pre this declaration for market values to be instilled in contracts? I have had recent renovations not completed and now need to put them on hold because of the uncertainty created by this Federal, down to State and then down to Local government push. The state government is being pushed by the federal government and this council responds like this! This is my forever home in Croydon. I have lived many places all over this city. I was born into Burwood . I have chosen to live in an independent fully detached house all my life with sunshine and networks of formal and informal supports in our neighbourhood.

With advent of these proposals our homes have already been devalued, making any recent renovations to our homes futile to values and further plans untenable. This needs much more time for all of us to gather our own facts and providing fair notice for propositions /sales/ moving etc. My family of 4 generations have lived in Croydon and Burwood, since 1957. I choose to maintain as much independence as possible living in my own home with a garden and sunshine all around this is now under threat.

Upon this undemocratic influence now impacting our quiet vicinity " Quote from 92 % of **Burwood** in agreeance for **Croydon**"Why ask other areas not the exact people impacted? Why are they dividing our suburb pitting one neighbour against another? Where are those surveys ? Are they legal? Where is our advocacy we have not been represented? I have been informed that around 600 residents were letter dropped this year I never got one!!! Malvern Hill people are now very quiet??? Why? This is really now driving a wedge in our post code,

Engagement Outcomes – Redacted Formal Submissions

between the kill zone on the north of railway who have now no protection at all to the heritage ordered ones in the south. This deserves much more due diligence and transparency on behalf of current rate payers. Are we the sacrificial many families for the elite few with the privilege of across to the south of the railway and Mid Lucas Road end? Where is our advocacy? Our justice? How of our Inner West do we relocate into anything even similar? We will be the new homeless and displaced many dwellings. Very unAustralian!!!

Who is going to help me and all the other displaced families with removal of gardening treasures to ensure their survival to next generation? Where are the language interpreters for all our constituents? How do they make informed consent for all this? Why are the diagrams and all the dialogue online with no hard copies readily available from Council and State bodies? Can the NSW State govt remove all stamp duties and fees involved with this forced and unwelcomed displacement and decimation of intricate communities who support each other in mostly informal but very palpable ways? Can the Federal govt waiver all means testing for those affected by this devaluing of their home investments and the deeming of their assets post forced sale. Is there a way of securing contracts for pre this declaration for market values to be instilled in contracts? I have had recent renovations not completed and now have to put them on hold because of the uncertainty created by this Federal, State and Local government push.

The meeting place was over crowded and unable to hear anyone!!! Council should have asked questions one by one using a microphone. Would've been kinder for their staff too!! Unfair disadvantages for us who can't be in overwhelmingly busy loud screaming at each other to be heard venues. This includes many other people unable to attend in this area. Not enough time for clear concise transfer of information, People cannot make informed consent for their own well being using those tactics from council. Burwood Council NSW YOU should have done better with my taxes and rates!!! This is was not meaningful or respectful collaborative. This was not community consultation! [REDACTED]

I would greatly appreciate it if you considered y concerns and rejected the Croydon draft masterplan and reverted back to the Croydon TOD.

Regards [REDACTED]

From: [REDACTED]
Sent: Sun, 24 Nov 2024 15:44:46
To: [Burwood Council](#)
Subject: Croydon Master plan
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:51:03 PM

Dear council

I'm writing to support the croydon master plan proposed by council. As a young person raised in Croydon I really value the suburb. I know that we need to be creating more housing but I think the heritage values of Croydon are important. The proposed master plan is a good balance of these two things. It is a much better option than the state government TOD. Which will remove the character of Croydon.

Thank you,
[REDACTED]

Archived: Wednesday, 11 December 2024 3:51:06 PM
From: [REDACTED]
Sent: Mon, 18 Nov 2024 20:30:53
To: [Burwood Council](#)
Subject: Submission on Croydon housing investigation area
Importance: Normal
Sensitivity: None

Dear Burwood Council planning team,

I am writing to provide feedback on the draft master plan for the Croydon housing investigation area. As a concerned citizen invested in Sydney's housing future, I have significant concerns about the current proposal's departure from transit-oriented development (TOD) principles and its impact on housing affordability.

Key issues with the current proposal:

1. 1. Inconsistent planning logic
 - * The plan proposes density increases 700m from Croydon station while excluding areas directly adjacent to the station. This creates an illogical situation where apartment residents must walk past low-density areas to access public transport
 - * Areas closest to high-frequency public transport should be prioritised for density increases, not excluded
2. 2. Equity and access concerns
 - * The most privileged areas around the station have been excluded from density increases. This effectively privatises the benefits of premium transit access for a select few
3. 3. Excessive development controls
 - * The proposed additional planning controls, including onerous design excellence requirements and excessive setbacks, will unnecessarily increase development costs
 - * These requirements go against recent Productivity Commission recommendations for streamlining housing delivery

Sydney's housing affordability crisis affects us all. With average house prices in Croydon exceeding \$2 million, we cannot justify preserving unremarkable housing stock at the expense of delivering more homes in this well-connected location. The opportunity cost of maintaining low density around Croydon station is measured in families priced out of the area and longer commutes for workers.

Recommendations:

1. 1. Reinstate density increases in areas within 400m of Croydon station
2. 2. Reassess the blanket exclusion of areas south of the station
3. 3. Review HCA designations based on genuine heritage significance rather than general character
4. 4. Simplify planning controls to enable efficient housing delivery
5. 5. Prioritise housing supply and affordability over preservation of unremarkable housing stock

This master plan represents a crucial opportunity to shape Croydon's future. Let's ensure we make the most of this well-connected location to create homes for more Sydneysiders while supporting the state government's TOD objectives.

Kind regards,



Archived: Wednesday, 11 December 2024 3:51:09 PM
From: [REDACTED]
Mail received time: Wed, 27 Nov 2024 22:01:59
Sent: Thu, 28 Nov 2024 09:01:32
To: [Burwood Council](#)
Subject: Burwood
Importance: Normal
Sensitivity: None

27th November 2024

To Whom It May Concern,

We write to confirm that we support the changes that will result in a 6:1 and 30 storey height limit, for the properties along Shaftesbury Road, which are captured by the Croydon Masterplan.

However, it is our view, it is only natural that properties on the Burwood Town Centre side of Shaftesbury Road, including our property [REDACTED], gets captured by this change too.

As existing the envelope controls for our site, such Clause 4.3A which established a building height plane from Shaftesbury Road were put place in order to create a transition down to the lower density areas of Croydon. However, given the Croydon Masterplan seeks to increase the density of those properties to 6:1, with a 30 storey height limit, it is clear to those provisions such as 4.3A should no longer apply to our site and the FSR 6:1 to reflect the future desired character.

We trust you will consider our submission.

Regards

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:51:12 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 14:23:01

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#) Jason.yatsenli@nswlabor.org.au

Subject: Croydon master plan

Importance: Normal

Sensitivity: None

Dear Burwood council it's councillors and the mayor.

I am only in support of the initial TOD plan by the state government, that gives a 400 meter radius around Croydon station. And that I do not support the ill-conceived draft master plan that will turn Burwood into a high rise ghetto.

The time frame for us to discuss and give feedback was extremely unfair.

I have lived in Burwood for 18 years, and I am thoroughly displeased with the way the council is performing, trying to force Burwood into becoming a city, while the residents fight against it.

The sky scrapers will block the sun for the kids playing in the back yard will block the sun for the grandparents going for a walk. These high rise buildings will not improve Burwood. This is far from what the residents want.

We have been very vocal about how displeased we are with these high rise buildings, and you continue to ignore the people you should be listening to. I can guarantee with absolute certainty this will not stand.

I will not have my home turned into another city, I will not have my children playing in the dark, I will not concede my home to you're pointless and utterly stupid attempt to force these plans down the throat of the residents of Burwood.

We have stated time after time our displeasure with these high rises but again you continue to make plans to turn Burwood into a city, I have to repeat myself because it seems that this fact that we don't want to be a city that we don't want these high rises will not get to you, I don't know what you are doing but I know that it isn't for the betterment of Burwood and it's residents.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Sun, 17 Nov 2024 04:37:00
To: [Burwood Council](#)
Subject: Attention City Planning Team. Burwood masterplan is good
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:51:15 PM

Dear City planning team ,
We're pleased with the Burwood response to them State Government's goal for increasing available housing.
With two schools and heritage housing within 400 metres of Croydon station, simply not enough free land to reach the total required.
Expanding along the rail corridor is a sensible solution.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Fri, 22 Nov 2024 08:40:12
To: [Burwood Council](#)
Subject: Croydon Housing Investigation Area (TOD)
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:51:18 PM

Ps. We've already commented that we liked the plan to try and preserve the houses, low-rise skyline and character of the suburb. Keep the development to a central area.
I think there was a plan for an additional rail crossing near Shaftesbury Ave. We want to add that this would be essential to avoid gridlock at the existing crossings. Good idea.
We hope the government agrees with the council on this one.
Regards,

[REDACTED]
[REDACTED]
[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:51:21 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 11:31:23

To: [Burwood Council](#)

Cc: [REDACTED]

[REDACTED] Masterplan submission

Importance: Normal

Sensitivity: None

Attachments:

[REDACTED]

Folks,

Attached as a PDF is our submission to the Croydon HIA Masterplan.

Feel free to reach out if you have any questions/comments.

We would like our personal details removed please.

Cheers,

[REDACTED]

Council Submission 2024 - 27 November 2024

Owners of [REDACTED]

Please redact our personal information including our address.

To Whom It May Concern,

We are writing to object to the proposed **Croydon Masterplan Development**, primarily due to the reasons outlined below.

Key Concerns with the Croydon Masterplan Development

1. Impact of Nearby Approved Developments:

Burwood is already experiencing significant high-density residential growth, including:

- The Burwood North Precinct Masterplan.
- The Burwood RSL development at Shaftesbury Road/Waimea Street.

These existing developments already place undue strain on the area's infrastructure, services, and livability, and future developments will worsen this situation.

2. Overdevelopment in Burwood:

- Burwood already has a disproportionate number of high-rise apartments compared to surrounding suburbs, and further expansion exacerbates the challenges faced by the community.

3. Insufficient Infrastructure Planning:

- **Traffic:** Local roads are already congested, and increased traffic volumes will worsen conditions.
- **Schools:** There is no capacity in local schools to accommodate additional students from new developments.
- **Public Services:** Public transport and other utilities are already struggling to keep up with demand.

4. Flawed Consultation Process:

We are deeply disappointed by the consultation process, which failed to adequately include the residents of Lucas Road and its surroundings.

- The development has been marketed as the "Croydon Masterplan," leading Burwood residents, including ourselves, to believe it did not concern our area.
- Residents of Lucas Road were only made aware of our inclusion in the masterplan **10 days before the council submission deadline (20 November 2024)**.
- This inadequate timeframe severely limited our ability to assess, engage, and respond to the proposal.

Request to Remove Heritage Conservation Area (HCA) Status for Lucas Road

If the Croydon Masterplan proceeds, we strongly urge council to **remove the Heritage Conservation Area (HCA) and other heritage impediments from Lucas Road, between Waimea St and Albert Crescent.**

Reasons for Removing the Lucas Road HCA:

1. **Incompatibility with Surrounding Development:**
 - A planned **15-storey apartment block** will directly border our property, irreparably damaging the heritage character of the area.
 - Retaining the HCA designation is redundant when high-rise developments fundamentally alter the streetscape and livability of the area.
2. **Significant Negative Impacts:**
 - Construction will result in **increased noise, traffic, loss of privacy, and reduced sunlight**, making it untenable to live in the property during and post-construction.
 - The environmental and livability impacts of such developments are incompatible with preserving a "heritage feel."
3. **Decreased Property Value:**
 - The HCA designation places unnecessary restrictions on our property, reducing its value and market appeal in comparison to rezoned properties.
4. **Constraints on Future Generations:**
 - Artificially maintaining HCA status prevents thoughtful redevelopment that meets future needs, hindering growth and adaptability.

Community Support for Rezoning Lucas Road

We have discussed the proposal with:

- **6 of the 9 property owners** on the western side of Lucas Road in the HCA zone, who support the removal of the HCA designation.
- **4 property owners** on the eastern side, who also agree with this position.

While we could not canvas the opinions of all other owners, there is strong agreement among consulted residents that rezoning Lucas Road is the best approach if the masterplan proceeds.

Why Rezoning Lucas Road is a Better Masterplan

Rezoning Lucas Road as part of the Croydon Masterplan offers clear advantages:

1. **Cohesive Urban Design:**
 - Rezoning ensures that Lucas Road integrates seamlessly with nearby high-rise developments, avoiding a jarring mix of heritage homes and modern apartments.
2. **Maximizing Land Use Efficiency:**
 - High-density zoning better utilises land near public transport and urban hubs, addressing Sydney's growing housing demand.
3. **Improved Infrastructure Planning:**
 - Removing the HCA designation enables comprehensive infrastructure upgrades (e.g., roads, utilities, green spaces and active transport routes) to support increased density.
4. **Future-Proofing Development:**
 - Rezoning aligns with Sydney's urban growth strategy, allowing Lucas Road to adapt to evolving needs and demographics.
5. **Fairness to Residents:**
 - Lucas Road residents should have equitable development opportunities, particularly given the disruption caused by surrounding high-rise projects.
6. **Economic Benefits:**
 - Rezoning increases property values and ensures the financial viability of development for both residents and council.

Call for a True Masterplan

We urge council to create a **comprehensive and strategic masterplan** that:

- **Accounts for Community Feedback:** Engage meaningfully with all affected residents, particularly those outside Croydon.
- **Removes the HCA Status for Lucas Road:** Allow Lucas Road to align with the realities of surrounding developments.
- **Increases Floor Space Ratio (FSR) and Height of Buildings (HOB):** Ensure the area supports modern, sustainable development that benefits current and future residents.
- **Is Not Rushed:** Take the time to address issues thoroughly rather than submitting a rushed alternative to the state's Transit-Oriented Development (TOD) controls.

We note that the state government has indicated it will accept submissions from council after January 2025, providing time to develop a truly effective plan even if the TOD controls are enacted from the material available on the Burwood Council website.

Conclusion

We request that council reconsider the proposed Croydon Masterplan Development and its impact on Lucas Road. Should the masterplan proceed, rezoning Lucas Road is a logical and fair solution that addresses the inconsistency, disruption, and inequities imposed by retaining its HCA status.

We trust that council will prioritize a well-thought-out plan that supports sustainable growth and reflects the needs of the community.

Sincerely,

[Redacted Signature]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:51:24 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 11:23:52

To: [Burwood Council](#)

Subject: No - Croydon Master Plan

Importance: High

Sensitivity: None

Dear Burwood Council,

My name is [REDACTED] As a resident on [REDACTED] I disagree with Croydon Master Plan, which is much deviated from the original TOD. As a result, the Irrara St residents are disadvantaged although we are located more than 600m+ away from Croydon Station. Please bring back TOD that is fairer plan.

Kind Regards,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Sat, 23 Nov 2024 02:08:29
To: [Burwood Council](#)
Subject: Croydon Master Plan NO!!!
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:51:27 PM

To whom it may concern,

I strongly, but strongly oppose to this hideous plan to destroy our beautiful Croydon!!!!!!
We do not have the infrastructure to accomodate such a massive surge in population. Where will my grandchildren go to school? Are they planning to build 10 new schools to accomodate? What happens if I get sick our local hospitals are already at capacity!!! And let's not begin with the parking! Burwood is already at mayhem with minimal parking available.
This project is an absolute waste of good money! Build a public hospital add another school or 2..... but NO MORE UNITS!!!

[REDACTED]
[REDACTED]

Archived: Wednesday, 11 December 2024 3:51:30 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 18:19:51

To: [REDACTED]

Subject: Submission to rezone [REDACTED]

Importance: Normal

Sensitivity: None

Dear officer,

I would like to lodge a submission to opt in for being included into the masterplan if approved as well as the TOD.

I have been living in my current home since Aug 2022 and the neighborhood is great and convenient.

And we were shocked when we heard that our area would be rezoned. For me, I understand that the housing supply has been demanding and the government is trying to offer more homes to ease the situation. I for sure would not like to be surrounded by high rise building leaving no privacy to my backyard. So, please include my home as part of the rezoning area.

Thanks,

[REDACTED]

Thanks,

[REDACTED]

Archived: Wednesday, 11 December 2024 3:51:36 PM
From: [REDACTED]
Sent: Sun, 17 Nov 2024 05:37:51
To: [Burwood Council](#)
Subject: Re: Draft Croydon Housing Investigation Area Master Plan
Importance: Normal
Sensitivity: None

Dear Sir/Madam

I am writing to provide feedback on the Draft Croydon Housing Investigation Area Master Plan.

First, I would like to express my appreciation to the Council staff who have been managing the recent information sessions. I attended one of these sessions at the library on Saturday, 16th November. While most attendees were respectful, I acknowledge the challenges your staff faced in managing a few residents who were understandably upset and eager to voice their strong objections and concerns. I would also like to thank the Council staff for the work undertaken to collate community feedback and produce the draft Master Plan. No small undertaking.

Neither the Transit-Oriented Development (TOD) model nor the high-rise proposals in the draft Master Plan represent an acceptable solution for Croydon. While it is essential that we protect Croydon's heritage and village character, this should not come at the expense of inappropriate, gross overdevelopment. The proposed tower heights in the northern part of the area would exceed those permitted in the Burwood CBD under the Burwood LEP!

I strongly urge the Council to consider a third alternative: medium-density development.

There has been considerable discussion around the concept of the "Missing Middle"—medium-density housing such as terraces and low-to-mid-rise apartments—but the debate often seems to be framed between two extremes: conservation on one hand and high-rise development on the other.

I believe we can achieve a more balanced solution that addresses both housing targets and community concerns.

The entire Croydon Housing Investigation Area offers an excellent opportunity to create an exemplar of well-planned, medium-density housing. By utilizing the full scope of the area, the Council can meet or even exceed the housing targets set by the TOD while still protecting Croydon's heritage and conservation areas.

I propose the following:

- Shaftesbury Road Precinct: Medium-density development, such as mid-rise apartments, with terracing to protect the Lucas Road heritage area.
- Croydon Core Precinct: Retain existing controls to allow for up to 8-storey apartment buildings.
- Railway North and Croydon Low-Density Areas: These areas could be combined to allow for medium-density terrace housing and low-to-mid-rise apartments.

A medium-density approach would distribute the development load across the area, enabling a smoother transition over the coming decade. I believe this would be far more acceptable to existing residents, who are likely to support 4-6 storey apartment buildings over the large-scale high-rises currently proposed. The gradual spread of medium-density development would also reduce the impact on the local amenity and character, ensuring a less disruptive change for residents.

While I understand the urgency of this process, I do not believe the Council should be forced into an "either-or"

decision by the November 26th meeting.

I am confident that with further consideration, the Town Planning team can develop a medium-density proposal that addresses housing targets while aligning with the community's aspirations and concerns. This revised plan could be presented to the Council in time to meet the State Government's January deadline, as much of the research and feedback has already been gathered.

The outcome of this decision will significantly shape the future character of Croydon and the broader Burwood LGA. It is vital that we take the necessary time to get it right.

Thank you for your time and consideration of my feedback. I would welcome the opportunity to speak to this matter at the Council meeting.

[Redacted Signature]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:51:46 PM

From: [REDACTED]

Sent: Mon, 25 Nov 2024 11:45:20

To: [Burwood Council](#)

Subject: Re: Croydon Master Plan - resident feedbacks

Importance: Normal

Sensitivity: None

correction ...

[REDACTED]

On Mon, 25 Nov 2024 at 11:41, [REDACTED]

Hello,

I am a resident of [REDACTED]

I would like to let the council know that I will be adversely impacted by the Croydon Master Plan, therefore I am STRONGLY AGAINST the Croydon Master Plan.

The reasons are :

- (1) Traffic congestion on Waimea st,
- (2) 30 stories building in the area will destroy the quality and safety of my residence
- (3) I am not capable of dealing with stress.

The stress of dealing with developers and intense stress of finding a new place to live will definitely give me more mental health issues.

I already struggle mentally with the knowledge that my residence is impacted by The Croydon Master Plan.

Please take my feedback into consideration and adopt the TOD plan instead.

Kindly reply to this email as an acknowledgement of receipt for this email.

Regards,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:51:49 PM

From: [REDACTED]

Sent: Wed, 13 Nov 2024 17:03:32

To: [Burwood Council](#)

Subject: Submission on Croydon Housing Investigation Area

Importance: Normal

Sensitivity: None

Good afternoon,

I am writing in support of more residential development in Croydon. Living in a denser suburb close to Croydon, I can't help but roll my eyes at the suggestion Croydon is historically significant. The idea that red-brick cottages that were considered bog-standard when they were built are worth preserving is laughable. I know this well because my grandparents used to live in one in Ashbury. Croydon needs more high-rise housing near the train station. I am tired of councils like Burwood making the housing crisis worse because they capitulate to a handful of noisy NIMBYs.

I also want to express my contempt for the arbitrary setback rules council is considering which reduces housing for zero gain.

And frankly, these design competitions and excellence requirements seem like nothing more than throwing sand in the gears and making housing more expensive.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:51:58 PM

From: [REDACTED]

Sent: Thursday, 28 November 2024 8:47:12 AM

To: [Burwood Council](#)

Subject: Support for the Croydon Master Plan and request for Brand Street to be included

Importance: Normal

Sensitivity: None

Dear Burwood Council,

My name is [REDACTED] I am writing to express my support for the Croydon Master Plan and would like to register my interest in my property being included.

I think Brand Street, and this area of Croydon, is the right choice for rezoning and inclusion in future development because it is located near key amenities such as schools, parks, and shopping centres, as well as being close to public transport options.

Thank you for considering my request. I look forward to your response and to participating in the ongoing discussions about the future development of our community.

Yours sincerely,

[REDACTED]

[REDACTED]

Archived: Wednesday, 11 December 2024 3:52:07 PM

From: [REDACTED]

Sent: Sat, 23 Nov 2024 20:45:12

To: [Burwood Council](#) [Burwood Council](#)

Subject: No to Croydon masterplan

Importance: Normal

Sensitivity: None

Dear Burwood Council,

I am a homeowner in the Croydon area and I am writing to express my concerns about the Croydon Masterplan. Specifically, I would like to highlight a few key areas where I believe the plan falls short and where an alternative approach, such as Transit-Oriented Development (TOD), could better serve the community. I would appreciate your attention to the following matters:

1. Traffic Congestion and Infrastructure Concerns

One of my biggest concerns with the Croydon Masterplan is the lack of infrastructure to support the population growth projected in the plan. Roads such as Cross Street and King Street are already congested and only accommodate single-lane traffic. Areas like Grosvener and Boundary Streets are one-way, further compounding traffic issues. School drop-offs, especially on Young Street, Meta Street, and Victoria Street, already create significant bottlenecks. Given the lack of comprehensive traffic modeling in the current plan, it's unclear how the proposal will address these serious issues. A more thorough traffic impact assessment is urgently needed to ensure the safety and mobility of residents and schoolchildren alike.

2. Town Planning Inconsistencies

The Masterplan, as it stands, suffers from several inconsistencies that undermine its viability. The Croydon Town Centre, especially The Strand, is

not equipped to handle the growing population that the plan envisions. Meanwhile, the Inner West Council has proposed a Transit-Oriented Development (TOD) plan with 6-8 storey buildings just behind The Strand. This seems to be a much more sensible approach to fostering growth around the transport hub. Additionally, the area north of Croydon Station, already home to multiple schools, is plagued by traffic congestion. Developing sites 400-900 metres away from the transport node, as the Masterplan suggests, would likely increase reliance on cars and exacerbate these issues. A TOD model would focus on high-density, mixed-use developments closer to transport links, reducing reliance on cars and encouraging sustainable, walkable communities.

3. Inconsistent Housing Density and Development Impact

The housing densities proposed in the Masterplan seem both uneven and potentially damaging to the area. By prioritizing larger developments that are financially appealing to developers, the plan risks leaving smaller properties neglected and potentially devalued. This could create an imbalance in the local real estate market, making it harder for some residents to remain in the area. A TOD approach, with consistent and moderate densities (6-8 storeys), would offer a more stable development environment, balancing the needs of developers with the interests of the community and mitigating the risk of displacement.

4. Community Engagement and Interpretation of Data

I believe that the community engagement conducted in May/June 2024 has not been adequately interpreted. The feedback collected clearly shows support for development around the Croydon Town Centre and for greater density at Malvern Hill, but there is significant opposition to many other aspects of the Masterplan. The consultation report claims there is strong support for areas north of the railway line, but this assertion is based on data from a very small sample size of just 50 respondents. Additionally, no

supporting data is provided to back up this claim. It is critical that the engagement process be reviewed independently to ensure that the Masterplan genuinely reflects the views of the wider community.

5. Impact on Vulnerable Communities

Another key concern is the disproportionate impact the Croydon Masterplan could have on vulnerable groups. The neighborhoods around Cheltenham, Brand, and Webb Streets are home to many elderly residents, people from non-English-speaking backgrounds, and those with fewer resources to advocate for themselves. The plan's focus on higher-density development—up to 30 storeys—could displace these communities. A TOD approach, focused on smaller-scale developments (6-8 storeys) at key sites like Malvern Hill, would provide for growth without displacing vulnerable residents, ensuring the area remains inclusive and accessible.

6. Lack of Transparent Comparison Between Masterplan and TOD

Finally, it is essential that Burwood Council provide a transparent and detailed comparison between the current Croydon Masterplan and the TOD alternative. At present, many residents, including myself, are unaware of the full benefits of TOD, and the current perception is that it may not be a viable option. However, TOD offers a more balanced and sustainable approach, which could deliver the same benefits—if not more—without the disruptions caused by high-density developments in unsuitable areas. Importantly, heritage preservation can still be incorporated within a TOD framework, as assured by state authorities. It is crucial that these points are clearly communicated to the public so that residents can make fully informed decisions.

Conclusion:

In conclusion, I urge Burwood Council to reconsider the current Croydon Masterplan and advocate for a more balanced and sustainable approach, such

as TOD. This would not only better align with the Inner West Council's plans but also ensure that Croydon's growth benefits all residents, both current and future. I trust that you will give careful thought to these points, and I look forward to seeing a solution that supports the long-term wellbeing of our community.

Thank you for your time and consideration.

Sincerely,

A black rectangular redaction box covering the signature of the sender.

Croydon resident

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:52:11 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 09:22:48

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#) information@planning.nsw.gov.au strathfield@parliament.nsw.gov.au Sally.Sitou.MP@aph.gov.au

Subject: Opposition to the Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Burwood Council,

My name is [REDACTED] I am a Homeowner , voter in the Burwood LGA. The current Draft Croydon Master plan (aka the HIA) would have me and my wife hounded out of Croydon by developers, in contrast the State government TOD would not impact us as we are 800m from either station.

I have great sympathy for the Malvern hill estate and decision to completely remove them, but the HIA attempts to do this in a most inequitable way creating an us and them division in the suburb. The historical society submission already highlighted a number of flaws in the HIA.

I am writing to express my strong opposition to the Draft Croydon Masterplan.

I am not against higher density but my overall impression is the HIA overdoes it and is not a good plan. The community consultations process appears to have been developer driven and while I could see the HIA has potential I cannot in good conscience propose amendments to the HIA as I do not trust the council to honour them. I'm an analytics person and I've run the numbers, the HIA proposed 6 times the density over twice the area on the State Government Transport Oriented Development (TOD) plan.

Below, I outline key issues and provide detailed feedback to support the adoption of a more balanced and community-focused approach, such as the NSW Government's Transport-Oriented Development (TOD) proposal.

1. INEQUITABLE DEVELOPMENT

The Draft Croydon Masterplan disproportionately focuses on Burwood, neglecting opportunities for equitable development in Croydon.

- *
Concentration in Burwood: The majority of high-density development is proposed for areas near Burwood Station, despite the NSW Government identifying Croydon, not Burwood, for additional growth. This contradicts the principle of fair urban distribution.
- *
Missed Opportunities in Croydon: Croydon remains underdeveloped, especially around its station. Numerous viable sites within a 400m radius of Croydon Station are excluded from consideration in the Draft Masterplan, missing opportunities to align with TOD principles.
- *
Disproportionate Building Heights: The Masterplan proposes towers up to 30 storeys in Croydon, compared to 6-storey limits in the TOD proposal. These extreme heights are inconsistent with best planning practices and unfairly burden specific areas.
- *

Exclusion of South of the Railway Precinct: Despite positive community feedback supporting development south of the railway, this area is excluded. Council's reasoning, such as claiming it serves as a buffer for Malvern Hill, is unconvincing and lacks sound planning justification.

- *

Arbitrary Boundaries: The housing investigation area stretches as far as 1.2km from Croydon Station, well beyond the TOD's recommended radius of 400m, while excluding more suitable areas closer to the station.

2. FLAWED COMMUNITY ENGAGEMENT

The consultation process was inadequate, excluding many residents and failing to provide transparent and accessible information.

- *

Limited Participation: Only 50-85 contributors participated in key consultations, using methods like the "pin drop" exercise, which lacked accountability and allowed input from non-residents.

- *

Ineffective Communication: Despite Burwood's multicultural population, all communication was in English, limiting accessibility for non-English speakers. Mailbox notifications and feedback opportunities were inconsistently distributed.

- *

Rushed Timeline: The consultation period was compressed into November, with the Council planning to vote on the plan just six days after feedback closed. This timeline undermines meaningful community input and accountability.

- *

Complex and Confusing Documentation: The Masterplan spans over 400 pages with 20 appendices, making it difficult for even tech-savvy residents to fully understand its implications. Seniors and those less familiar with digital tools are further disadvantaged.

- *

Ignored Feedback: Community support for development along The Strand and Liverpool Road was overlooked, while proposals with less support were prioritized.

3. NEGATIVE IMPACTS ON RESIDENTS AND INFRASTRUCTURE

The proposed Masterplan threatens to degrade the quality of life for residents and strain local infrastructure.

- *

Traffic and Safety Issues:

- *

Increased density will overwhelm narrow residential streets, especially in Shaftesbury Precinct, heightening risks of vehicle-pedestrian collisions.

- *

The proximity of four school zones exacerbates safety concerns, particularly for children.

- *

The lack of comprehensive traffic modeling, including the impacts on Victoria and Shaftesbury Roads, is a significant oversight.

- *

Environmental Risks:

- *

High-rise development poses flooding risks, particularly in areas with aging water and sewer infrastructure.

- *

Insufficient green space and biodiversity planning will negatively affect community health and environmental sustainability.

- *

Insufficient Green Space:

- *

The proposed plan provides only 0.67sqm of green space per additional resident, far below the Council's stated goal of 10-15sqm.

- *

Small "pocket parks" are poorly designed, offering limited functionality and failing to meet the community's recreational needs.

- *

Existing open spaces are insufficient to accommodate the projected 9,000 additional residents, leading to overcrowding and diminished amenity for all residents.

- *

Overshadowing and Noise:

- *

The proposed 102m towers will create significant overshadowing, negatively impacting smaller buildings and single-storey homes nearby.

- *

The Shaftesbury Precinct's proposed density and heights surpass those in the Burwood Town Centre, creating an unbalanced urban design.

4. LACK OF TRANSPARENCY AND COORDINATION

The Draft Masterplan lacks clarity, transparency, and coordination with relevant stakeholders.

- *

Unclear Objectives and Data: The Draft Masterplan estimates 3,600 additional dwellings, significantly exceeding the 1,500 identified in Council's earlier reports. This discrepancy undermines confidence in the data and planning process.

- *

No Collaboration with Inner West Council: Approximately half of Croydon Station's 400m radius lies within Inner West Council's jurisdiction, yet there is no evidence of coordination between the two councils. Burwood is unfairly shouldering the development burden.

- *

Misleading Terminology: The plan is labeled the "Croydon Masterplan," yet most development is concentrated in Burwood. This misrepresentation confuses residents and undermines trust in the Council.

- *

Inadequate Multilingual Resources: Key documents and consultation materials were not translated into other languages, excluding large portions of Burwood's multicultural community from participating meaningfully.

5. BEST PRACTICES IGNORED

The Draft Masterplan deviates from global and local best practices for urban planning.

- *

Transport-Oriented Development (TOD): The TOD proposal better aligns with best practices by concentrating growth near transport hubs, reducing traffic impacts, and revitalizing key community spaces like The Strand.

- *

Sustainability and Livability: The Masterplan fails to prioritize sustainable urban design, such as adequate green

spaces, biodiversity, and flood risk management.

- *

Heritage Protection: While the TOD respects heritage conservation areas, the Draft Masterplan unnecessarily excludes these zones, missing opportunities for balanced growth.

The Draft Croydon Masterplan fails to deliver equitable, transparent, and sustainable urban planning. It unfairly concentrates development in Burwood, neglects community input, and risks long-term harm to residents and infrastructure. The Council should instead adopt the NSW Government's TOD proposal, which balances growth with livability and sustainability.

Yours sincerely

[Redacted Signature]

[Redacted Name]

Archived: Wednesday, 11 December 2024 3:52:17 PM

From: [REDACTED]

Sent: Wed, 20 Nov 2024 04:04:25

To: [Burwood Council](#)

Subject: Opposition to Croydon Master Plan

Importance: Normal

Sensitivity: None

As a long-time resident of Croydon I wish to voice my opposition to the Croydon Master Plan as it has been presented.

The implementation CMP will affect the area north of the railway line in a highly negative way. This part of Croydon/Burwood currently suffers congested trafficked roads, particularly during morning and afternoon (school drop-off/pick-up) times. The nature of the roads on this side of Croydon is narrow streets, several of which can only manage one vehicle at a time now - (I refer to King, Cross, Waimea, Boundary Sts and at times Albert Crescent). The increase in traffic around this side of Croydon will be unmanageable. It is obvious that this area will not cope with further traffic. Apart from disrupted traffic flow this scenario will clearly pose a safety hazard the many school children attending the 4 schools within this restricted zone.

I also agree with the following list of findings relating to the Croydon Master Plan.

Response to the Croydon Master Plan:

Figure 19. Structure Plan (Page 41 of the Master Plan)

The Structure Plan provides schematic detail of areas of development with relevant FSR ratio. In addition the Structure Plan identifies several "areas for future investigation".

Response:

The potential for development in these "areas for future investigation" need to be assed now in order to provide clarity and transparency as to what capacity Croydon has to meet the housing potential lost by excluding the Malvern Hill HCA which is within 400m of the Croydon Station. By assessing the areas for future investigation and finding they have capacity to provide housing, we may not need to rezone as much in Croydon as the Masterplan proposes. For example, Hampton Court forms one of the "areas for future investigation". As it can be seen in the schematic below, it has the capacity to possibly accommodate 2 or 3 additional towers on the open space area (highlighted in red) that from discussions with locals is under-utilised.

There is also opportunity to provide more housing by going vertical rather than horizontal to meet the housing targets. For example, properties on the southern side of Grosvenor Street which adjoin the rail corridor could accommodate increasing heights as this would not create any overshadowing issues given

they about the rail corridor, but will also offset the higher cost of meeting rail standards and acquiring existing apartments which any developer would have to go through anyway in order to develop these under the current Masterplan.

Shaftesbury Road Precinct

Page 43 of the Masterplan states *"retail uses and possible community uses at ground level will also provide an appropriate alternative use other than residential dwellings."*

Response:

In order for the Masterplan to propose such uses an economic and retail analysis should have been undertaken prior to such a suggestion. This precinct is in close proximity to Westfield and the Burwood CBD and as such retail uses may not be viable. Without an economic and retail analysis to support the above comment would make this Masterplan flawed.

Railway North Precinct

Page 44 of the Masterplan states *"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."*

Response:

The Railway North Precinct contains the original Excelsior Estate and Bungalow Estate which are two of the oldest estates in Croydon, and pre-date the other HCA's like Malvern Hill. The housing in these estates were developed at a time when Croydon was also a key employer with the numerous brickpits. These estates provided important and affordable worker housing and to this day these areas contain some of Croydon's most affordable housing given their smaller allotment size and various and modest housing typologies. The Masterplan should be retaining this pocket of affordable housing which helps meet the "missing middle" housing (as termed by the NSW Government) and provides entry level housing for those seeking to move into Croydon but require a house rather than an apartment.

Croydon Core Precinct

Page 24 of the Masterplan states *"this small precinct will include a street wall height of up to 6 storeys and tower development up to 15 storeys above"*.

Response:

Given that this area already contains apartments which the community is generally used to, the opportunity to go slightly higher in order to retain detached housing in other areas (eg Railway North Precinct) should be considered. In particular the properties on the southern side of Grosvenor Street which adjoin the rail corridor. Increasing heights on these properties would not create any overshadowing issues given they about the rail corridor, but will also offset the higher cost of meeting rail standards and acquiring existing apartments which any developer would have to go through anyway in order to develop these under the current Masterplan.

Railway South Precinct

Page 47 states "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 will remain in its current form."

It is noted that the Council passed a resolution in its last meeting to exclude this area.

Response:

This precinct is ideally located in close proximity to Burwood Station that has far more frequent rail services than Croydon Station. Further, it is close to the Burwood CBD, Westfield and future Burwood RSL at the old library site. In addition, once Burwood RSL moves to its new location, their current site is an ideal site to be redeveloped for housing given its proximity to the above mentioned facilities. Even with the heritage items located within this precinct and its proximity to Malvern Hill, a proper Masterplan which includes the current Burwood RSL could be prepared which retains and protects the above mentioned heritage but also providing housing closer to a more important railway station.

Stakeholder Engagement PlanWhat we engaged on

The Plan makes the following two statements in 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.
- * Lower Heights near Croydon Station: Building heights will taper down nearer to Croydon station to preserve its heritage and suburban feel.

Response:

The masterplan as exhibited fails to create '...a more suburban, fine-grain character near Croydon Station' and '...preserve its...suburban feel' due to the proposed heights, building typology and density proposed on the northern side of the rail corridor.

Council Agenda Item 31/24 TOD Program - Proposed Croydon Housing Investigation Study AreaInitial Community Engagement

The Agenda Item states that residents of Croydon were initially engaged consulted between April and May 2024 (page 4). Residents were given the opportunity to also pinpoint where new housing should be located (page 5). The Plan generally states that there was support (with pin drops) for development north of the railway line.

Response:

Discussions with people since the exhibition of the Masterplan indicates that the pin drops for development on the northern side of the rail corridor were people living in Malvern Hill Estate or other parts south of the rail corridor as a means to protect their area. Most residents living in the areas

outside of the Govt 400m TOD area on the northern side of the rail corridor believed that they were not affected and hence didn't provide a response. The adoption of the Masterplan as exhibited should solely be based on the support or rejection from those residents affected and not those living in areas unaffected by the Masterplan.

Heritage

The Agenda states the current Heritage Conservation Areas be excluded from the Croydon HIA as this "... aligns with Council's Community Strategic Plan which aims to "protect our unique built heritage and maintain or enhance local character".

Response:

Croydon's built heritage isn't only found in those areas which are currently within HCAs. Other parts of Croydon have important historical and social significance, especially those areas (such as Grosvenor Estate) that are actually older and more socially significant (eg early worker cottages) than, for example, Malvern Hill Estate. Our heritage shouldn't be limited simply to those buildings that a heritage architect thinks externally look "nice" to keep.

Existing Mid-Rise Housing

The Agenda states that "existing mid-rise housing is a constraint to new development as the cost of redeveloping to increase the number of dwellings is generally prohibitive."

Response:

One option is to allow those areas identifies in blue in the Agenda with higher FSR and height given that the community is already living with those forms of development. Cost of construction of each tower can then be apportioned over more apartments thus bringing the cost down, and providing apartments at a more affordable price point.

The Agenda also states that as the TOD requires minimum 21m site width that in most cases two (2) sites will need to be amalgamated.

Response:

In the area know as Grosvenor Estate (bound by Alfred Crescent, Webb St, Cheltenham Rd and Cross St) there are properties with a frontage ranging from 4-9m which would mean that at least 4 properties would need to be acquired, which for a developer creates risk if they can't secure this many properties. For example, there are small worker style properties along Alfred Cres that have frontages of about 4m which would mean 5 properties would need to be acquired, the more properties required, the increase in risk a developer can't purchase all properties to create a developable parcel.

Low and Mid Rise Housing

The Agenda makes reference to the Governments December 20203 announcement with respect to "Diverse

and Well-Located Homes", that is the "Missing Middle". The reforms would allow dual occupancies, terraces and townhouses in R2 low density zones.

Response:

The rezoning of large parts of the R2 land north of the rail corridor would remove a large portion of the R2 zoned land close to the station, thus removing any opportunity to meet the Governments reforms. This form of housing is considered more appropriate in this location. Further, the housing in this location, unlike south of the rail corridor and within the Malvern Hill estate area, is far more affordable and therefore should be retained rather than being rezoned for development. It provides housing for people who can't afford the larger block of land in Malvern Hill Estate and other areas but require detached housing accommodation for persona/family reasons. It also allows opportunity for people to upgrade from a current Croydon unit to a house when families grow at a price more affordable than in areas south of the corridor. It also allows people to down-size from their larger allotments to something smaller whilst remaining in Corydon. The houses earmarked for rezoning north of the corridor are essential in the provision of diverse forms of housing at lower price points. Otherwise we will be having expensive unfordable large houses on the southern side of the corridor and apartments on the northern side. We need to retain this "missing middle" housing which is affordable. This is why this area has a high proportion of essential workers (eg police, nurses, teachers, cleaners etc) living here as opposed to the larger blocks on the southern side. If the goal is to introduce more affordable forms of housing we need to retain what is currently affordable and redevelop the unaffordable sections of Croydon.

Croydon HIA: Case for Change

2.0 Croydon Housing Investigation Area

This section of the Report states that the Croydon HIA *"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."*

Response:

This statement and justification for change is flawed on the following two grounds:

1. Large parts of the HIA Masterplan area are the most affordable detached housing stock in Croydon, primarily due to their smaller allotment sizes and modest housing typologies. The higher land prices are generally located south of the rail corridor (including Malvern Hill Estate) and the Croydon Low Density Dwelling Residential Precinct (as identified in the Masterplan) as both these areas contain larger allotments (hence the higher land value for each allotment) and larger and "upmarket" housing typologies.
2. TODs around the world generally stick to the 300-400m radii at smaller transport nodes equivalent to Croydon. Larger transport around the world nodes equivalent to Strathfield or Hornsby Stations etc tend to be 600m-800m radii. They also contain retail/commercial at street level in these developments to activate the precinct. The Masterplan's 800m proposes mainly residential development which goes against TOD principles. In other words what is proposed in the Masterplan 800m is not "transit oriented development", its just "development".

3.1.2 Council Led Strategic Planning Burwood Community Strategic Plan 2036 (Burwood Council, 2022)

Croydon HIA: Social Infrastructure and Open Space Needs

Section 1.1 Previous consultation key findings

Table 1 states that the "community identified need for more open space, particularly south of Croydon Station if development is to occur in the area."

Response:

The Masterplan fails in providing any open space on the southern side of the corridor in order to address this community need. If development under the TOD as proposed was adopted, or if Council elected to include development in the southern side of the corridor, developers may be more likely to provide this open space as part of their development. Council should consider development on the southern side of the corridor as well.

Table 1 states that the "community identified potential need for another primary school due to increase population density."

Response:

Croydon Public School was recently redeveloped. Having participated in the development plans at the time it was evident that the redevelopment of the school was based on likely future population (and hence enrolments) based on the development potential under the current LEP provisions. The increase in population under the Masterplan (and to extent the overall 400m TOD) has not been catered for in the current completed school design. The Masterplan also fails in reserving land for expansion of the current school to accommodate the increased enrolments. Hence there will be a lack of appropriate school infrastructure for new residents jeopardising the viability of the proposed development as people may be unlikely to move into the new apartments if they can't get access to the school.

Section 1.2 Open Space and social infrastructure

The Report states that there are a number of parks within 2km of the Croydon HIA. Government has made it clear that Burwood Council needs to plan for additional housing on its side of the LGA border even though Croydon is split between Burwood and Inner West Councils. In this case, the same rule should apply in terms of available open space. Centenary Park, Bede Spillane Gardens and Hammond Park are all in Inner West Council and that Council may have plans to develop those parks in the future. Hence, they should not be included in the Masterplan analysis as they are not Burwood LGA facilities.

Froggatt Crescent Reserve is largely a road reserve green space which is not useable open space by the community. It should not be included in the open space analysis.

Section 1.3 Indicative dwelling yield and future population

The Report states that the Croydon HIA will yield 3,600 dwellings and with an incoming population of 9,000 people (based on 2.5 people per household).

Response:

The Report provides no comparison between the anticipated Croydon HIA dwelling yield and the now excluded areas that were originally in the 400m TOD. An analysis needs to be done of what the yield would have been under the 400m TOD radii (which included Malvern Hill estate). This would provide some clarity as to lost development potential and how much is needed in other parts of Croydon and the Burwood LGA. Without this original analysis the community cannot compare if the 3,600 dwelling yield is

excessive or not. This is a fundamental failing of the Masterplan report.

The anticipated population of 9,000 people will be a strain on local facilities. Using the inputs provided in the Report this would mean there would be 1,800 additional children that will need to be accommodated by the local school. This is more than the school population at present. The local soccer club currently has 212 registered junior players and struggles to accommodate them on its 3 local fields at Blair and Centenary Parks. It is clear these additional children will not be unable to be accommodated on these two sporting fields, and there has been no allocation of large sporting fields in the Masterplan, which is a clear failing of the Masterplan.

Section 1.4 Benchmarking assessment and likely needs

The Report states that ideally at least one park of between 3,000 and 5,000sqm is required, and 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.

Response:

Given the earlier comment in relation to number of children and the capacity of the local soccer club it would mean that at least one large soccer field would be required in addition to smaller passive open spaces. The Masterplan fails in the provision of enough open space to accommodate the sporting needs of the anticipated increase in population. The proposed 4 pocket parks and 2 plazas will not meet the active recreation needs of the current and anticipated population.

Croydon HIA: Transport Statement

Section 2 Transport review of proposed master plan

This Section of the JMT Report states that *"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."*

Response:

The Report provides no detail as to how the analysis was arrived at. Albert Crescent from local experience does not just provide local access but is often used as a main connector between the Schools at Croydon and Shaftesbury Road. During school drop off and pick up hours large volumes of traffic use Albert Crescent in both directions and hence converting it to one-way traffic would push the alternate traffic flow into other local streets which don't have capacity to handle this additional traffic.

In the traffic demand analysis section of the Report (page 6) it states that *"a 'business as usual' scenario which considers the theoretical development capacity under current planning controls and current travel behaviours"* is used.

It also states provides the following table:

Response:

The use of theoretical capacity for the "business as usual" scenario is flawed as it provides no information as to how these numbers are arrived at. There is plenty of real data available or can be captured to provide a more accurate analysis of the current situation. For example, TfNSW has real data available from the Opal Card readers at the station which provide a more accurate source of public transport use (especially for Croydon Station) during peak periods. Further, proper traffic counts could have been undertaken, if not available from Council, to provide more accurate car and cycle data. Even without the use of more accurate data just simple analysis of the number of children attending Croydon Public School would generate more than 230 peak hour walking trips let alone those walking to the station to catch a train.

The expected increase in public transport usage of only 900 trips seems low. The whole purpose of TODs is to encourage more public transport use. If this Report is considered to be correct in that the Croydon Masterplan HIA only achieves an increase of only 900 additional trips, then the HIA/TOD has failed in what it is trying to achieve.

The Transport study needs to be remodelled based on real data and in consultation with TfNSW as to their expected increase travel/transport demand by 2036.

Further, based on the anticipated population of 9,000 people that is provided in the Social Infrastructure and Open Space Needs Report, even on a conservative level if only one person per new household caught the train, this would be an additional 3,600 commuters using Croydon station per day which would predominantly be during peak periods. This shows that the analysis in the Report is understated and does not reflect or rely on the population projections in the other HIA supporting reports. When TfNSW upgraded the Station there were 4,750 daily trips from Croydon Station and the upgrade was designed to cater for a 27% increase to 6,055 by 2036 (this is based on data in the Croydon Station REF). The 6,055 that was arrived at was based on potential increase population due to development under the current LEP zoning. The Station has not catered for this additional increase under the TOD nor the Masterplan. Further, there is no analysis as to whether the rail network has the capacity to cater for this increased in patronage and whether stations like Town Hall and Wynyard which serve this line have capacity to cater for the increase as well given they are often at platform capacity during evening peak periods.

The Report seems to contain a number of photos of streets in Croydon.

Response:

None of the photos of the Report are of actual streets within the Croydon HIA Masterplan area. It raises questions as to whether the consultant has familiarity with the HIA Masterplan area and the traffic transport issues they currently face. It raises questions on the accuracy of the Report's findings.

Croydon HIA: Heritage Analysis

TBC

Croydon HIA: Flood and Services Utilities Findings

Services and Utilities constraints

The Report identifies important trunk stormwater and sewer pipe locations. It is evident that the areas known as Grosvenor Estate and Bungalow Estate are affected by such infrastructure. In relation to stormwater, the Report states that "Sydney Water prefer no development to occur within a stormwater asset ZOI" [Zone of Influence]. The Report also states that in order to build within the ZOI an "out-of-scope" application needs to be submitted and approved by Sydney Water. The Report also states that "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."

In terms of the trunk sewer the Report states that "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".

Response:

The Masterplan clearly shows a high number of proposed building envelopes that are located either above or next to Sydney Water assets, and yet no approval from Sydney Water has been obtained to indicate that they will support any development as proposed under the Masterplan. This is a fundamental flaw of the Masterplan. Typically, Masterplans are developed based on where known assets are and some form of early approval obtained to ensure the Masterplan can be achieved.

The Report also provides some solutions such as the use of concrete bridging layers over pipe assets, however, these generally are expensive. There has been no analysis as to the cost of these and whether this impacts the viability of developing the projected buildings.

As no costing or viability assessment has been done, nor early Sydney Water approval has been obtained for the Croydon HIA then there is real doubt that the Masterplan can be achieved. In fact the report actually acknowledges that "the presence of trunk sewer and stormwater services represent an approval and cost constraint to any developments proposed within their zones of influence".

Flooding Constraints ?

TBC

Powerlines

The Report provides commentary on the possibility of undergrounding powerlines.

Response:

The Report provides no assessment as to the cost of doing this and whether this additional cost to be borne by the developer impacts on the feasibility of the Masterplan.

Also, there is an electrical substation on Webb Street (near Albert Crescent) however there is no

analysis as to its adequacy to cater for the additional load, and whether it needs to be augmented at its current location or a new substation to be provided elsewhere. In fact, the Masterplan shows the substation site as a development site, yet no provision has been made for a substation in the Croydon HIA. This is a fundamental flaw with the Masterplan.

As I have mentioned above, as it currently stands I strongly oppose the Croydon Master Plan.

Yours sincerely,



Archived: Wednesday, 11 December 2024 3:52:24 PM

From: [John Faker](#)

Mail received time: Mon, 25 Nov 2024 05:06:11

Sent: Mon, 25 Nov 2024 05:06:01

To: [Jacqueline Tafokitau](#)

Subject: FW: Opposition to Croydon Master Plan

Importance: Normal

Sensitivity: None


Cr John Faker

Mayor of Burwood

President -- Southern Sydney Regional Organisation of Councils

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Sunday, 24 November 2024 3:34 PM

To: George Mannah <George.Mannah@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>; gm@burwood.nsw.gov.au; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>; David Hull <David.Hull@burwood.nsw.gov.au>; Mayor <Contact.Mayor@burwood.nsw.gov.au>

Subject: Opposition to Croydon Master Plan

Dear Sir/Madam,

As a long-time resident of Croydon I wish to voice my strong opposition to the Croydon Master Plan as it has been presented.

The implementation CMP will affect the area north of the railway line in a highly negative way. This part of Croydon/Burwood currently suffers congested trafficked roads, particularly during morning and afternoon (school drop-off/pick-up) times. The nature of the roads on this side of Croydon is narrow streets, several of which can only manage one vehicle at a time now - (I refer to King, Cross, Waimea, Boundary Sts and at times Albert Crescent). The increase in traffic around this side of Croydon will be unmanageable.

It is obvious that this area will not cope with further traffic. Apart from disrupted traffic flow, this scenario will clearly pose a safety hazard the many school children attending the **4 schools within this restricted zone**. Conversely, roads on the southern side of the railway line are of greater capacity and are established thoroughfares connecting to Burwood, Ashfield, Frederick St and Liverpool Road. The effect of increased traffic on this side of Croydon is incomparable to the proposal above.

Limiting re-zoning to the northern side of the railway line is clearly counterproductive - not to mention completely unfair to the Croydon residents in that area. In this respect, the 400m zone proposed in the TOD is the only reasonable - and fair - alternative, at this stage, as it encompasses (rightly so) both sides of the railway line.

I also agree with the following list of findings relating to the Croydon Master Plan.

Response to the Croydon Master Plan:

Figure 19. Structure Plan (Page 41 of the Master Plan)

The Structure Plan provides schematic detail of areas of development with relevant FSR ratio. In addition the Structure Plan identifies several "areas for future investigation".

Response:

The potential for development in these "areas for future investigation" need to be assessed now in order to provide clarity and transparency as to what capacity Croydon has to meet the housing potential lost by excluding the Malvern Hill HCA which is within 400m of the Croydon Station. By assessing the areas for future investigation and finding they have capacity to provide housing, we may not need to rezone as much in Croydon as the Masterplan proposes. For example, Hampton Court forms one of the "areas for future investigation". As it can be seen in the schematic below, it has the capacity to possibly accommodate 2 or 3 additional towers on the open space area (highlighted in red) that from discussions with locals is under-utilised.

There is also opportunity to provide more housing by going vertical rather than horizontal to meet the housing targets. For example, properties on the southern side of Grosvenor Street which adjoin the rail corridor could accommodate increasing heights as this would not create any overshadowing issues given they abut the rail corridor, but will also offset the higher cost of meeting rail standards and acquiring existing apartments which any developer would have to go through anyway in order to develop these under the current Masterplan.

Shaftesbury Road Precinct

Page 43 of the Masterplan states *"retail uses and possible community uses at ground level will also provide an appropriate alternative use other than residential dwellings."*

Response:

In order for the Masterplan to propose such uses an economic and retail analysis should have been undertaken prior to such a suggestion. This precinct is in close proximity to Westfield and the Burwood CBD and as such retail uses may not be viable. Without an economic and retail analysis to support the above comment would make this Masterplan flawed.

Railway North Precinct

Page 44 of the Masterplan states *"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."*

Response:

The Railway North Precinct contains the original Excelsior Estate and Bungalow Estate which are two of the oldest estates in Croydon, and pre-date the other HCA's like Malvern Hill. The housing in these estates were developed at a time when Croydon was also a key employer with the numerous brickpits. These estates provided important and affordable worker housing and to this day these areas contain some of Croydon's most affordable housing given their smaller allotment size and various and modest housing typologies. The Masterplan should be retaining this pocket of affordable housing which helps meet the "missing middle" housing (as termed by the NSW Government) and provides entry level housing for those seeking to move into Croydon but require a house rather than an apartment.

Croydon Core Precinct

Page 24 of the Masterplan states *"this small precinct will include a street wall height of up to 6 storeys and tower development up to 15 storeys above"*.

Response:

Given that this area already contains apartments which the community is generally used to, the opportunity to go slightly higher in order to retain detached housing in other areas (eg Railway North Precinct) should be considered. In particular the properties on the southern side of Grosvenor Street which adjoin the rail corridor. Increasing heights on these properties would not create any overshadowing issues given they abut the rail corridor, but will also offset the higher cost of meeting rail standards and acquiring existing apartments which any developer would have to go through anyway in order to develop these under the current Masterplan.

Railway South Precinct

Page 47 states *"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 will remain in its current form."*

It is noted that the Council passed a resolution in its last meeting to exclude this area.

Response:

This precinct is ideally located in close proximity to Burwood Station that has far more frequent rail services than Croydon Station. Further, it is close to the Burwood CBD, Westfield and future Burwood RSL at the old library site. In addition, once Burwood RSL moves to its new location, their current site is an ideal site to be redeveloped for housing given its proximity to the above mentioned facilities. Even with the heritage items located within this precinct and its proximity to Malvern Hill, a proper Masterplan which includes the current Burwood RSL could be prepared which retains and protects the above mentioned heritage but also providing housing closer to a more important railway station.

Stakeholder Engagement Plan

What we engaged on

The Plan makes the following two statements in 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.
- * Lower Heights near Croydon Station: Building heights will taper down nearer to Croydon station to preserve its heritage and suburban feel.

Response:

The masterplan as exhibited fails to create *"...a more suburban, fine-grain character near Croydon Station"* and *"...preserve its...suburban feel"* due to the proposed heights, building typology and density proposed on the northern side of the rail corridor.

Council Agenda Item 31/24 TOD Program - Proposed Croydon Housing Investigation Study Area

Initial Community Engagement

The Agenda Item states that residents of Croydon were initially engaged consulted between April and May 2024 (page 4). Residents were given the opportunity to also pinpoint where new housing should be located (page 5). The Plan generally states that there was support (with pin drops) for development north of the railway line.

Response:

Discussions with people since the exhibition of the Masterplan indicates that the pin drops for development on the northern side of the rail corridor were people living in Malvern Hill Estate or other parts south of the rail corridor as a means to protect their area. Most residents living in the areas outside of the Govt 400m TOD area on the northern side of the rail corridor believed that they were not affected and hence didn't provide a response. The adoption of the Masterplan as exhibited should solely be based on the support or rejection from those residents affected and not those living in areas unaffected by the Masterplan.

Heritage

The Agenda states the current Heritage Conservation Areas be excluded from the Croydon HIA as this "... aligns with Council's Community Strategic Plan which aims to "protect our unique built heritage and maintain or enhance local character".

Response:

Croydon's built heritage isn't only found in those areas which are currently within HCAs. Other parts of Croydon have important historical and social significance, especially those areas (such as Grosvenor Estate) that are actually older and more socially significant (eg early worker cottages) than, for example, Malvern Hill Estate. Our heritage shouldn't be limited simply to those buildings that a heritage architect thinks externally look "nice" to keep.

Existing Mid-Rise Housing

The Agenda states that "existing mid-rise housing is a constraint to new development as the cost of redeveloping to increase the number of dwellings is generally prohibitive."

Response:

One option is to allow those areas identifies in blue in the Agenda with higher FSR and height given that the community is already living with those forms of development. Cost of construction of each tower can then be apportioned over more apartments thus bringing the cost down, and providing apartments at a more affordable price point.

The Agenda also states that as the TOD requires minimum 21m site width that in most cases two (2) sites will need to be amalgamated.

Response:

In the area know as Grosvenor Estate (bound by Alred Crescent, Webb St, Cheltenham Rd and Cross St) there are properties with a frontage ranging from 4-9m which would mean that at least 4 properties would need to be acquired, which for a developer creates risk if they can't secure this many properties. For example, there are small worker style properties along Alfred Cres that have frontages of about 4m

which would mean 5 properties would need to be acquired, the more properties required, the increase in risk a developer can't purchase all properties to create a developable parcel.

Low and Mid Rise Housing

The Agenda makes reference to the Governments December 20203 announcement with respect to "Diverse and Well-Located Homes", that is the "Missing Middle". The reforms would allow dual occupancies, terraces and townhouses in R2 low density zones.

Response:

The rezoning of large parts of the R2 land north of the rail corridor would remove a large portion of the R2 zoned land close to the station, thus removing any opportunity to meet the Governments reforms. This form of housing is considered more appropriate in this location. Further, the housing in this location, unlike south of the rail corridor and within the Malvern Hill estate area, is far more affordable and therefore should be retained rather than being rezoned for development. It provides housing for people who can't afford the larger block of land in Malvern Hill Estate and other areas but require detached housing accommodation for persona/family reasons. It also allows opportunity for people to upgrade from a current Croydon unit to a house when families grow at a price more affordable than in areas south of the corridor. It also allows people to down-size from their larger allotments to something smaller whilst remaining in Corydon. The houses earmarked for rezoning north of the corridor are essential in the provision of diverse forms of housing at lower price points. Otherwise we will be having expensive unfordable large houses on the southern side of the corridor and apartments on the northern side. We need to retain this "missing middle" housing which is affordable. This is why this area has a high proportion of essential workers (eg police, nurses, teachers, cleaners etc) living here as opposed to the larger blocks on the southern side. If the goal is to introduce more affordable forms of housing we need to retain what is currently affordable and redevelop the unaffordable sections of Croydon.

Croydon HIA: Case for Change

2.0 Croydon Housing Investigation Area

This section of the Report states that the Croydon HIA *"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."*

Response:

This statement and justification for change is flawed on the following two grounds:

1. 1. Large parts of the HIA Masterplan area are the most affordable detached housing stock in Croydon, primarily due to their smaller allotment sizes and modest housing typologies. The higher land prices are generally located south of the rail corridor (including Malvern Hill Estate) and the Croydon Low Density Dwelling Residential Precinct (as identified in the Masterplan) as both these

areas contain larger allotments (hence the higher land value for each allotment) and larger and "upmarket" housing typologies.

2. 2. TODs around the world generally stick to the 300-400m radii at smaller transport nodes equivalent to Croydon. Larger transport around the world nodes equivalent to Strathfield or Hornsby Stations etc tend to be 600m-800m radii. They also contain retail/commercial at street level in these developments to activate the precinct. The Masterplan's 800m proposes mainly residential development which goes against TOD principles. In other words what is proposed in the Masterplan 800m is not "transit oriented development", its just "development".

3.1.2 Council Led Strategic Planning Burwood Community Strategic Plan 2036 (Burwood Council, 2022)

Croydon HIA: Social Infrastructure and Open Space Needs

Section 1.1 Previous consultation key findings

Table 1 states that the "community identified need for more open space, particularly south of Croydon Station if development is to occur in the area."

Response:

The Masterplan fails in providing any open space on the southern side of the corridor in order to address this community need. If development under the TOD as proposed was adopted, or if Council elected to include development in the southern side of the corridor, developers may be more likely to provide this open space as part of their development. Council should consider development on the southern side of the corridor as well.

Table 1 states that the "community identified potential need for another primary school due to increase population density."

Response:

Croydon Public School was recently redeveloped. Having participated in the development plans at the time it was evident that the redevelopment of the school was based on likely future population (and hence enrolments) based on the development potential under the current LEP provisions. The increase in population under the Masterplan (and to extent the overall 400m TOD) has not been catered for in the current completed school design. The Masterplan also fails in reserving land for expansion of the current school to accommodate the increased enrolments. Hence there will be a lack of appropriate school infrastructure for new residents jeopardising the viability of the proposed development as people may be unlikely to move into the new apartments if they can't get access to the school.

Section 1.2 Open Space and social infrastructure

The Report states that there are a number of parks within 2km of the Croydon HIA. Government has made it clear that Burwood Council needs to plan for additional housing on its side of the LGA border even though Croydon is split between Burwood and Inner West Councils. In this case, the same rule should

apply in terms of available open space. Centenary Park, Bede Spillane Gardens and Hammond Park are all in Inner West Council and that Council may have plans to develop those parks in the future. Hence, they should not be included in the Masterplan analysis as they are not Burwood LGA facilities.

Froggatt Crescent Reserve is largely a road reserve green space which is not useable open space by the community. It should not be included in the open space analysis.

Section 1.3 Indicative dwelling yield and future population

The Report states that the Croydon HIA will yield 3,600 dwellings and with an incoming population of 9,000 people (based on 2.5 people per household).

Response:

The Report provides no comparison between the anticipated Croydon HIA dwelling yield and the now excluded areas that were originally in the 400m TOD. An analysis needs to be done of what the yield would have been under the 400m TOD radii (which included Malvern Hill estate). This would provide some clarity as to lost development potential and how much is needed in other parts of Croydon and the Burwood LGA. Without this original analysis the community cannot compare if the 3,600 dwelling yield is excessive or not. This is a fundamental failing of the Masterplan report.

The anticipated population of 9,000 people will be a strain on local facilities. Using the inputs provided in the Report this would mean there would be 1,800 additional children that will need to be accommodated by the local school. This is more than the school population at present. The local soccer club currently has 212 registered junior players and struggles to accommodate them on its 3 local fields at Blair and Centenary Parks. It is clear these additional children will not be unable to be accommodated on these two sporting fields, and there has been no allocation of large sporting fields in the Masterplan, which is a clear failing of the Masterplan.

Section 1.4 Benchmarking assessment and likely needs

The Report states that ideally at least one park of between 3,000 and 5,000sqm is required, and 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.

Response:

Given the earlier comment in relation to number of children and the capacity of the local soccer club it would mean that at least one large soccer field would be required in addition to smaller passive open spaces. The Masterplan fails in the provision of enough open space to accommodate the sporting needs of the anticipated increase in population. The proposed 4 pocket parks and 2 plazas will not meet the active recreation needs of the current and anticipated population.

Croydon HIA: Transport Statement

Section 2 Transport review of proposed master plan

This Section of the JMT Report states that *"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."*

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It also states provides the following table:

Response:

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The expected increase in public transport usage of only 900 trips seems low. The whole purpose of TODs is to encourage more public transport use. If this Report is considered to be correct in that the Croydon Masterplan HIA only achieves an increase of only 900 additional trips, then the HIA/TOD has failed in what it is trying to achieve.

The Transport study needs to be remodelled based on real data and in consultation with TfNSW as to their expected increase travel/transport demand by 2036.

Further, based on the anticipated population of 9,000 people that is provided in the Social

Infrastructure and Open Space Needs Report, even on a conservative level if only one person per new household caught the train, this would be an additional 3,600 commuters using Croydon station per day which would predominantly be during peak periods. This shows that the analysis in the Report is understated and does not reflect or rely on the population projections in the other HIA supporting reports. When TfNSW upgraded the Station there were 4,750 daily trips from Croydon Station and the upgrade was designed to cater for a 27% increase to 6,055 by 2036 (this is based on data in the Croydon Station REF). The 6,055 that was arrived at was based on potential increase population due to development under the current LEP zoning. The Station has not catered for this additional increase under the TOD nor the Masterplan. Further, there is no analysis as to whether the rail network has the capacity to cater for this increased in patronage and whether stations like Town Hall and Wynyard which serve this line have capacity to cater for the increase as well given they are often at platform capacity during evening peak periods.

The Report seems to contain a number of photos of streets in Croydon.

Response:

None of the photos of the Report are of actual streets within the Croydon HIA Masterplan area. It raises questions as to whether the consultant has familiarity with the HIA Masterplan area and the traffic transport issues they currently face. It raises questions on the accuracy of the Report's findings.

Croydon HIA: Heritage Analysis

TBC

Croydon HIA: Flood and Services Utilities Findings

Services and Utilities constraints

The Report identifies important trunk stormwater and sewer pipe locations. It is evident that the areas known as Grosvenor Estate and Bungalow Estate are affected by such infrastructure. In relation to stormwater, the Report states that "Sydney Water prefer no development to occur within a stormwater asset ZOI" [Zone of Influence]. The Report also states that in order to build within the ZOI an "out-of-scope" application needs to be submitted and approved by Sydney Water. The Report also states that "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."

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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".

Response:

The Masterplan clearly shows a high number of proposed building envelopes that are located either above or next to Sydney Water assets, and yet no approval from Sydney Water has been obtained to indicate that they will support any development as proposed under the Masterplan. This is a fundamental flaw of the Masterplan. Typically, Masterplans are developed based on where known assets are and some form of early approval obtained to ensure the Masterplan can be achieved.

The Report also provides some solutions such as the use of concrete bridging layers over pipe assets, however, these generally are expensive. There has been no analysis as to the cost of these and whether this impacts the viability of developing the projected buildings.

As no costing or viability assessment has been done, nor early Sydney Water approval has been obtained for the Croydon HIA then there is real doubt that the Masterplan can be achieved. In fact the report actually acknowledges that *"the presence of trunk sewer and stormwater services represent an approval and cost constraint to any developments proposed within their zones of influence"*.

Flooding Constraints ?

TBC

Powerlines

The Report provides commentary on the possibility of undergrounding powerlines.

Response:

The Report provides no assessment as to the cost of doing this and whether this additional cost to be borne by the developer impacts on the feasibility of the Masterplan.

Also, there is an electrical substation on Webb Street (near Albert Crescent) however there is no analysis as to its adequacy to cater for the additional load, and whether it needs to be augmented at its current location or a new substation to be provided elsewhere. In fact, the Masterplan shows the substation site as a development site, yet no provision has been made for a substation in the Croydon HIA. This is a fundamental flaw with the Masterplan.

As I have mentioned above, as it currently stands I strongly oppose the Croydon Master Plan.

Yours sincerely,



Archived: Wednesday, 11 December 2024 3:52:32 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 20:21:22

To: [Burwood Council](#)

Cc: [John Faker](#) information@planning.nsw.gov.au strathfield@parliament.nsw.gov.au

Subject: Objection to the Croydon Masterplan

Importance: Normal

Sensitivity: None

To: Burwood Council Town Planning Department

To Whom it May Concern,

I live at [REDACTED] and write to voice my strenuous objection to the Masterplan for the Croydon Precinct.

I understand that many of my neighbours are submitting detailed proposals covering the other objections that I also agree with including:

- Council is favouring large scale development in Burwood instead of more modest development around Croydon. That is unfair and it affects more residents than the State Government's Croydon Transport Oriented Development (TOD) proposal.
- The Burwood proposal involves excessive building heights (15-25 stories) instead of 8 in the Croydon TOD.
- The Masterplan would cause loss of privacy and significant financial detrimental impact to our property and to other properties near me.

I submit that Council should instead revert to the State Government TOD.

In summary, I ask that Council stops the Masterplan and reverts to the State Government TOD proposal.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:52:35 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 20:53:32

To: [Burwood Council](#)

Subject: Submission on Croydon Housing Investigation Area

Importance: Normal

Sensitivity: None

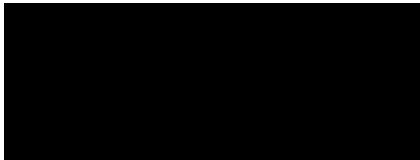
I wish to object to Council's master plan for Croydon.

There is not enough density near the station.

I think it is appropriate to preserve unusually old or unusual buildings but it is not appropriate to preserve large areas of ordinary suburban housing, as this does.

I value a lively walkable neighbourhood, with good access to public transport, much more than I value keeping these unremarkable buildings.

the original TOD proposal was better.



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:52:41 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 19:28:44

To: [Burwood Council Mayor George Mannah Pascale Esber Alex Yang Sukirti Bhatta David Hull Deyi Wu](#)

Cc: jason.yatsenli@nswlabor.org.au

Subject: I accept initial TOD plan (400 metre radius from Croydon and Burwood station)

Importance: Normal

Sensitivity: None

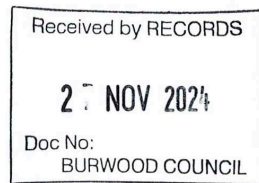
Dear Burwood Council,

I received a letter concerning the zoning of Burwood recently. I reject the 'Croydon Masterplan' and put my full support to the initial TOD plan (Eg. the 400 metre radius around Croydon station).

I'm also very suspicious with how this rezoning has been organised by those involved in the 'Croydon Masterplan'. There was little notice before the 20/11/2024 deadline to contact you, with the letter only being received 13/11/2024. Additionally, the General public drop in session being 16/11/2024, four days before the deadline while it seems that the residents of Croydon have had a greater time and influence on this plan than seems fair.

To sum up, and apologies for repeating myself, but I hope this conveys my attitude to this matter - 'I rejected the 'Croydon Masterplan' put out by the Burwood Council and place my unequivocal support to the initial TOD plan (i.e 400 metre zoning around Croydon station).

[REDACTED]



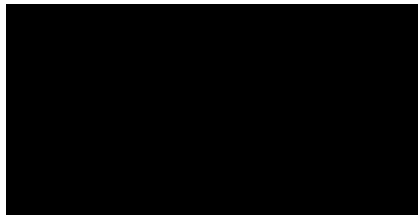
Ryan Cole
Director City Strategy
Burwood City Council



Dear Mr Cole

Further to our submission dated on the 16th November we would like to add that we are saying **NO** to the Councils Croydon Master Plan and **YES** to the TOD (Transport Oriented Development Program) for the following reasons:-

- It will add to over development for Burwood and moving development to an already congested Burwood is unfair to the residents.
- The State Government guidelines are for medium density development within a 400 metre radius of the railway station and therefore Croydon needs to develop its own Town Centre with a maximum of six storeys.

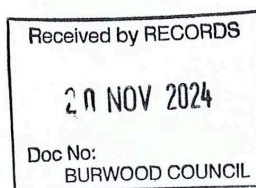


RECEIVED - CS
18 NOV 2024
BURWOOD COUNCIL

Ryan Cole
Director City Strategy
Burwood City Council

POSTCODE
□ □ □ □

Ryan Cole
Director City Strategy
Burwood City Council



Dear Mr Cole

We are making a submission for the Croydon Precinct Draft Masterplan because we have concerns about this proposal.

Our concerns are that this proposed precinct is very ambitious and covers a large area up to 1km which is over 400 metres from Croydon Station and extends into Burwood. This is a concern because there is already a proposed precinct for Burwood North well under way which is designed to accommodate approximately 15,000 more people.

The additional Croydon Precinct could subsequently add more population pressure to a relatively small LGA, (compared to Parramatta and Liverpool) which is a fairly densely populated and congested area, already doing a lot of the heavy lifting compared to some of the other LGA'S. Originally there was a case for Burwood North Station to alleviate the burden on Burwood Station. However this proposed Croydon precinct could add more pressure back on to Burwood Station and possibly cancel out any advantages the Burwood North Station would have.

There is also the issue of infrastructure and services that would be required for the growing population. There will be a need for schools, medical services, police, fire brigades and access required. As well as shopping amenities.

We feel that keeping new developments (over 6.1 - 4.1) along arterial roads is a better option and more realistic rather than extending into side streets of Croydon and Burwood, thus less environmental impact on tree lined streets such as Boronia Avenue as well as Victoria Street which is a busy thoroughfare.

There should also be choices available for alternative housing styles in the area to accommodate different needs of the population. This includes terraces, semi-detached and town house designs, as well as the option to have granny flats which could maximise land use.

The current NSW State Government had previously indicated that medium density areas could be identified. It appears that there is a lot more emphasis on high rise development over a wider area in the proposed plan, which exceeds what the State Government were proposing.

In light of the Burwood North Precinct this new proposed plan should be scaled back considerably. We have given some suggestions here. Also a further feasibility study should be carried out as to how the proposal will address traffic control and services, to determine if it is too ambitious.

Suggestions:-

As there is a lot of development already in and around the Town Centre, as well as the Burwood North Precinct we propose that any new developments should be confined:-

- to the railway line at Albert Crescent extending into Croydon but away from the The Strand.
- along Croydon Road, extending up to Parramatta Road and the proposed corridor.
- only along Shaftesbury Road up to Simpson Avenue.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:52:48 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 23:09:19

To: [Burwood Council](#)

Subject: Submission on Croydon Housing Investigation Area

Importance: Normal

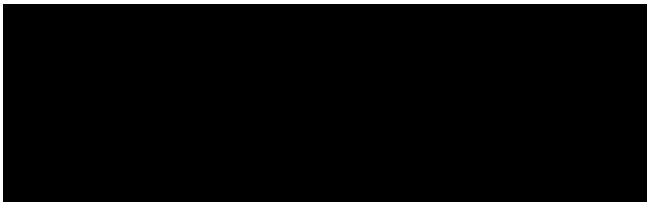
Sensitivity: None

Dear City Planning Team,

I am writing to express my concerns regarding the Draft Croydon Masterplan. This proposal concentrates new housing developments in areas farthest from Croydon Station, while preserving unremarkable houses closer to the station.

Given Croydon's strategic location and good access to public transport, it makes more sense to allow higher-density housing in the whole area near the station. This would provide more individuals and families with convenient access to transport, employment, and amenities. Increasing housing density around Croydon Station would also offer more housing choices and help alleviate housing and cost-of-living pressures over time.

Additionally, I suggest avoiding unnecessary design requirements, as they can complicate housing development without adding real value for residents. For example, specific requirements regarding the style of windows can sometimes force less preferred options on developers and residents.



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:52:51 PM

From: [George Mannah](#)

Mail received time: Wed, 27 Nov 2024 22:17:06

Sent: Wed, 27 Nov 2024 22:16:57

To: [Tommaso Briscese](#)

Subject: Fw: I reject the Croydon Master Plan

Importance: Normal

Sensitivity: None

George Mannah

Deputy Mayor of Burwood

M: 0428 363 826

2 Conder Street, Burwood, NSW, 2134



Burwood Inc.1874
Burwood . Burwood Heights . Croydon . Croydon Park . Enfield . Strathfield



Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Tuesday, November 26, 2024 10:19:04 PM

To: George Mannah <George.Mannah@burwood.nsw.gov.au>

Subject: I reject the Croydon Master Plan

Dear Councillor Mannah,

[REDACTED] I have lived in Burwood for more than twenty years. My property is in the Croydon Master Plan rezoning area, the Croydon Master Plan has caused great impact and harm to me and the Burwood community (e.g increased traffic in the area, reduced privacy, devalued property etc). The Croydon Master Plan is unreasonable, I strongly disagree with the proposed Croydon Master Plan.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:52:54 PM

From: [REDACTED]

Sent: Mon, 25 Nov 2024 17:00:19

To: [Burwood Council](#)

Cc: [David Milliken](#)

Subject: Submission in relation to the proposed Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[REDACTED] [submission to Croydon Masterplan 18.11.24.pdf](#)

Dear Mr Ryan Cole,

Please see attached my submission in relation to the proposed Draft Croydon Masterplan.

[REDACTED]



18 November 2024

Attention: Mr Ryan Cole
DIRECTOR CITY STRATEGY

cc: Mr David Milliken
cc: General Manager

PO Box 240 Burwood NSW 1805
Email: council@burwood.nsw.gov.au

**CONSULTATION WITH OWNERS OF PROPERTIES PROPOSED AS PUBLIC
OPEN SPACE IN THE DRAFT CROYDON MASTERPLAN ("Draft Croydon
Masterplan").**

Dear Mr Cole,

Thank you for the opportunity to put forward my submission in relation to
proposed Draft Croydon Masterplan.

As a concerned rate payer, I would like to highlight the following observations:

1. Proposed amalgamation

Burwood Council has made representations that the proposed 15 storeys on [REDACTED]
[REDACTED] can only be achieved through means of amalgamation with the
property owner(s) of the adjacent land being [REDACTED] (and [REDACTED]
[REDACTED]). However, Council has also represented, for the 2
adjacent sites to achieve the 15 storeys foreshadowed by the proposed Draft
Croydon Masterplan; then it is proposed that "half" the land has been given up to
Burwood Council as open space.

I would like to remind Burwood Council that the [REDACTED] was
granted a DA (via the Land & Environment Court (NSW) on 23 October 2024 to
build an 8-storey block of apartments on the said site.

I would also like to remind Council that [REDACTED] has only recently
successfully had their DA approved. As such, I question whether an
amalgamation at this short notice is a realistic option. In my view, this puts the
strata owners of [REDACTED] in an unfair and unconscionable
disadvantage. In fact, most amalgamations originate from willing rate

payers/owners who voluntarily come together with a common interest without being coerced into an inequitable or unjustifiable deal.

I ask Burwood Council, what happens to the [REDACTED] in the event an amalgamation of sites is not achieved with [REDACTED] Will the designated 'open reserve' classification remain on the proposed planning documents?

Also, I was shocked to hear that Burwood Council assumes that [REDACTED] is divided into two pieces of land. What will happen to the other half not required by Council? Is this an oversight?

For the above reasons, I strongly suggest that the Draft Croydon Masterplan be varied to exclude "half" of the proposed land on [REDACTED] for the purposes of meeting the Chris Minn's government proposal ("TOD" program) of providing increased density within the 400m radius of the identified railway stations including Croydon. In turn, I also suggest that in order to meet the NSW state objective, that the density be increased to 15 storeys which is fundamentally in line with this initiative.

2. Abundance of parklands/public open space

The proposed open space contemplated by the Draft Croydon Masterplan does not make sense, considering that the Northern corridor of Croydon station benefits from an existing and rich footprint of parklands/public open space.

Based on the publicly available information, I understand that there is almost +11 hectares of parklands made up of the following:

- **Wangal Park – 4.2 hectares;**
- **Blair Park – 2.2 hectares;**
- **Centenary Park - 3.7 hectares;**
- **Prowse Reserve – 0.3 hectares;**
- **Bede Spillane Reserve – 0.3 hectares;**
- **Bell Reserve; and**
- **Webb Street Reserve – [REDACTED]**

I question why the Draft Croydon Masterplan requires half of the strata land on [REDACTED] when it is currently surrounded by a greater density of parklands/open space all within reasonable walking distances and accessible amenities.

If the Draft Croydon Masterplan is submitted in its current form, then Burwood Council will be failing the Minn's Government objective in providing the required density (i.e. 15 storeys) within the 400m radius from Croydon station for the sake of a "token parcel of land" which is currently in the form of strata plan.

I would also like to bring to Burwood Council's attention that [REDACTED] and the Webb Street Reserve.

It is well-known among the Croydon residents that the Webb Street Reserve and the floral bed is continuously used as a dumping ground for furniture (including old beddings), rubbish and abandoned shopping trollies. I have no doubt Burwood Council is aware of this matter by the number of complaints received by Council regarding this matter.

3. Whether the Draft Croydon Masterplan achieves the NSW state government objectives:

As the objectives noted above, of the Minn's Government under the TOD program, I question how the proposed Draft Croydon Masterplan meets this stated goal. The 3 pieces of open space on the one corner i.e. Webb Street Reserve, the floral garden and "half" of [REDACTED] appear tokenistic at most.

Burwood council would meet the objective of the increased density within the 400m radius of Croydon station with the almost 11 hectares of parklands/open space in proximity to our property. Noting the already existing Webb Street Reserve and the floral bed [REDACTED].

4. Sufficient time to assess submissions lodged by key stakeholders:

It is of great concern Burwood Council has not allowed sufficient time to consider submissions made by key stakeholders, especially owners/rate payers immediately and directly affected by the Draft Croydon Masterplan.

The main apprehension I have is whether Burwood Council will have sufficient time to process and evaluate all the concerns and submissions lodged and/or canvassed at the recent Drop-in Sessions including meetings in the streets of Croydon. I understand that Council will be "closed" shortly so far as planning is concerned for the summer period noting that Burwood Council is expected to advise the NSW state minister in January 2025 (the precise date yet known).

I would also like assurance from Burwood Council that the owners/rate payers would have an opportunity to view and assess changes, if any, adopted in response to all the submissions lodged with your office.

Again, I would like to thank you for the opportunity to respond to the Draft Croydon Masterplan (in its current form).

Yours faithfully,
[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:52:57 PM

From: [REDACTED]

Sent: Mon, 25 Nov 2024 21:58:52

To: [Burwood Council](#)

Cc: [David Milliken](#) [REDACTED]

Subject: DRAFT CROYDON MASTERPLAN - Submission

Importance: High

Sensitivity: None

[REDACTED] - 25 Nov 2024.pdf;

Dear Mr Ryan Cole,

cc: Mr David Milliken

[REDACTED] would like thank you for the opportunity to provide our submission in relation to the proposed Draft Croydon Masterplan.

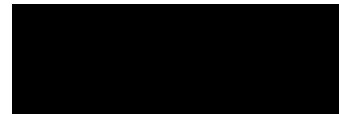
Accoridngly, please find attached our submission for your consideration outlining our genuine concern for our property.

Should you require any further details or clarification, please reach out to me via [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



25 November 2024

Attention: Mr Ryan Cole
DIRECTOR CITY STRATEGY

cc: Mr David Milliken
cc: General Manager

PO Box 240 Burwood NSW 1805
Email: council@burwood.nsw.gov.au

**CONSULTATION WITH OWNERS OF PROPERTIES PROPOSED AS PUBLIC
OPEN SPACE IN THE DRAFT CROYDON MASTERPLAN ("Draft Croydon
Masterplan").**

Dear Mr Cole,

As a rate payer (owner) and resident of over +25 years, we like to thank you and your team for the opportunity to put forward our submission in relation to the proposed Draft Croydon Masterplan.

It should be noted that Burwood Council formally notified me of the proposed Draft Croydon Masterplan in person by 2 employees of Burwood council (including Emily – Customer Experience) last Wednesday, 13th November and via registered post on Friday, 15th November 2024.

More specifically, we would like to highlight the following concerns:

1. Proposed amalgamation

To date (albeit through a very brief passage of time), Burwood council has made representation during their visit of by their on 13th November and their Drop-In Sessions on 16th November that the proposed 15 storeys on [REDACTED] can only be achieved through means of amalgamation with the property owner(s) of the adjacent land being [REDACTED] (and 1 [REDACTED] [REDACTED]). It also our understanding for the 2 adjacent sites to achieve the 15 storeys foreshadowed by the proposed Draft Croydon Masterplan; then it is contemplated that approximately half of the stratum land on [REDACTED] will be detrimentally required to be ceded to Burwood LGA for the provision of public open space.

We would like to remind council that the [REDACTED] was granted a DA ([REDACTED]) to build an +8-storey block of apartments on the said site.

For your reference, the DA number is [REDACTED] as confirmed on the Burwood Council website:

[REDACTED]

Having said this, we have no real expectation that the prospect of amalgamating [REDACTED] is possible considering that the DA applicant has successfully had their DA approved subject to the attached conditions outlined in the above case. Having said this, we question whether any developer, under similar circumstances, would want to amalgamate land that will result in a disproportionate “surrender” of half the land to open space.

In our view, this places the strata owners of [REDACTED] in an unfair and unconscionable disadvantage. Therefore, we are uncertain whether this was an oversight of the Draft Croydon Masterplan as clearly, such proposal if accepted, will be a serious impediment.

Fundamentally, the Draft Croydon Masterplan fails to address what will happen to [REDACTED] in the event an amalgamation of sites is **not** achieved with [REDACTED]. Will the designated “open reserve” classification remain on the proposed planning documents?

For the above reasons, we strongly suggest that the Draft Croydon Masterplan be varied to exclude the proposed open space (i.e. “half” of the land) on [REDACTED] for the purposes of meeting i) Burwood Council’s Masterplan objectives and/or ii) the Chris Minn’s government (“TOD”) proposal of providing increased density within the 400m radius of the identified railway stations including Croydon. In turn, we also suggest that in order to meet either objective, that the density be increased to 15 storeys that is fundamentally in line with these initiatives to alleviate the chronic shortage in housing, especially along the railway/metro line corridor.

2. Abundance of parklands/public open space

We have real and genuine concerns about the proposed open space contemplated by the Draft Croydon Masterplan considering that the Northern corridor of Croydon station benefits from an existing and rich footprint of parklands/public open space. We contend that this very Northern corridor contributes significantly to the overall parklands and public open space within the Burwood LGA at large, particularly for Croydon.

Based on the publicly available information, we understand that there are almost +11 hectares of parklands made up of the following:

- **Wangal Park – 4.2 hectares;**
- **Blair Park – 2.2 hectares;**
- **Centenary Park - 3.7 hectares;**
- **Prowse Reserve – 0.3 hectares;**
- **Bede Spillane Reserve – 0.3 hectares;**
- **Bell Reserve; and**
- **Webb Street Reserve – [REDACTED]**

We raise the efficacy of why the Draft Croydon Masterplan requires half of the strata land on [REDACTED] when a greater density of parklands/open space all within reasonable walking distances, abundantly surrounds it.

If the Draft Croydon Master Plan is submitted in its current form, then Burwood Council will not optimally achieve sufficient housing for the area. In the alternative, if the Minn's Government objective is adopted, it will also fail to achieve the required density (i.e. 15 storeys) within the 400m radius from Croydon station if "half" of the land is confined to open space. Either way, is the loss of potential housing for the sake of a "token" parcel of land (which is currently in the form of strata plan) a sensible and prudent solution.

Furthermore, we would like to bring to Burwood Council's attention that [REDACTED] and the Webb Street Reserve.

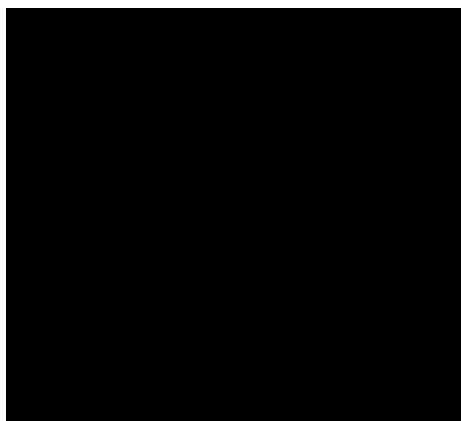
It is a well known among the residents of Grosvenor, Webb and Boundary Street that the Webb Street Reserve and the floral bed are always used by many as dumping grounds for furniture (including old beddings), rubbish and abandoned shopping trollies. We have included for your reference below how these small/token open spaces are abused and left in a state of despair. Your records will show that complaints have been made historically about dumped furniture and trollies outside our homes including the Webb Street Reserve.



This trolley was abandoned for almost 10 days. Happy to share more photos.



The above photo with the dumped mattresses was taken on 18 November 2024.



This is another example of abuse of “open spaces” which left unattended, looks derelict and aesthetically displeasing.

3. Whether the Draft Croydon Masterplan achieves the “spirit” and “intent” of the Transport Oriented Development (TOD) Accelerated Precincts:

As iterated earlier in this submission, we ask how does the proposed Draft Croydon Masterplan objectively satisfy “in principal” the framework articulated under TOD.

Is it necessary and therefore practical to have 3 pieces of open spaces confined to one corner i.e. Webb Street Reserve, the floral garden and “half” of [REDACTED] [REDACTED]?

Wouldn't Burwood council be better served in meeting the increased density within the 400m radius of Croydon station noting that there are almost 11 hectares of parklands/open space in proximity to our property and the fact that our property has indeed “contributed” to the open space just with the existence of Webb Street Reserve and the floral bed immediately outside 2 [REDACTED] [REDACTED] alone?

It is submitted, based on the Draft Croydon Masterplan, the proposal for the open space [REDACTED] is not in the spirit of the NSW state government plans and should therefore be removed to ensure that the density proposed by the neighbouring properties be upheld.

4. Sufficient time to assess submissions lodged by key stakeholders:

We have grave concern whether there is sufficient time for Burwood Council to consider submissions actually made by key stakeholders, especially owners/rate payers immediately and directly affected by the Draft Croydon Masterplan.

The reason for our concerns is whether Burwood Council will have sufficient time to process and evaluate all the concerns and submissions lodged and/or canvassed at the recent Drop-in Sessions including meetings in the streets of Croydon. It is our understanding that generally council will be “closed” shortly so far as planning is concerned for the summer period noting that Burwood Council is expected to advise the NSW state minister in January 2025 (on a date, yet confirmed).

Also, we ask Burwood Council whether the owners/rate payers would have an opportunity to see what changes, if any, were adopted as a result of all the submissions lodged with your office.

Again, we would like to thank you for the opportunity to respond to the Draft Croydon Masterplan (in its current form).

Yours faithfully,

[REDACTED]

Archived: Wednesday, 11 December 2024 3:53:03 PM

From: [REDACTED]

Sent: Sat, 9 Nov 2024 13:40:52

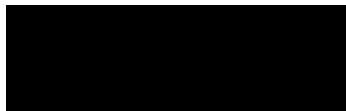
To: [Burwood Council](#)

Subject: Croydon Housing Investigation Area (TOD)

Importance: Normal

Sensitivity: None

We need more tobacco shops in Croydon!



Archived: Wednesday, 11 December 2024 3:53:06 PM

From: [REDACTED]

Sent: Tuesday, 26 November 2024 8:59:39 AM

To: [Burwood Council gm@burwood.nsw.au](mailto:gm@burwood.nsw.au)

Cc: [REDACTED] [Mayor jason.yansenli@nswlabor.org.au](mailto:Mayor.jason.yansenli@nswlabor.org.au) sally.sitou@nswlabor.org.au [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [Deyi Wu](#) [David Hull](#)

Subject: 200+ PETITION - STOP CROYDON MASTERPLAN - AS AT NOVEMBER 25, 2024

Importance: Normal

Sensitivity: None

Attachments:

[200 Signatories to Petition STOP CROYDON MASTER PLAN 25 NOV 2024.pdf](#);

NOTE Attachment – this contains a scan of original documents detailing personal contact details of approximately 205 signatories to the Petition. Therefore kindly treat this personal information as appropriate for the circumstance.

To: Burwood Council Town Planning Department; Tommaso Briscese (General Manager Burwood Council)

cc: [REDACTED]; **Mr John Faker Cr** (Burwood Mayor); **Mr Jason Yat-Sen Li MP** (Member for Strathfield and Member of the NSW State Government Legislative Assembly); **Ms Sally Sitou** (Member for Reid and Member of House of Representatives of the Australian Federal Parliament); Burwood Councillors - **George Mannah, Pascale Esber, Alex Yang, Surkiti Bhatta, De Yi Wu and David Hull.**

Subject: Stop the Croydon Masterplan and revert to the State Government TOD SEPP proposal (the “TOD”)

First of all, can we start by expressing our appreciation for the work that Council staff are doing in a high-pressure environment with many views now being collected in the lead up to the finalisation of feedback submissions in the short period between late October and the recently extended date November 26th 2024.

As a background, the undersigned have been pro-active over the last two and a half weeks in collecting over 200 signatures in the form of a petition (the “Petition”) in support of the above subject statement. We both first become informed of the details of the “exciting draft Masterplan for the Croydon Precinct” (the “Proposal”), notably via basic flyer from a concerned neighbour only on November 8th, 2024 (and not from any material communicated in any letter drop from Burwood Council, or any of our elected representative Councillors which was our personal expectation given the frequent bulletins that have been

provided in the recent past – including preceding Election time). We have since spent our personal time till this evening, including enlisting support of some concerned residents, to door knock homes in Webb St, Cheltenham Rd, Lucas Rd, Webb St, Young St, Froggatt Cr, Croydon and in some cases beyond.

From this experience, we would not hesitate to conclude that **over 75% of residents were aware of the background and purpose of the original TOD**, including key details such as the 400 metre radius and indeed whether and how it may impact their own homes.

However, we can confirm that as part of this exercise, very close to **95% of people** that we met with were wholly **not aware of the details of the proposal against the State Government TOD being canvassed by Burwood Council**. When we provided a viewing of printed copies (at our own expense) of the maps (directly from the related “Have your say” site*) and impact by pointing out their own home – these people were caught by a **mix of surprise and disappointment** with Burwood Council’s **approach and lack of transparency** in not having informed them directly. They all agreed that the details of the Proposal were not merely contrary to the original NSW Government TOD, instead they felt that the imposition of a zoning extension to over an 800 metre radius into a swathe of properties north of the Croydon Railway created a number of concerns.

In summary, please take this letter as a **formal Petition (containing details of over 200 signatories) where impacted homeowners and residents of Croydon are urging Burwood Council to;**

Stop the Croydon Masterplan and revert to the State Government TOD SEPP proposal.

In addition, the undersigned cordially request Burwood Council lobby the NSW State Premier Mr Minns for an minimum **6 month extension of the period to submit a plan proposal** to State Government and use this time to **provide additional options with utmost care to provide more transparency of the related details to ALL Croydon residents and rate payers** as the signatories to the Petition unanimously expressed concerns with the wholly inadequate communication and the feedback period between October 29 and November 20 (subsequently changed to 26th), 2024.

Below we separately provide **details of concerns and considerations** that were both immediately raised in our conversations as part of the door knocking exercise to canvas signatories to the Petition, as well as subsequent interactions with many of the same concerned residents / citizens. Notably we personally informed all the people that we met of the relevant QR code published on the Burwood site* which calls for individual feedback. While we have summarised these details below for your further understanding, we are fully aware that you would have received by now, countless submissions and these concerns will clearly be repeated again and again. Please read these details in conjunction with the spirit of the Petition.

[Ref: *<https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area>]

Regards,



Summary of concerns and considerations raised by various signatories to the Petition

1. The vast majority of people we door-knocked (including non-English speakers) were **well aware of and supported the State Government's TOD proposal** to build upwards and next to/near the Croydon Station precinct as this was a logical plan to provide well-connected-to-transport housing opportunities. They were aware to the extend that the 400 metre radius would apply.

2. Everyone expressed a major concern, once we informed them of the Burwood Council plan to go against the TOD and raised their **major concerns with the lack of transparency to Croydon North residents** and home owners about the fact that Malvern Hill lobbyists had earlier in the year, successfully led Burwood Council to reject TOD and to develop plans (the various options of which were not made public) which has resulted in the Croydon Masterplan proposal. People wanted to know 'how this could happen' and 'what other options were canvassed '. Even if they were not aware they wanted to know – how the process has worked because they felt honestly let down especially by those that participated in the recent Mayoral elections.

3. **Inconsistencies in density**, with 8 storey buildings close to the railway and 15 x storey buildings proposed further away e.g. Webb and Irrara cross streets.

4. Lack of information on traffic congestion impacts caused by what many felt was an absurd levels of density, with approximately 3500 homes and the obvious # of vehicles / traffic increase all within 200-300 metres of 4 schools (PLC, Holy Innocent, Croydon Public, Burwood Girls).

5. Lack of any official impartial, transparent **comparison between the Burwood Council draft Croydon Masterplan and the State Government TOD** – in their letterbox. They commented that the Mayor and Council had often “spent money on colour brochures/promotions about the things happening in Burwood” and yet NOTHING WAS RECEIVED in their letterbox except only very recently from private, concerned citizens.

6. **Lack of faith in Burwood Council** regarding proper town planning, and many quoted and actually blasted past decisions on allowing eyesore designs (e.g. tall, thin structure across from Burwood Railway station). Some people commented that high rise would definitely disrupt the neighbourhood character (ie: over 800 metres from Croydon station). Yet they were generally ok with high-rise apartments which is typically best places right near transport hubs, local centres and major roads to reduce vehicle usage.

7. Suggestions included Burwood Council, that in connection to **withdrawing the Croydon Master Plan** and focussing on deploying the State Governments initial TOD proposal, and where targets are not able to be met or are made higher – to concentrate on the vast parcels of land along Paramatta Road and potentially south of Liverpool Road.

[illegible]

[illegible]

[illegible]

[illegible]

1. The first step in the process of creating a business plan is to conduct a thorough market research. This involves identifying the target market, understanding their needs and preferences, and analyzing the competitive landscape. Market research can be conducted through various methods, including surveys, interviews, and focus groups. The goal is to gather valuable insights that will inform the business strategy and help identify potential opportunities and challenges.

2. Once the market research is complete, the next step is to define the business's mission and vision. The mission statement should clearly articulate the purpose of the business and the value it aims to provide to its customers. The vision statement, on the other hand, should describe the long-term goals and aspirations of the business. These statements serve as a guiding light for the business and help align the team's efforts towards a common goal.

3. The third step in the process is to develop a detailed business strategy. This involves identifying the key areas of focus for the business, such as product development, marketing, and sales. The strategy should outline the specific actions and initiatives that will be implemented to achieve the business's goals. It should also include a timeline and a budget to ensure that the business is operating within its financial means.

4. The fourth step is to create a financial plan. This involves estimating the costs of the business and projecting the revenue it is expected to generate. The financial plan should include a detailed breakdown of the costs, including fixed and variable costs, and a projection of the revenue over a period of time. This information is crucial for determining the business's profitability and for securing financing from investors or lenders.

5. The final step in the process is to create a business plan document. This document should be a comprehensive overview of the business, including the market research, mission and vision statements, business strategy, and financial plan. It should be written in a clear and concise manner, using simple language that is easy to understand. The business plan document is a key tool for communicating the business's goals and strategy to stakeholders and for securing financing.

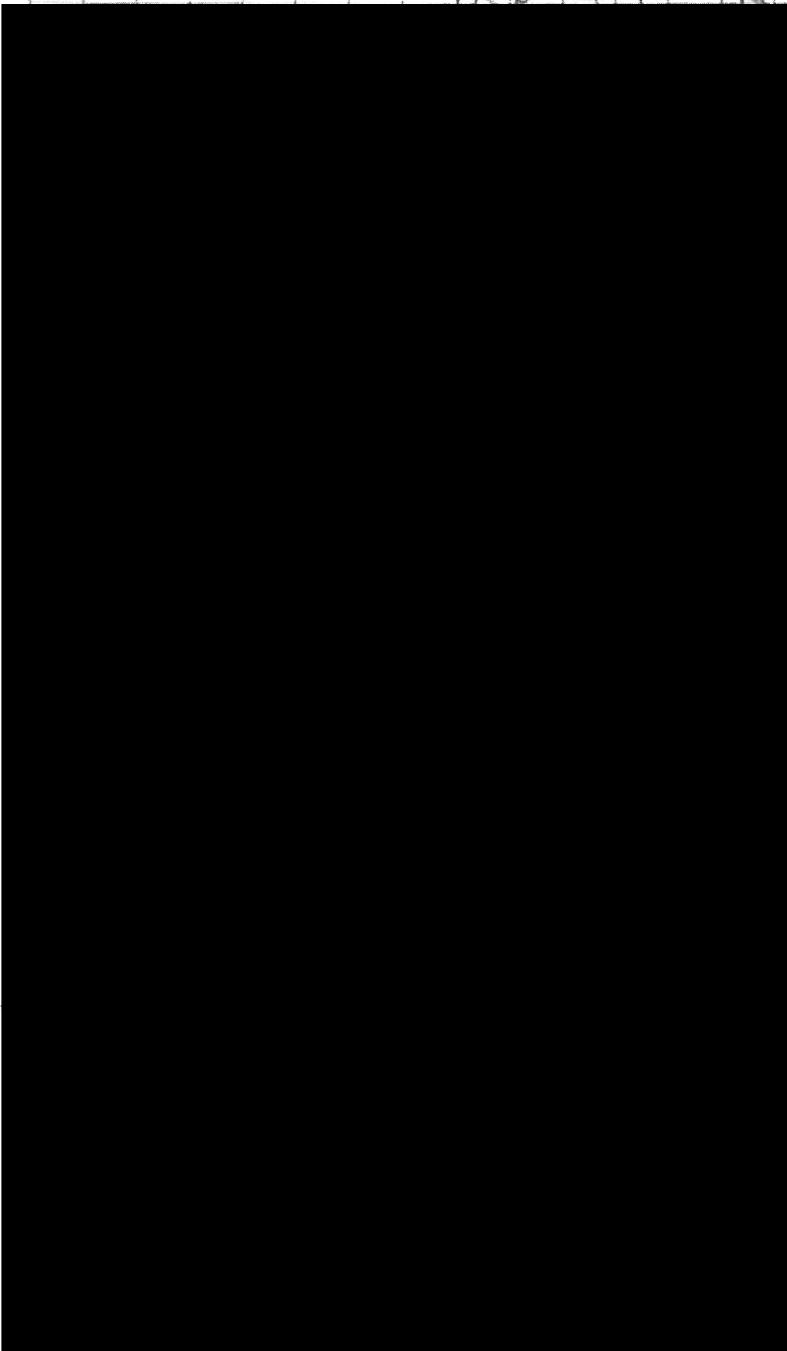
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1/15/20	Deposit	\$500.00	\$1,500.00
2/1/20	Withdrawal	-\$200.00	\$1,300.00
2/15/20	Deposit	\$300.00	\$1,600.00
3/1/20	Withdrawal	-\$100.00	\$1,500.00
3/15/20	Deposit	\$400.00	\$1,900.00
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4/15/20	Deposit	\$200.00	\$1,800.00
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12/15/20	Deposit	\$1,050.00	\$3,400.00
1/1/21	Closing Balance		\$3,400.00

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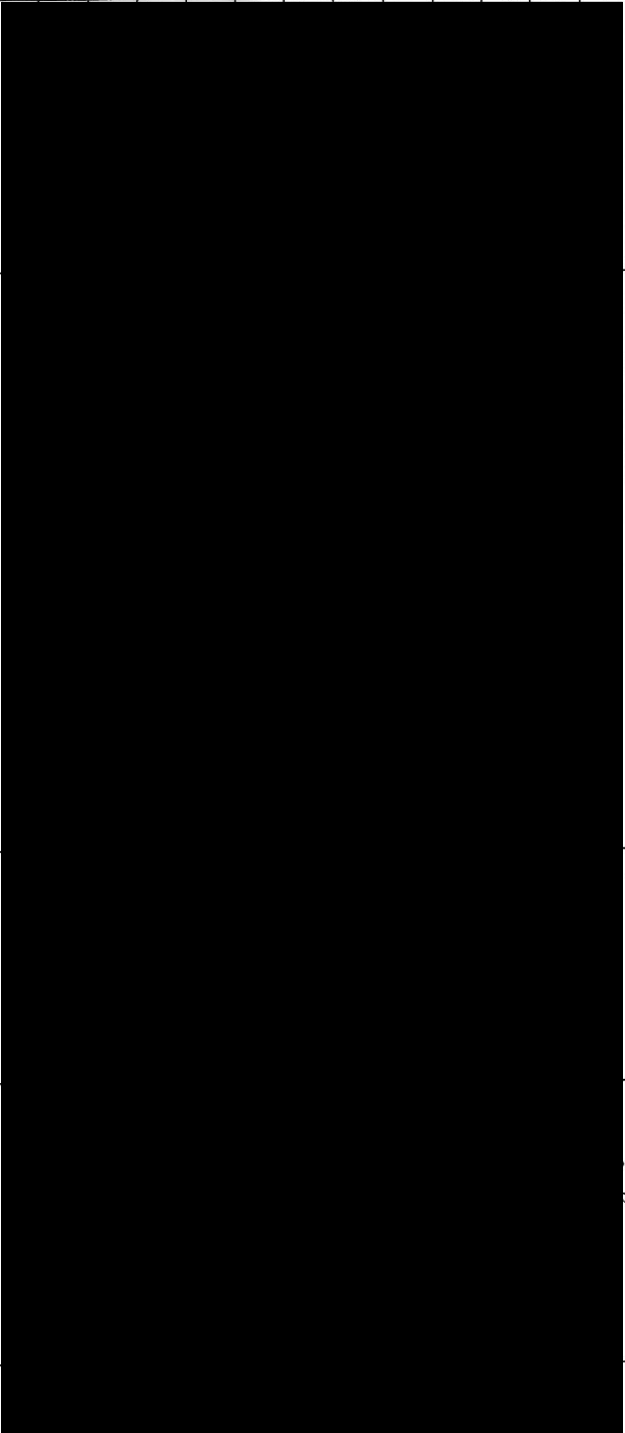
Engagement Outcomes – Redacted Formal Submissions

Stop Croydon Master Plan!				
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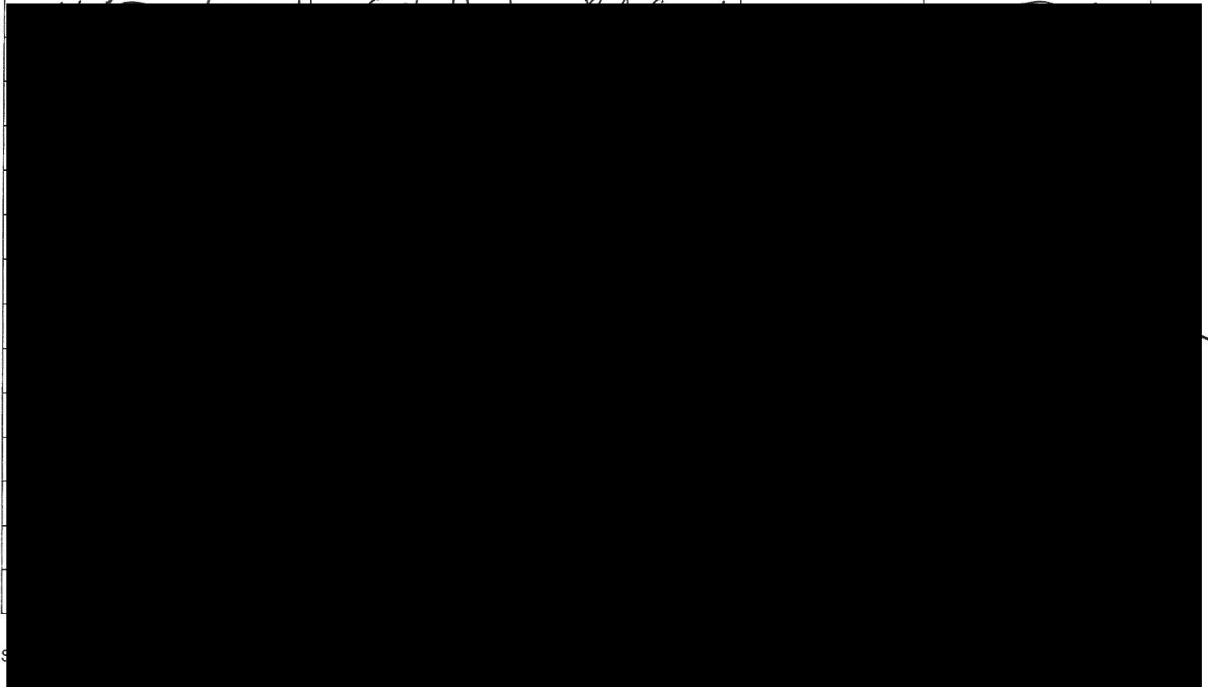
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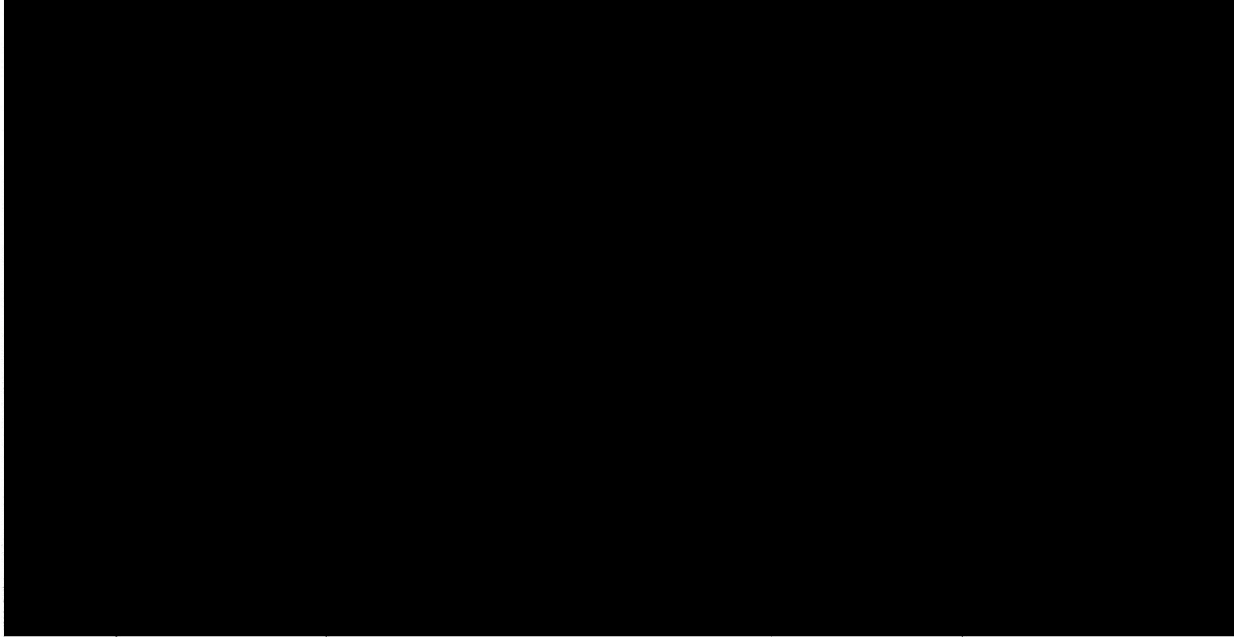
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Stop Croydon Master Plan!

Engagement Outcomes – Redacted Formal Submissions

Date	Name	Address	Mobile	Signature
				

Stop Croydon Master Plan!

Archived: Wednesday, 11 December 2024 3:53:11 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 16:41:43

To: [Burwood Council](#)

Subject: Draft Croydon Masterplan – Resident Submission - 17 November 2024

Importance: Normal

Sensitivity: None

Attachments:

[A1. BDHS submission - Croydon Housing Investigation Area.pdf](#); [A2. Croydon Flyer.pdf](#)

Attn. City Planning Team

Draft Croydon Masterplan – Resident Submission - 17 November 2024

Dear Sir or Madam,

Thank you for the opportunity to comment on the proposed Draft Croydon Masterplan.

As a member of the Burwood and District Historical Society and as retired consultant town planner I am in basic agreement with the submission lodged by the Society (see **Attachment 1**).

I would also like to add the following comments:

- * The spatial arrangement and dwelling typology shown in the precincts is entirely logical with good accessibility demonstrated from the proposed higher density areas to both Croydon **and** Burwood Stations. The location of the areas now proposed for higher housing densities have excellent public transport accessibility and will have a lesser impact on Burwood LGA's heritage compared to the previous simplistic Croydon TOD proposals put forward by the Department/State Government.
- * The proposed "Croydon low density precinct" is supported given that this area has reduced accessibility to public transport and contains conservation areas, including immediately adjacent conservation areas located in Inner West Council (IWC) at Kenilworth Street and at Ranger Road. It is important that areas of detached dwellings are retained given that this dwelling typology will progressively become an "endangered species". The State Government's low rise housing proposals will further erode single dwelling representation in Croydon.
- * I do have some concerns concerning the taller buildings (15 and 25-30 Storeys) These types of tower buildings do not contribute positively to an attractive, active streetscape. I assume the proposals allow for sharing of the Croydon TOD uplift with IWC. The proposed dwelling densities and heights of buildings should reflect a shared Council responsibility. If a lesser number of dwellings needs to be provided (see comments in BDHS submission) then building heights and densities can possibly be reduced. A maximum permitted building height of 6-8 storeys is preferred as this would better integrate visually with lower density areas (see attached BDHS submission).
If, however, some taller buildings of up to 15-20 storeys are deemed essential, then perhaps these can be

provided in very restricted locations immediately adjacent to stations.

Note: Where taller structures are allowed then a lower “human scale” podium built form is essential at street interface level with the taller part of structures setback.

- * BDHS (see attachment) contends that increased housing density in Burwood LGA, beyond what has already been envisaged in other planning strategies - such as the Burwood North Precinct Planning Proposal, and the Parramatta Road Corridor Urban Transformation Strategy will inevitably lead to seriously reduced residential amenity in Burwood, primarily due to the lack of public open space and the lack of public infrastructure.

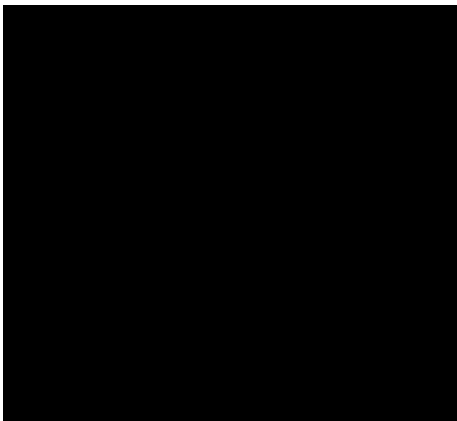
I agree wholeheartedly that it is important that developers contribute adequately to both open space and community infrastructure such as schools, libraries etc. By way of comment, the 2% contribution for affordable housing is extremely low and is substantially lower than what is required in other countries such as the United Kingdom where up to **10% affordable housing component** in new developments is required.

See: <https://www.gov.uk/government/publications/new-homes-fact-sheet-9-what-is-affordable-housing/fact-sheet-9-what-is-affordable-housing>

Note: I received a “flyer” (see **Attachment 2**) which I assume is from concerned residents affected by proposals for increased densities. Whilst I acknowledge concerns, the information contained in the “flyer” is somewhat misleading. For example, unsubstantiated statements are included asserting that if the “TOD” option were adopted the “majority of new dwellings” would be located “south of the railway line” (including the Malvern Hill Estate ?).

The flyer also states (without providing any evidence) that there will be “minimal impacts” if a “TOD solution” were realised. In fact, the TOD proposals were overly “simplistic” proposals using circles drawn around stations to identify locations proposed to be rezoned via a State Planning Policy (SEPP). No proper planning studies or heritage studies of these areas to justify changes in zoning and built form were carried out. Additionally, as far as I am aware, the Department has not yet divulged any supporting study data justifying its original “TOD” approach for Croydon. The “flyer” also incorrectly asserts that inadequate consultation with residents has occurred. This is arguably misleading given the extensive ongoing consultation which has taken place to date and can only be construed as an attempt to “muddy” the waters. On the contrary, Council’s consultants and its officers are to be commended for taking the initiative to plan properly for additional housing potential in close ongoing partnership with its residents.

Thank you for the opportunity to comment on the draft proposals for Croydon. I do hope this submission contributes constructively to Council's decision making process.



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Burwood and District Historical Society Inc.

A.B.N. 84 072 911 553

Email: burwoodhist@yahoo.com.au

P.O. Box 105, Croydon, NSW 2132

16th November 2024

The General Manager
Burwood Council

Email: Council@Burwood.nsw.gov.au
mayor@burwood.nsw.gov.au

Re: Submission re Croydon Housing Investigation Area

The Burwood & District Historical Society has serious concerns about the proposed Croydon Housing Investigation Area. The Society is astonished that Burwood LGA is suddenly taking on the entire Croydon TOD proposal housing & population increase within this Croydon Housing Investigation Area, when Burwood LGA should only be responsible for 50% of the increase, as the original proposed Croydon TOD area was shared between Burwood & Inner West Council areas.

Continued opposition to increased housing density in Burwood LGA (beyond the planned Burwood North Precinct, Parramatta Road Corridor and continuing development of the Burwood Town Centre)

The Society understands that the Croydon Housing Investigation Area has been proposed by Burwood Council as an alternative to the NSW State Government's Transport Oriented Development (TOD) proposal in a 400m circle around Croydon Railway Station, shared between Burwood & Inner West Council areas.

We understand the pressure Burwood Council, along with other local councils, is under from the NSW State Government to increase housing densities, however this pressure is particularly unreasonable for Burwood LGA, which has done so much heavy lifting over the past 20 years in relation to increasing housing, particularly in the Burwood Town Centre.

While not wishing to repeat all the Society's previous objections to the Croydon TOD proposal, it was a shockingly ill-informed proposal which threatened the largest contiguous area of Heritage Conservation Areas within the Burwood LGA (including the Malvern Hill Estate and Cintra Estate Heritage Conservation Areas).

The Society appreciates that Burwood Council has moved the area now proposed for higher density housing to the north of the railway line in the proposed Croydon Housing Investigation Area, as the area now proposed for higher housing densities has far less impact on Burwood LGA's heritage than the previous Croydon TOD proposal.

However, the Society contends that increased housing density in Burwood LGA, beyond what has already been envisaged in other planning strategies - such as the Burwood North Precinct Planning Proposal, and the Parramatta Road Corridor Urban Transformation Strategy - will inevitably lead to seriously reduced residential amenity in Burwood, primarily due to the lack of public open space and the lack of public infrastructure.

Both Burwood North Precinct and this Croydon Housing Investigation Area do propose pocket parks, however given that Burwood LGA currently only has 10 square metres of open space per person, the worst level in NSW (close to the World Health Organisation minimum standard of 9 square metres per person) and that the development of Burwood North Precinct and continuing development in the Burwood Town Centre will inevitably result in this falling below the 9 square metre per person open space standard, the increased densities now proposed for Croydon will only worsen an existing substandard situation with regard to access to public open space.

Regarding the other WHO open space standard, which calls for a 1000 square metre public park less than 400m walking distance from residences, the Croydon area close to the railway line (see attached map) is the worst location in Burwood LGA for increased housing densities, as the few large parks (Wangal Park and Blair Park) are more than 400m away.

Density proposed within the Croydon Housing Investigation Area

The densities proposed within the targeted Croydon Housing Investigation Area appear to simply respond to the NSW State Government's demand for an arbitrary amount of new housing/population uplift with no published justification and appear to have been formulated by Council to limit the physical size of the area affected.

The new housing/population uplift figure put forward by the NSW State Government for the Croydon TOD area (half of which was in the Inner West Council area, and half in Burwood LGA) appears to have called for 4450 new units within the original arbitrary 400m TOD circle, with an occupancy rate of 2.25 persons per unit (not the 2021 census figure for Burwood LGA of 2.5 persons per unit), and reflects a target of 10,000 new residents. However, the Croydon Housing Investigation Area proposes 4,111 new dwellings in Burwood LGA with a population increase of 13,525 at an occupancy rate of 2.5 persons per dwelling.

As Burwood LGA's share of the Croydon TOD area is only 50% (with the other 50% being in the Inner West Council area) why is Burwood LGA being asked to increase the population in Croydon by 10,000 or so? Burwood LGA should only be responsible for half the Croydon TOD population increase proposed by the NSW State government – a 5000 increase in population, not 10,000.

Given that Burwood North Precinct (Masterplan and Planning Proposal on public exhibition October 2023) proposed 5,366 new high rise units - estimated population increase from the Masterplan document: 15,473 – and that there will also be a population increase resulting from both the Parramatta Road Corridor increased densities and continued high rise residential development in the Burwood Town Centre, there is no shortage of either high rise housing within Burwood LGA, where 65.8% of the dwellings are already medium or high density (the majority being high density), compared to 46% in Greater Sydney (2021 census figures). With the development of the Burwood North Precinct going ahead, the % of single dwellings (detached houses with gardens) in Burwood LGA is already expected to reduce to under 20% of dwellings in the LGA within the next few years. This results in a threat to housing diversity in Burwood LGA.

The densities proposed within the Croydon Housing Investigation Area are grossly excessive and are putting the entire Croydon TOD population increase proposal onto Burwood LGA (where 50% of the population increase should be Inner West Council's responsibility).

30 storey units proposed along the Shaftesbury Road frontage of the Investigation Area and the 9-11-15 storey units proposed elsewhere within the Investigation area are grossly excessive.

The opposite western side of Shaftesbury Road, within the Burwood Town Centre, as the edge of the Town Centre, only generally allows for 6-8 storey units (with the Burwood RSL proposal approved just north of the railway line on Shaftesbury Road being the only exception to this we are aware of, where 20 storeys has been approved). To be consistent with the general height of development on the western side of Shaftesbury Road, heights of buildings along the eastern side of Shaftesbury Road in the Investigation Area should be limited to 6-8 storeys (6 storeys with setback 7th and 8th storeys). This should also be set as the maximum height of development throughout the rest of the Croydon Housing Investigation Area (noting that Grosvenor Street Croydon is already zoned for 8 storeys).

Heritage & Housing Diversity

As outlined above, there is no shortage of high-density housing in Burwood LGA. There is a greater need for 2-storey townhouses.

The Lucas Road Heritage Conservation Area, within the Croydon Housing Investigation Area, is threatened by the densities currently proposed – this heritage conservation area is proposed to be surrounded by 9 or 11-15 storey unit development. Instead, the density around the Lucas Road Heritage Conservation Area (HCA) - on Waimea Street, Albert Crescent and Cheltenham Road - should be reduced to allow for 2-storey townhouses, more compatible with the heights of houses within the HCA, to protect the vicinity of the HCA and provide a buffer between the HCA and higher density housing. Pocket parks can also be used to provide a buffer zone for the HCA.

The housing densities in the vicinity of Heritage Item Nos. I139 (former corner shop, 23 Brand Street) and I167 (Victorian era semi-detached dwellings at 31 & 33 Webb Street), both within the Croydon Housing Investigation Area, should also be reduced to allow 2-storey townhouses only, or alternatively pocket parks, adjacent to these heritage items, to protect the vicinity of these heritage items.

This alteration to the proposed housing density would also improve housing diversity, which is under serious threat in Burwood LGA.

Public Infrastructure (or the lack thereof)

Where is the NSW state government money to acquire the 20 hectares needed for a new large public park to serve the currently envisaged 20,000 increase in population proposed in Burwood LGA (even without the Croydon increased densities proposed), simply to maintain the currently inadequate amount of open space per capita?

Population density of Burwood LGA in the 2021 census is 5,726 per square kilometre (with the LGA being 7.13 square kilometres). The population density of Green Square (Sydney LGA) is 12,500 persons per square kilometre, with Green Square generally known as the area with the greatest population density in Australia. Burwood North (north of the railway west of Shaftesbury Road, up to Parramatta Road), with the Burwood North Masterplan & Planning Proposal alone, would increase the Burwood North population density to around 20,000 persons per square kilometre, which is nearly double the current population density of Green Square, with no new schools or community facilities planned. Green Square, planned by City of Sydney Council, has an award-winning library, an arts & cultural centre and an aquatic centre. So where is the new library, gymnasium, aquatic centre, community centre, and arts & cultural centre to support this increased population in Burwood LGA? Where is the funding for these?

Even the planning documents prepared for the Croydon Housing Investigation Area have not been financed by the NSW State Government – Burwood residents have had to pay for the formulation of the planning documentation for this Croydon Housing Investigation Area.

Conclusion/Summary

The Burwood & District Historical Society opposes the proposed increase in housing density put forward in the Croydon Housing Investigation Area documents, while also appreciating that Burwood Council has, under pressure from the NSW State Government, paid for and undertaken a detailed investigation of the urban environment in Croydon, and has relocated the proposed area for increased housing density north of the railway line, away from the largest heritage conservation areas in Burwood LGA which are south of the railway line in Croydon (previously threatened by the Croydon TOD proposal). Our opposition to increased housing densities in Croydon – beyond what has already been planned in Burwood Town Centre, Burwood North Precinct and the Parramatta Road Corridor – is based on:

- ***Astonishment as to how Burwood LGA is suddenly taking on within this Croydon Housing Investigation Area, the entire Croydon TOD proposal housing & population increase, when Burwood LGA should only be responsible for 50% of the increase.*** As the original proposed Croydon TOD area was shared between Burwood & Inner West Councils, therefore Burwood LGA should only be tasked with an increase arising from the TOD changes of 5000 population and (at 2.5 persons per unit occupancy rate, based on the 2021 occupancy census figure for Burwood) a resulting increase in Croydon of 2000 dwellings (not an increase of 4,111 new dwellings as proposed in this Croydon Housing Investigation Area). ***The Inner West Council area is responsible for the other 50% of the Croydon TOD area. There is no reason for Burwood Council area to suddenly take on 100% responsibility for the Croydon TOD proposed increase in housing and population.***
- The negative impact on public open space provision, already the lowest per capita in NSW and which will inevitably drop below the WHO standards, seriously impacting on future residential amenity in Burwood LGA, and noting that the Croydon area is the worst location in Burwood LGA for increased housing density, based on access to public open space (see attached map)
- The lack of any planning for or NSW state government funding for future public infrastructure in what will become one of the densest areas in Australia, again seriously impacting on residential amenity. Why does Green Square deserve decent public infrastructure, but Burwood LGA does not? Burwood LGA is heading to a future of Green Square level residential densities, therefore should have similar public infrastructure.
- The threat to housing diversity in Burwood LGA. Burwood LGA does not need more high-rise housing. Burwood LGA needs more townhouses, and low density detached dwellings will soon be below 20% of the housing mix, therefore areas of low-density dwellings should be largely preserved.

However, given the pressure of the NSW State Government on Burwood Council, if increased residential density in Croydon is to go ahead, we call for Council to redesign the Croydon Housing Investigation Area proposal to:

- Provide 2000 additional dwellings (not 4,111 as in this Housing Investigation Area proposal). 2000 additional dwellings will satisfy Burwood LGA's 50% responsibility for the population increase envisaged in the Croydon TOD proposal.
- Set out maximum building heights in the proposed affected area of 6-8 storeys (with setback 7th and 8th levels). This will match the predominant building heights at the edge of the Burwood Town Centre.
- Provide buffer zones for 2-storey townhouses and pocket parks around the Lucas Road Heritage Conservation Area and the two heritage items within the area proposed for higher residential density.

We also ask that Burwood Council:

- Not consider any submissions to the Croydon Housing Investigation Area proposal from lobby groups and vested interests that do not reside within Burwood LGA.
- Lobby the NSW State Government for funding to increase public open space and provide public infrastructure to support the proposed future population of Burwood LGA.
- Explore possible public open space acquisition from the Body Corporate of 10 Webb Street Croydon (former brick pit site).
- Explore obtaining public access for weekend open space use of the PLC playing field (Drummond Field) on the corner of Young Street and Hennessy Street Croydon.
- Lobby Transport for NSW for an eastern pedestrian entry point (with lifts) into Burwood Railway Station, to facilitate pedestrian access from the east.
- Monitor the progress of the Ku-ring-gai Council Land & Environment Court case against the NSW State Government's TOD changes. In the event that Ku-ring-gai Council wins the court case and the TOD controls are declared invalid by the Court, we ask that Burwood Council NOT proceed with any increase in housing density in the Croydon Housing Investigation Area (noting, however, that the recent Low and Mid Rise Housing changes under the NSW Housing SEPP do allow for townhouses and other forms of medium density housing within 800m of any railway or metro station - not including Heritage Conservation Areas and heritage items - which affect much of Croydon north of the railway line, and will lead to some increase in housing density in Croydon north in any case).

Regards



President
Burwood & District Historical Society

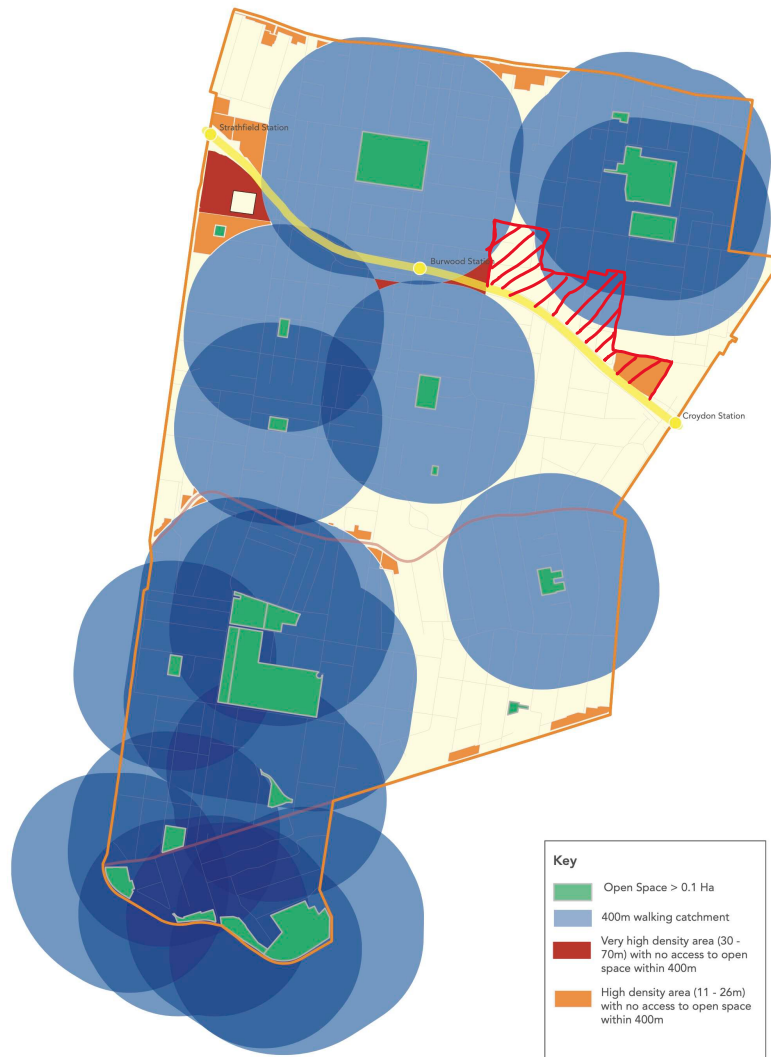


Figure 25 - Areas of the LGA that are not in 400m proximity to open space of at least 0.1ha
(areas in blue have access to open space within 400m)

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Map showing open space in Burwood LGA against the World Health Organisation (WHO) public open space standards, with the Croydon Housing Investigation Area outlined and hatched in red. This diagram shows that the proposed Croydon Housing Investigation Area, along with the area of Croydon south of the Railway Line, are areas of Burwood LGA with the least access to public open space.

Dear resident,

Since you live north of the railway station you are at risk of being substantially **WORST OFF** 😬 if the Croydon Master Plan is approved.

You can raise an objection before it is **too late** by emailing Burwood Council council@burwood.nsw.gov.au (last day is Wednesday 20th of November 📅).

Is there a better alternative to the Croydon Master Plan?

If the Croydon Master Plan is **NOT** approved, and **TOD** takes effect, it may be the **BETTER** option. Please take time to do your own research, but here are some of the reasons why...

In your email you can also include ...

Burwood Councillors





Local MP



Contact Scott: Scotthou168@outlook.com
join the FaceBook group >



	Croydon Master Plan	TOD
Traffic congestion on or near YOUR street	😬 ❌ High impact. 3300 new dwellings in your area (~8000 new residents)	✅ Minimal impact. Majority of new dwellings are located <u>south</u> of the railway
Extent of rezoning applicable to YOUR home	! ? Check plan 	TOD applies only within the 400m radius 
Building Height	😬 ❌ Max 30 stories	😬 Max 8 stories (22m-24m)
YOUR home YOUR neighborhood	! ? 🏠 🚧 🚚 Consider the negative impact of highrise and the challenge of dealing with developers.	😬 Consider your location in relation to the 400m radius
Infrastructure and investment	❌ 📉 No investment or uplift to Croydon's Town Centre	🤖 🅑 📈 Croydon's Town Centre will be uplifted. More opportunity, services and parking!
Alignment to Inner West Council's TOD for Croydon (400m radius for their part of Croydon)	❌ Not aligned Poor Town Centre outcome Discourages collaboration with Inner West Council	✅ Aligned Best Town Centre outcome Promotes collaboration with Inner West Council
Heritage preserved	✅	❌

Where was our consultation?

By now, most if not all residents in the surrounds have received news about this precarious development. The lack of inclusion is disrespectful to the long-time citizens who live in a beautiful part of Sydney.

Ignoring the people that live in Croydon is a bullying tactic. Even if you rent or lease, this still may effect you. The manner that

Burwood Council has approached this issue and dismiss the people living in the area to 'get it done' by any means.

People in this suburb have rights. The people on the other side of the train line made their rights clear.

Why shouldn't we have the same.

Public Exhibition of Draft Masterplan

Council will exhibit the draft masterplan, currently programmed to run from 23 October to 20 November 2024

Council adoption

Council will consider the draft Masterplan, likely at its meeting of 26 November 2024

Advise Minister

Council is required to advise the Minister of the approval of the Masterplan by January 2025

Council Timeline as it stands

Why You Should Care

As a resident of this area, I understand the need for progress, but I'm deeply concerned about what development could do to our community.

This place has always felt like home – quiet, close-knit, and connected to nature.

The thought of new construction, increased traffic, and more businesses flooding in feels like it would completely change the fabric of our neighborhood. We fear it could negatively affect property values, making it harder for families like ours to stay, while also pushing out the very essence of what makes this area special.

We're not against progress, but we want to make sure it happens in a way that respects our history and way of life. Change shouldn't come at the expense of what we love most about living here

Please make your opinion known and try to get this voted against.

Excerpt from Council

The draft Masterplan seeks a balanced approach to development, emphasising heritage preservation. It prioritises the protection of The Strand, Malvern Hill, and Cintra Heritage Conservation Areas, while higher density development is concentrated near the Burwood Town Centre. The plan recommends changes to land use zones, building heights, and density within the Croydon Masterplan Investigation Area. It also aims to improve the public domain by expanding open spaces, ensuring appropriate setbacks, planting street trees, and enhancing parking and active transport facilities.

Where was our consultation?

On November 26 2024
Burwood Council decides on this Development

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:53:18 PM

From: [REDACTED]

Sent: Fri, 22 Nov 2024 16:38:29

To: [Burwood Council](#)

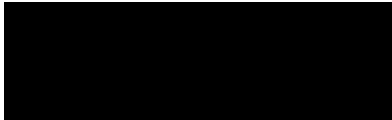
Subject: Draft Croydon Masterplan - [REDACTED]

Importance: Normal

Sensitivity: None

I'm the writing to have a say in the draft Croydon Masterplan.

- * First of all, I support the inclusion of Lucas Rd HCA in the Masterplan and with the conservation area removed.
- * FSR of 3:1 in line with the developments surrounding Lucas Road, with key sites up to 6:1 to maximise usage of land.
- * Building height 8 storeys, with key sites to be up to 15 storeys.
- * Lucas HCA to be included as a key site, to take advantage of its wider street, adjacent to the real corridor, the future key site to facilitate new public open space and through-site connections.



Archived: Wednesday, 11 December 2024 3:53:20 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 13:00:21

To: [Burwood Council](#)

Importance: Normal

Sensitivity: None

Dear Council,

As a resident of Croydon, I wish for you to note that I say **NO** to the **Croydon Master Plan** and **YES** to **TOD**.

[REDACTED]

Archived: Wednesday, 11 December 2024 3:53:23 PM

From: [REDACTED]

Sent: Thursday, 28 November 2024 9:51:39 AM

To: [Burwood Council](#) [Burwood Council](#)

Subject: Fw: No to Croydon Master Plan, Yes to TOD

Importance: Normal

Sensitivity: None

Dear Burwood council,

I am a resident and voter in Burwood LGA. [REDACTED] with my daughter's family. She and her husband owns the property. I love living in their home now as everything is walkable and our area is peaceful and quiet.

Together with my daughter's family, we love to stay at our place for as long we can. It saddened us so much when we learned about the Croydon Master Plan. We believe that it will create more adverse issues to the community than the original NSW Government's TOD program as it unfairly concentrates development in Burwood and risks long-term harm to residents and infrastructure.

So please, put a stop to Croydon Master Plan, proceed with TOD program and don't make any re-zoning in our Heritage Conservation Area.



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Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Wed, 13 Nov 2024 17:33:45
To: [Burwood Council](#)
Subject: Submission on Croydon Housing Investigation Area
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:53:26 PM

Dear Burwood Council,

I am writing to raise significant concerns with the Draft Master Plan for the Croydon TOD Precinct. The current proposal restricts housing density around Croydon Station, effectively undermining the purpose of a Transit-Oriented Development (TOD) in an area that urgently needs more housing.

First, it doesn't make sense to prevent higher-density housing directly around Croydon Station only to locate it further away. As the plan currently stands, it places density as far from the station as possible while preserving vast areas of low-density housing within a 400m radius. This forces future apartment dwellers to walk past multi-million dollar cottages to reach the train station. Such a layout seems counterintuitive when the primary goal of a TOD is to make housing near transit accessible. If Croydon can handle increased density 700m away from the station, it should be able to support it right next to the station, where it is most effective.

Additionally, the plan excludes all areas south of the station and several heritage conservation areas north of it, despite Croydon's growing need for well-located housing. While heritage is essential, in this case, it has been prioritised over housing accessibility, primarily on spurious grounds. The heritage zones have little to no historical, cultural, or social significance; many are "good examples of a modest early 20th-century housing estate." In a rapidly growing city, we need to weigh the trade-offs that come with heritage preservation carefully. Croydon's proximity to the city centre (just 20 minutes away) and its high property prices (averaging over \$2 million) make preserving unremarkable housing at the expense of accessible development challenging to justify.

Further, limiting density in these areas is based on minimal community feedback. A consultation held in June reportedly found only 20 residents who opposed increased density in these specific areas. This small sample does not represent the community's broader needs, particularly as Sydney faces a critical housing shortage. Instead, the wealthiest areas closest to the station have been left untouched in the plan, insulating them from change and pushing the burden onto less central areas. This approach only exacerbates inequality by concentrating affordability issues farther from transit hubs, making them less accessible to those who rely on them most.

Moreover, additional planning controls in the draft, including strict design excellence requirements, mandatory design competitions, and

excessive setbacks, create unnecessary barriers to development. While these requirements aim to enhance aesthetic and community appeal, they often impose significant costs and delays on projects, reducing the feasibility of building much-needed housing. These controls also contradict recent recommendations from the Productivity Commission, which emphasised the need to minimise planning barriers to stimulate housing supply. To achieve the goals of a TOD and alleviate Sydney's housing issues, this plan should prioritise streamlined, inclusive development close to Croydon Station.

I urge Burwood Council to reconsider these restrictive elements and revise the master plan to allow higher-density housing directly around Croydon Station. We must focus on enabling accessible and affordable housing to meet community needs, especially in well-connected areas, rather than preserving low-density suburbs with limited heritage value.



Archived: Wednesday, 11 December 2024 3:53:32 PM

From: [REDACTED]

Sent: Sun, 24 Nov 2024 00:46:52

To: [Burwood Council](#)

Subject: Submission re proposed Croydon Masterplan for Lucas Rd

Importance: Normal

Sensitivity: None

We are residents of [REDACTED] and are writing to share our concerns about the proposed Croydon Masterplan.

If the council opts not to adopt the TOD and instead moves forward with the Croydon Masterplan, we strongly urge that the plan be revised.

Following the November 19th consultation with residents of the Lucas Rd Heritage Conservation Area, we believe Lucas Road must be incorporated into the Masterplan. Specifically, we recommend removing the conservation area designation and applying updated planning controls to align with nearby precincts, including increasing the height of buildings to 54 meters and the floor space ratio to 3:1.

Excluding Lucas Rd from the Masterplan will impose significant challenges on local residents, including:

- *** Loss of Privacy:** Residents will experience diminished visual privacy due to the scale of surrounding developments.
- *** Noise Pollution:** Increased noise levels from adjacent areas will disrupt the amenity of the street.
- *** Incompatibility in Scale:** The conservation area's current designation does not align with the bulk and scale of planned developments nearby.
- *** Erosion of Heritage Value:** The significance of Lucas Rd's heritage will be overshadowed by larger, more intensive developments in adjacent precincts.
- *** Acknowledged Risks:** The council itself recognizes the risks of overdevelopment by excluding similar projects near the Railway South Precinct.

To address these concerns, we believe council should:

1. 1. Adopt the State Government's TOD plan, which provides a comprehensive framework for growth; or
2. 2. Proceed with the Croydon Masterplan but incorporate Lucas Rd into the plan: removing the conservation zoning and aligning development controls with neighboring areas to ensure fairness and consistency.

Failing to include Lucas Rd in the Masterplan will result in severe and lasting impacts for residents, leaving us without viable options to address the consequences of surrounding development.

To ensure Lucas Rd is treated equitably and responsibly, we request the following amendments to the Croydon Masterplan:

1. 1. **Revised Planning Controls:**
 - * Remove conservation zoning for Lucas Rd
 - * Align the height of buildings with neighboring areas (54 meters).
 - * Set the floor space ratio to match surrounding developments (3:1).
2. 2. **Accommodating Diverse Resident Views:**
 - * Residents of properties including [REDACTED] support this proposal.
 - * For those who may disagree, the council should provide the option for individual rezoning, ensuring fairness and flexibility for all residents.

We ask council to consider these proposals to ensure Lucas Rd is included in the Croydon Masterplan. Ignoring this request will lead to long-term negative consequences for our community and undermine the council's goals for thoughtful and inclusive planning.

Thank you for reviewing our submission.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Mon, 25 Nov 2024 21:09:00
To: [Burwood Council](#)
Subject: Croydon Master Plan
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:53:38 PM

I do NOT approve of this Croydon Master Plan. You are not considering the current residents of these areas and this place holds a special place in my heart emotionally. I grew up here and I DONT want it to change! BUILD SOMEWHERE ELSE less residents MORE TREES BECAUSE ITS BURNING. Figure how to target NSW government housing crisis because you are affecting me and why is it only affecting the North?!!! Seriously. Get a better plan, build somewhere else. Lowkey the TOD Plan is okay ž Š

Thanks! ♥

From: [REDACTED]
Sent: Thu, 14 Nov 2024 21:06:20
To: [Burwood Council](#)
Subject: Croydon Housing Investigation Area (TOD)
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:53:41 PM

To whom it may concern

As the owners of [REDACTED], I am supportive of the intent and proposal shared here. I understand the intent is to meet high density ambitions in the areas closer to Burwood train station; on the north of the train line. This leaves the heritage homes to the south of the train station largely protected; and I do support the protection of quality, well maintained early 1900s dwellings. Overall, this feels an appropriate and considered adjustment from the initial plans.

With thanks
[REDACTED]

Sent from my iPhone

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:53:44 PM

From: [REDACTED]

Sent: Wednesday, 27 November 2024 6:20:27 PM

To: [Tommaso Briscese](#)

Cc: [REDACTED]

Subject: Croydon TOD and Current Croydon Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[General Manager Tommaso Briscese \[REDACTED\] 23Nov2024.pdf](#)

Dear Mr Tommaso Briscese (General Manager),

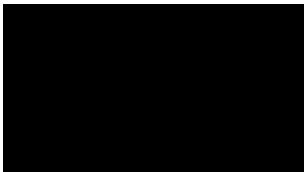
Hope you are doing well.

I'd be grateful if you could read my attached letter that I have sent to the councillors. Please note that the attached letter was originally prepared before last night's meeting based on the current Masterplan, but now adjusted after the council meeting. It contains many of the aspects that we are concerned about. Of course we are concerned that the Masterplan has included our block from Victoria street to Waimea street and the rear homes in Boronia Avenue. We request that these homes on the entire block be removed so as to avoid any issues associated with what has been included in the attached letter and especially privacy issues.

Since Monday, I have been inundated with Real Estate letters requesting to buy my home. Although we have no desire to sell, a couple indicated the sale prices of other homes in different locations and it is obvious that the Masterplan has reduced our property values on our block.

I don't know what or, if any, new masterplans will look like at this stage so I feel obliged to still send my letter. It contains some feedback about what can be improved.

I look forward to hearing back from you or perhaps a staff member for any further discussions so we can make this work.





Mr Tommaso Briscese
General Manager
Burwood Council
PO Box 240,
Burwood NSW 1805.

27th November, 2024

Dear Mr Tommaso Briscese,,

Re: Rejection of Croydon Masterplan Draft located near Croydon Station – and prefer to adopt TOD

Thank you for assistance last night and for speaking to me about the changes in the scheduled timing for the Masterplan.

This letter was started prior to last night's council meeting and the decision by council to defer its decision regarding its acceptance until the 29th January, 2025. I am still sending this letter as we do not know what the future holds for us or for anyone else, but most importantly, it may assist in making any changes for the optional plans.

Inclusion for all residents is important as it best promotes transparency for what the council representatives are doing about a project. Small group meetings can cause suspicion and automatic rejection without being fully informed. I would like to work with the council so that the best outcome is achieved for us and our neighbours.

As you know, I had registered to speak at Council's Meeting being held on the 10th December, not representing any group. At the meeting we attended (19th November at 4pm) we were informed that if this Masterplan was rejected, then the TOD plan would be implemented. At the BLPP meeting held last night, Council will now adjourn their decision to adopt any Masterplan (perhaps with options or a revision of the existing one) until their meeting on the 29th January. In addition, the TOD plan will also be included as one of these options. I'd like to thank council for allowing an extension of time and hopefully to include all of the resident's concerns in their plans.

I also would like to thank council for including all additional points on their Item MM10/24, such as, those noted at point 6, as well as, points 1 to 3. This action recognises, that these decisions by council have affected peoples (families included) lives, where they live, where they work (livelihood), where they are close to their needed amenities (e.g. close to health support or near family members).

Nevertheless, I still would like to present my views on the current Masterplan, which I currently reject and why I believe the TOD plan is preferred.

To confirm, the NSW state government has selected Croydon area as the location to increase housing significantly for its inclusiveness of affordable accommodation, encouragement for younger people into the area, provision of easier access to jobs and to cater for the growing population in the Sydney Metro. It is assumed that such a significant plan has been prepared with the NSW government's own due diligence and research. Therefore, the Croydon area selected for the TOD should remain as the location for development as it meets the objectives of the NSW government.

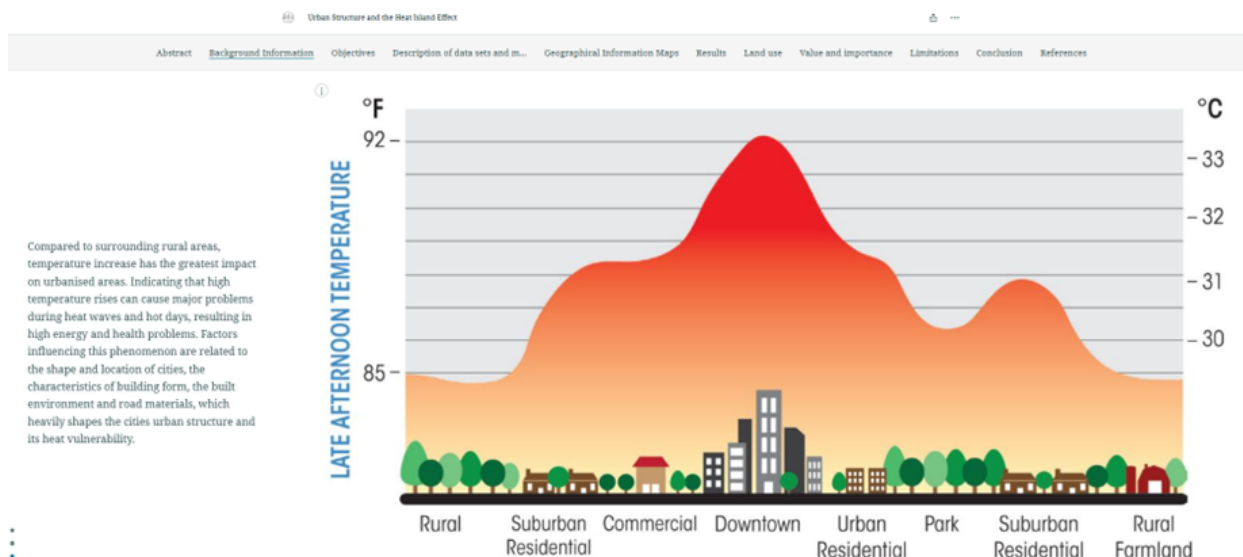
I object against the Masterplan for several reasons as listed below:-

1. The **Urban Heat Island Effect (UHI)**: According to many scientific research, UHI is serious amongst planning authorities around the world; occurring mainly in developing countries who have rushed to build these high rises so as to compete with global expectations.ⁱ We do not want to rush these housing plans that allow developers to override Burwood Council's decisions whereby council's policies and regulations have incorporated necessary avoidance of any further UHI effects. Hence the TOD plan is expected to have lower high rise housing while the Masterplan has no less than 8 storeys and above. In particular, the reflection of heat expelled from high rise buildings, in particular those facing east or west are worse.ⁱⁱ The council building in Elsie St, Burwood is an example of UHI as the heat is felt when walking around that area compared to the block down from Westfield and towards Parramatta Road.

All government sectors acknowledge that UHI has and will have significant health issues. Sydney Water has stated that by the year 2050, Human Health Stress (HHS) issues will increase by 42-45%.ⁱⁱⁱ As someone in a significant responsible role, decisions must be made with foresight and be proactive for the benefit of all aged residents and not just relating to the elderly, young and those with disabilities. Sydney Water's report, "Adapting the East", predicts detrimental health issues that require urgent attention for adapting their recommended policies which should be made at the outset of any development. Do we need these issues flowing into our suburb areas too?^{iv}

It is far more cost efficient for the council to be proactive rather than be reactive. Compensating solutions are most likely be far more expensive and probably be less effective. The State and Federal government acknowledges and supports the existence of the Urban Heat Island effect.^v

The Australian Researchers, Alyssa Chau, Chen Chen, Weihang Zhou reported in their article, "Urban Structure and the Heat Island Effect: Exploring the relationship and spatial construct between Urban Structure and Heat Island generation within the Greater Sydney region" the seriousness of the impact of high rise buildings through UHI for Sydney and its suburbs. The following diagram is from their report.^{vi}



Draft Croydon HIA Masterplan Report

Item Number 56/24 - Attachment 1



Combined with this research above, it is recommended by scientific study to reduce walls and windows along the east to west sides. The current Masterplan has most surface space along the east and west sides as they either face onto roads to the west or to the east, especially noted in Boronia Avenue between Victoria street to Albert Crescent.^{vii}

2. Direct comparison is made between the Current Masterplan to the TOD plan by NSW.
 - a. Green space in the TOD plan would be far more beneficial as there is currently less in the Croydon area than the current area located in the Masterplan location.
 - b. Simply removing a house and calling it green space is not only unfair (this is not a new expressway or hospital being built) for when it surrounded by high rises of above 15 storeys but also incorrect because the removed houses also removes many self-sufficient gardens
 - c. The area in the Masterplan is significantly more than that offered by the State Govt's TOD plan. Affecting far more dwellings in the Masterplan than the 400 mtrs around Croydon Station. Therefore, the existing gardens of homes in the Masterplan area are spread out. However, the area included in Croydon's TOD could sufficiently build with green areas, inclusive of making small parklands with play equipment in between new and affordable housing. Currently there are little and almost none in the TOD plan which requires adding this into the council's plans.
 - d. The homes in Lucas Road and Boronia Avenue as on the Masterplan are approximately, 1000 metres from Croydon station and 750 metres from Burwood Station. Hence, any new residents would be using cars and not public transport, thus increasing pollution and traffic in an area closer to the existing schools.
 - e. With the development of Croydon, we will be able to provide for an increase in public transport, inclusive of bus services, bringing back the younger people and allowing the elderly to become more mobile. Burwood already has these facilities with an ever increasing population that is now crowding the station during peak hour and causing traffic throughout the side streets and nearer to schools and parks.
3. Overshadowing in the Masterplan would be over existing schools, parklands and public places.

While overshadowing doesn't seem to get the attention that it did many years ago, it should be considered one of the major issues in the Masterplan, especially in mid-winter where the shadows are long earlier in the afternoon and the sun also sets earlier. Not only would shadowing occur over many homes remaining in the vicinity and towards the eastside of the new high rises but at their maximum heights (which could be increased if allowed by the NSW planning auth in consultation with the developers) it would over shadow our community's parklands as well as, schools; Burwood Girls High, Holy Innocents, Queens Park, Blair Park. As the high rise dominoes into the neighbouring locations, the overshadowing will also affect the grassland park areas and, generally creating a poor environment for mental and physical

health. With more control held by council, the new green areas and parks can be implement in an efficient and effective manner.

4. Views of the Residents in Burwood & Croydon. The Masterplan was rushed with seemingly only one major external advisor & planning designer used by Burwood Council. They may have been hired for their experience but they were not transparent with residents and their drawings were skewed to display low rise dwellings and Albert Crescent showed a building closer than it actually is placed. Rushing for councillors approval for this Masterplan soon after the Council elections has been discussed by residents as intentional so as to pass the Masterplan with little opposition from residents and/or throw blame towards the NSW govt. This lack of transparency and time has resulted in a Masterplan that has less information available for residents to be able to make a decision about their own futures. These are the discussions made with our neighbours and residents. However, it is encouraging that there seems to have been some action made by council to reinvest in residents' opinions and views. I can only hope that this will be improved and the TOD plan will be acceptable.
5. There are many views within the community and it is absolutely necessary for a democratic council to ensure all residents are informed at the same time in a timely manner so that they may genuinely and authentically participate and have their views and ideas included. Given that there is little time for decision making, then it would be appropriate to accept the TOD plan which seems to meet the objectives of the NSW government, after all, we need to trust that they have done their actual research based further on science eg UHI as well as existing infrastructure.
6. Objectives of NSW for creating the TOD Plan have not been met as evidenced by the Australia Bureau of Statistics (ABS).

- a. Young population is not present in Croydon, the location of the TOD plan and is overstated in the area of the Masterplan

Australian Bureau of Statistics Census of 2021 year	Burwood		Croydon		Differences	
	Population No.	Population % of area	Population No.	Population % of area	Difference No	Diff %
20-24 years	5,006	12.5	672	6.2	4,334	
25-29 years	4,885	12.1	669	6.2	4,216	
30-34 years	3,917	9.7	753	7	3,164	
35-39 years	2,860	7.1	686	6.4	2,174	
40-44 years	2,141	5.3	703	6.5	1,438	
Between 20 to 44 years of age	18,809		3483		15,326	19%
https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL11135 and https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA11300						

Burwood area already caters for the younger population. While there are close to 20 per cent more younger people in Burwood already, lets not forget that there are more homes affected in the Masterplan than the TOD. Between the ages of 20 years to 44 years, there are 3,483 living in Croydon while Burwood has 18,809. This proves that Burwood already has more affordable housing than Croydon. There is a need to spread this out into other areas, which would be according to the TOD plan.

- b. This Masterplan includes significantly more homes of those above 40 years of age which would cause displacement of the elderly or a loss of belonging of their friends and reduce their ability to stay in their own homes. Therefore, the Masterplan is discriminating against the elderly, unlike the TOD plan that will increase those elderly who wish to be closer to their families and be able to now afford the dwellings, which are not intended by the NSW Govt as high rises. We also do not know if these elderly have younger people living in with them.

Australian Bureau of Statistics Census of 2021 year	Burwood		Croydon	
	Population No.	Population % of area	Population No.	Population % of area
65-69 years	1600	4.0	542	5.0
70-74 years	1424	3.5	464	4.3
75-79 years	1037	2.6	374	3.5
80-84 years	922	2.3	334	3.1
85 years and over	1177	2.9	453	4.2
	6160		2,167	

<https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL11135> and

<https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA11300>

- c. The Masterplan omits those already working in lower income and crucial employment eg healthcare and hospitality which is one of the objectives of the NSW govt. There are far more people working in these industries in Burwood than in Croydon and this will increase with the already planned high rises on and around Burwood Road, especially next to Westfield in Victoria Street and the development of the new Burwood RSL club towers to be located around George Street. There does not seem to be anyone in 2021 working in Aged Care in the Croydon area. Given that this has been a nationally growing employment industry, it would be expected that growth has been in both Croydon and Burwood, still keeping Burwood higher than Croydon.

Industry of employment, top responses	Burwood (NSW)	Industry of employment, top responses	Croydon (NSW)
<i>Employed people aged 15 years and over</i>	Population No.	<i>Employed people aged 15 years and over</i>	Population No.
Hospitals (except Psychiatric Hospitals)	730	Hospitals (except Psychiatric Hospitals)	207
Computer System Design and Related Services	648	Computer System Design and Related Services	158
Banking	595	Banking	155
Cafes and Restaurants	828	Higher Education (<i>university?</i>)	134
Aged Care Residential Services	590	State Government Administration	134

<https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL11135> and

<https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA11300>

Accepting the TOD plan would allow closer access to Croydon station for these younger employees to reach their job locations as well as have a greater opportunity to reach out to further away employment locations. The Masterplan that we reject contains many homes that are further away from the stations, causing undue stress on the youth to get to their train before and after work, be it late or early shiftwork hours. The cost of owning a car is already expensive, so we cannot expect the younger generation to rent, buy a dwelling plus operate a car with its high insurance costs.

7. Traffic concerns in an area that is already tight and many school children walking from their bus stops on Burwood Road to school or to their guardian's cars. There is already an increase in traffic that current roads and laneways so are likely not to be able to support this increase.
8. Will there be an increase in funds for the following increase in facilities and amenities if the Masterplan was accepted by council?
 - a. Public toilets in parks or added greenspace
 - b. Water mist to offset the UHI effect
 - c. Proper shading & canopies for pedestrians
 - d. Proper street drainage to avoid flooding during heavy rainfalls
 - e. Increase funding to schools due to any increase of students
 - f. Increase in home care and aged care due to increase of residents, even though these people are likely to move away for better services or in high rises
 - g. More efficient health care services eg ambulances
 - h. Efficient building codes eg to assist in ambulances reaching the higher storeys during emergencies (in Brooklyn, USA a person has survived from a cardiac arrest on or above the 25th floor) ^{viii}
 - i. Increase in bus transport around narrow roads to reach higher density
 - j. Another taxi rank service so that elderly residents, parents with young children or those with disabilities will be able to reach within a reasonable walking distance
 - k. Sufficient technology to ensure fast and efficient NBN services
 - l. A safe area for those walking from and to the station. How will the security of mail boxes be incorporated into the high rise buildings.
 - m. No smoking areas to avoid anyone smoking on their balconies and seeping into other residences nearby, especially private homes.
 - n. Increase in removal of waste. How will this be policed?
 - o. How will the security of mail boxes be incorporated into the high rise buildings.
9. As properly reported by the ABC, "A new body named the Housing Development Authority (HDA) will sit within the planning department of the NSW government to head" these suburban and metro developments taking place throughout NSW. "Leading the HDA will be three senior public servants, including Secretary of the Premier's Department Simon Draper, Secretary of the Department of Planning Kiersten Fishburn and Infrastructure NSW CEO, Tom Gellibrand.^{ix} The authority will ask for expressions of interest for projects above \$60 million in Sydney (on average 100 or more homes) and approximately \$30 million (on average 40 or more homes) in regional NSW. While developers may still choose to lodge an application through the existing process involving councils, the HDA will provide a quicker alternative that could slash approval times by years."^x

The above report is accurate, creating a fear that our council will have limited powers once development of high rise buildings begin or where a developer acquires large land packages and has a low rise development still meeting the \$60 million project cost. Hence, being able to pass by the council's usual requests/regulations/policies and seek the state's authority. We do not want a situation where a government body is making decisions for our residents and/or the locally elected council members have little or no power to ensure that their community is authentically and carefully secure.

I ask that you consider the Masterplan and any future Masterplans put forward to council and using your incredible knowledge and experience, determine if these meet proper community needs and support. Please consider that the TOD plan is likely to have less project costs and therefore ensuring the power and your genuine judgements are kept within this small community.

While there are many points to consider for and against adopting the Masterplan, we need to include in this discussion whether the TOD plan is indeed acceptable and the best solution to meet the needs of ours and your community.

Thank you for your commitment to our community and for reading this letter. I hope that I explained my reasons why the TOD plan is far more beneficial to the residents of Croydon/Burwood as intended by the NSW State government.

I would appreciate any acknowledgement that you have received this letter.

Yours sincerely,

██████████

ⁱ UHI means that the increased materials and surface area significantly reflect back into the atmosphere and increase the heat of the area by up to 1.5 degrees. According to these studies, 70-80% of daytime radiant energy surplus is released into the air and the balance of 30-20% is released in the night. We cannot ignore that global warming is a real issue and we need to empathise with our children and their generations to come.
<https://www.sciencedirect.com/science/article/abs/pii/S0378778804000684>

ⁱⁱ <https://www.sciencedirect.com/science/article/abs/pii/S0360132321007903> walls and windows surface area on the East to West side of buildings cause a greater HUI effect within the surrounding area.

ⁱⁱⁱ Sydney Water's report shows:-

EXECUTIVE SUMMARY key findings

In Eastern Sydney, temperatures are rising. The Adapting the East Report quantifies the current and future heat impacts in Eastern Sydney to people and infrastructure, by analysing 3 case study areas. Adaptation planning significantly reduces **Human** Heat Stress and infrastructure Heat Failure disruption in the future.

HEAT FAILURE PROBABILITY

The current (2020) Heat Failure Probability already shows an extreme heat failure probability i.e. >30%.

Macquarie Corridor	29.9%-65.0% in 2020, 71.8%-87.5% in 2050.
Airport Precinct	35.6%-88.6% in 2020, 71.8%-94.9% in 2050.
Sydenham Bankstown	41.7%-94.7% in 2020, 78.5%-99.9% in 2050.

HUMAN HEAT STRESS

Human Heat Stress (HHS) events will increase by 42% – 45% by 2050 without adaptation, with approximately 485,000 **human** heat stress impact events in 2050.

ADAPTATION

2°C adaptations have short-lasting effects, and do not sufficiently reduce HHS events. To have a lasting effect on heat failure and to begin reducing HHS events, **4°C** cooling adaptations are necessary. **7°C** adaptation generally result in low heat failure rates across the 3 case study areas, although there are hotspots in Sydenham Bankstown and Airport, and HHS events persist at some locations.

4°C adaptations result in significant health cost savings, but these savings can be roughly doubled if **7°C** adaptations are implemented.

https://www.sydneywater.com.au/content/dam/_sydneywater/documents/adapting-the-east-.pdf

^v <https://www.climatechange.environment.nsw.gov.au/impacts-climate-change/built-environment/urban-heat>

^{vi} [Urban Structure and the Heat Island Effect](https://storymaps.arcgis.com/stories/a5b577f285144287841edf64b981f69e)
<https://storymaps.arcgis.com/stories/a5b577f285144287841edf64b981f69e>

^{vii} <https://www.sciencedirect.com/science/article/abs/pii/S0360132321007903>

^{viii} <https://www.discovermagazine.com/health/the-higher-the-floor-you-live-on-the-less-likely-you-are-to-survive-a-heart-attack>

^{ix} [Developers will bypass council approvals in residential development overhaul in NSW - ABC News](#)

^x [Developers will bypass council approvals in residential development overhaul in NSW - ABC News](#)

Engagement Outcomes – Redacted Formal Submissions

Mayor of Burwood
President - Southern Sydney Regional Organisation of Councils
32 Conder Street, Burwood, NSW, 2134
02 9388 1111



02 9388 1111

Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [Redacted]
Sent: Sunday, November 17, 2024 9:10:39 PM
To: Mayor <Contact.Mayor@burwood.nsw.gov.au>
Subject: Fwd: No Croydon Master Plan

Dear Mr Faker,

Please see below email sent to the council email address outlining concerns surrounding the Croydon master plan and request for a review with community consultation prior to submission to Premier Minns. Your constituents require your support in this matter.

Kind regards,

[Redacted]

Begin forwarded message:

Date: 13 November 2024 at 6:10:43 PM AEDT
To: council@burwood.nsw.gov.au
Subject: No Croydon Master Plan

\sb240

Dear Mr Faker

I am writing to express my concerns regarding the proposed development plans for Croydon, specifically the Railway South and North Precincts. I believe the current consultation process has been insufficient and does not adequately reflect the concerns of the local community, which recently helped vote you in as Mayor.

The draft Master Plan proposes no uplift for the South Precinct, citing its proximity to the Malvern Hill Heritage Conservation Area. While I appreciate the importance of protecting heritage sites, the decision to exclude the South Precinct from future development was made with limited consultation, focusing only on Malvern Hill residents. Many of us, including ratepayers in surrounding areas, were not involved in this decision, and it's worth noting that not all of the South Precinct is even heritage-

listed. This raises serious concerns about the fairness and transparency of the process.

Equally troubling is the lack of consultation on the proposed developments for the Railway North Precinct. The draft Master Plan proposes a Floor Space Ratio (FSR) of 3:1, with buildings potentially rising up to 15 storeys. These high-density developments, extending beyond the railway line into quiet suburban areas, will have a significant impact on local residents. Despite the scale of these changes, many are still unaware of the proposals due to a lack of transparency in the planning process.

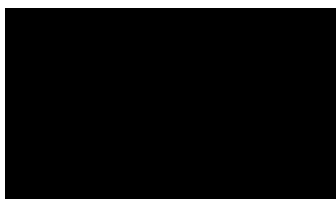
I am also concerned about the potential for increased congestion, particularly given the proximity of four schools to the proposed development area. The area is already heavily trafficked during school drop-off and pick-up times. The addition of 3,600 new dwellings, along with the expected population growth, will put further strain on our already busy roads, public transport, and parking. The proposed high-density residential buildings will worsen daily commuting, making parking even more difficult, and increasing safety risks for children and families during peak hours.

In addition, I would like to highlight my concerns regarding the recent public consultation on November 9, 2024, at the corner of Paisley Rd and The Strand. Residents were left exposed to the sun with no shade, which caused distress, particularly for elderly attendees. To make matters worse, some residents with language barriers were not provided with interpreters, hindering their ability to fully participate or ask questions about the plan. The town planners seemed unprepared and demonstrated a lack of empathy in addressing the concerns raised, especially considering that many residents had only just learned that the Masterplan would directly impact their homes. This lack of consideration for the community's needs is deeply troubling.

I must also point out the stark contrast in communication efforts between this consultation and the recent council elections held in September. During the elections, candidates' faces were prominently displayed throughout the area, ensuring residents were well-informed. Yet, there has been no similar effort to inform the community about the Croydon Master Plan. This leaves many residents unaware of the significant changes proposed for their neighbourhood. My husband and I recently signed a petition which gathered over 100 signatures, primarily from people directly and indirectly impacted. Over 95% of those door-knocked, including many non-English speaking residents and long-term homeowners in Croydon, were completely unaware of the departure from the government proposal, which had been widely communicated on radio and television with respect to the 400-metre radius impact from stations like Croydon.

The lack of transparency and meaningful community engagement is concerning. If this process continues without proper consultation, it will further erode trust in the council and leave residents without a voice in the future of their community.

While I understand that development is important, it should not come at the expense of our right to be heard. I respectfully request that the Croydon Masterplan be reviewed and government proposals in a more inclusive, accessible, and transparent manner, with all affected residents given the opportunity to provide genuine input before any final decisions are made.



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:53:56 PM



Sent: Wed, 13 Nov 2024 18:10:43

To: [Burwood Council](#)

Subject: No Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Mr Faker

I am writing to express my concerns regarding the proposed development plans for Croydon, specifically the Railway South and North Precincts. I believe the current consultation process has been insufficient and does not adequately reflect the concerns of the local community, which recently helped vote you in as Mayor.

The draft Master Plan proposes no uplift for the South Precinct, citing its proximity to the Malvern Hill Heritage Conservation Area. While I appreciate the importance of protecting heritage sites, the decision to exclude the South Precinct from future development was made with limited consultation, focusing only on Malvern Hill residents. Many of us, including ratepayers in surrounding areas, were not involved in this decision, and it's worth noting that not all of the South Precinct is even heritage-listed. This raises serious concerns about the fairness and transparency of the process.

Equally troubling is the lack of consultation on the proposed developments for the Railway North Precinct. The draft Master Plan proposes a Floor Space Ratio (FSR) of 3:1, with buildings potentially rising up to 15 storeys. These high-density developments, extending beyond the railway line into quiet suburban areas, will have a significant impact on local residents. Despite the scale of these changes, many are still unaware of the proposals due to a lack of transparency in the planning process.

I am also concerned about the potential for increased congestion, particularly given the proximity of four schools to the proposed development area. The area is already heavily trafficked during school drop-off and pick-up times. The addition of 3,600 new dwellings, along with the expected population growth, will put further strain on our already busy roads, public transport, and parking. The proposed high-density residential buildings will worsen daily commuting, making parking even more difficult, and increasing safety risks for children and families during peak hours.

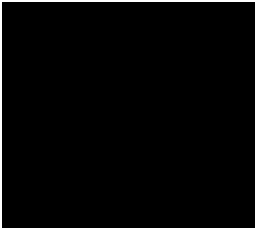
In addition, I would like to highlight my concerns regarding the recent public consultation on November 9, 2024, at the corner of Paisley Rd and The Strand. Residents were left exposed to the sun with no shade, which caused distress, particularly for elderly attendees. To make matters worse, some residents with language barriers were not provided with interpreters, hindering their ability to fully participate or ask questions about the plan. The town planners seemed unprepared and demonstrated a lack of empathy in addressing the concerns raised, especially considering that many residents had only just learned that the Masterplan would directly impact their homes. This lack of consideration for the community's needs is deeply troubling.

I must also point out the stark contrast in communication efforts between this consultation and the recent council

elections held in September. During the elections, candidates' faces were prominently displayed throughout the area, ensuring residents were well-informed. Yet, there has been no similar effort to inform the community about the Croydon Master Plan. This leaves many residents unaware of the significant changes proposed for their neighbourhood. My husband and I recently signed a petition which gathered over 100 signatures, primarily from people directly and indirectly impacted. Over 95% of those door-knocked, including many non-English speaking residents and long-term homeowners in Croydon, were completely unaware of the departure from the government proposal, which had been widely communicated on radio and television with respect to the 400-metre radius impact from stations like Croydon.

The lack of transparency and meaningful community engagement is concerning. If this process continues without proper consultation, it will further erode trust in the council and leave residents without a voice in the future of their community.

While I understand that development is important, it should not come at the expense of our right to be heard. I respectfully request that the Croydon Masterplan be reviewed and government proposals in a more inclusive, accessible, and transparent manner, with all affected residents given the opportunity to provide genuine input before any final decisions are made.



Archived: Wednesday, 11 December 2024 3:54:00 PM
From: [REDACTED]
Sent: Sat, 16 Nov 2024 21:09:47
To: [Burwood Council](#)
Subject: Urgent Request to Reject Draft Croydon Masterplan
Importance: Normal
Sensitivity: None

Dear Council Member/Councilors,

This is my second email as I have not been contacted to say if the first one was delivered to the correct council member.

I'm writing to urgently request the rejection of the draft Croydon Masterplan due to serious concerns about transparency, fairness, and how well it aligns with the surrounding area.

The proposal to focus high-density development in the northern precinct while leaving the southern precinct untouched is clearly inequitable. On top of that, the plan's aim to bring in over 9,000 new residents isn't backed up with adequate green or open spaces. Pocket parks of just 500 sqm aren't enough for such a large population. The WHO recommends at least 9 square meters of green space per person in urban areas to support public health and wellbeing, and this plan falls well short of that.

The traffic and transport impact assessment is also alarming. It suggests only 50 extra road users despite the massive population increase in an area already struggling with congestion, especially around the four nearby schools. This raises serious questions about safety and proper traffic management.

What's most concerning, though, is the lack of transparency in the consultation process. The exhibition period was rushed, and the plan wasn't translated into multiple languages, effectively shutting many people out of the conversation. There was also no proper signage in impacted areas, meaning many residents may not have even known the consultation was happening.

Instead of focusing on high-rise developments, the Council should consider townhouses that align better with the existing housing heights. This would be far less disruptive, more sustainable, and integrate well with the community while still increasing housing supply across all precincts.

Lastly, with the vote scheduled just six days after the consultation period ends on November 26th, there's simply no way the Council can genuinely consider and respond to community feedback in such a short time. This undermines the fairness of the entire process.

I strongly urge the Council to reject this draft and instead take the time to create a more balanced, transparent plan that truly reflects the needs of everyone in Croydon.

I look forward to hearing from you.

Sincerely,



[Redacted]

Sent: Sat, 16 Nov 2024 12:17:15

To: [Burwood Council](#)

Subject: Support for the Draft Masterplan

Importance: Normal

Sensitivity: None

Archived: Wednesday, 11 December 2024 3:54:03 PM

Dear Council

I am writing to voice my support for the Draft Masterplan that Council has developed. It provides an appropriate balance between provision of additional housing and protection of heritage. Importantly, it is a far superior approach to that suggested by the State Government in the TOD.

I commend Council for the thorough and thoughtful way that the plan has been developed and look forward to these ideas coming to life.

[Redacted]

[REDACTED]
Mail received time: Wed, 20 Nov 2024 11:13:30
Sent: Wed, 20 Nov 2024 22:13:04
To: gm@burwood.nsw.gov.au
Subject: OPPOSE BURWOOD COUNCIL MASTERPLAN FOR CROYDON
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:54:09 PM

Dear Burwood Council,

I am writing to let you know I do NOT favour Burwood Councils Draft Masterplan.
Council should refer back to the State Governments TOD proposal, it is less invasive to the Community.

To start with there has been lack of consultation between Councils and the Community.
A corresponding letter with a map was put in letter boxes in October, I did not get this.
Croydon is a multicultural community & I feel sorry for the non English Speaking people along with the others who are not Tech able. This part of the Community do not understand what is happening and are not able to stand up for themselves.
I went to a pop up meeting at the Library Terrace on Saturday 16th November '24, it was a total waste of time. On arrival it sounded like the Fish markets, pockets of people talking and you could not hear the person beside you. It should have been a one person Presenter with a Power Point slide talking to a captured seated audience, questions asked at the end - disappointing.
I was unable to make the meeting this evening (19/11) and I heard someone listened to our feedback from the meeting on 16/11 on how the Presentation should be conducted.

I reject the Croydon draft Masterplan due to it has not been given 'real' thought in planning for the future of this small suburb.

Why would you 'extremely' increase the density when the existing apartments closer to Burwood still have vacancies?

I live [REDACTED] and have been here for approx 16 years, my husband was brought up here and I have my son & young family in [REDACTED], who were very lucky at the time to find property in Croydon.

The area will not cope with high density as drafted on the Croydon Masterplan.

I am concerned about -

TRAFFIC is already congested, more traffic will affect the already limited parking. Getting out to the main roads will be like a car park, eg the railway bridge at Croydon Station is a grid lock in peak hour. Can you image it if the draft Masterplan goes ahead?
Streets are not wide enough, some you cannot pass another car.
How are heavy vehicles going to move around for construction?

SCHOOLS there are four in close proximity. There will be a strain in Schools with an influx of students.
More traffic around Schools, will not be safe for students walking footpaths & crossing roads.
Halving setbacks to the street will affect walkways for pedestrians.
Then again in the long term families won't be living in apartments, they want backyards. There will be no students in Croydon to fill the schools.

FLOOD ZONES Parts of Croydon are known for flooding (in the street at my driveway). Sydney Water prefers "no

development to occur within a stormwater asset zone of interest” - stated by Council experts.

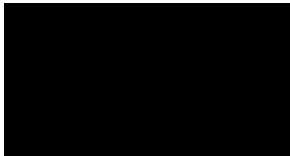
GREENLANDS will be smaller. Sun will be blocked causing dismal and overshadowing to housing. People’s well being will be affected.

Croydon is a beautiful suburb of Sydney not the City called Sydney with high buildings and no sun.

I would like Burwood Council to reconsider what they are doing and how it will affect the community and stop wasting the tax payers money on the Croydon draft Masterplan.

The State Governments TOD proposal is far more sensible moving forward with less effect on the Community. It is closer to the corridor of Liverpool Rd which can stand up to high density living as it is a main thoroughfare or on the flip side head towards Parramatta Rd corridor where the new metro line is being built.

I look forward to your response.



[REDACTED]
Sent: Tue, 22 Oct 2024 15:16:48
To: [Mayor](#)
Cc: [Burwood Council](#)
Subject: Croydon Housing Masterplan
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 3:54:15 PM

Hello John

I will be attending the council meeting this evening to speak on the Croydon Housing Masterplan.

In the form I ticked “against” the motion but I wanted to clarify that I am in favour of the overall masterplan subject to the removal of the Railway South Precinct from consideration and possibly some other heritage rich parcels.

[REDACTED]


Sent: Wed, 20 Nov 2024 17:07:04

To: [Burwood Council](#)

Subject: Draft Croydon Masterplan

Importance: Normal

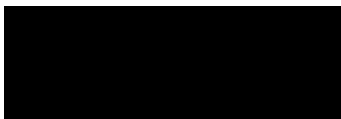
Sensitivity: None

Archived: Wednesday, 11 December 2024 3:54:18 PM

Dear Council

I wanted to reconfirm my support for the Draft Croydon Masterplan as currently advertised.
I believe that this is a good compromise between the need to preserve built heritage and elements of suburban environment with the undoubted need for additional housing.

Limiting development to the north of the railway and maintaining the heritage conservation areas to the south is the sensible thing to do.



Archived: Wednesday, 11 December 2024 3:54:21 PM

From: [REDACTED]
[REDACTED] 24 02:05:10

To: [Burwood Council](#)

Subject: Master Plan proposal Croydon

Importance: Normal

Sensitivity: None

Hello,

I am against the Master Plan that has been proposed in Croydon.

I am a resident and do not want the area to be ruined with apartment blocks, no parking and too many people living on top of each other.

Please find another suburb to implement your Plan as Croydon doesn't want it or need it

Regards

[REDACTED]

[REDACTED]

Archived: Wednesday, 8 January 2025 7:36:59 PM

From: [REDACTED]

Sent: Thursday, 21 November 2024 12:00:18 PM

To: [Burwood Council](#)

Cc: [George Mannah](#); [Pascale Esber](#); [Alex Yang](#); [Sukirti Bhatta](#); [David Hull](#); [Deyi Wu](#)

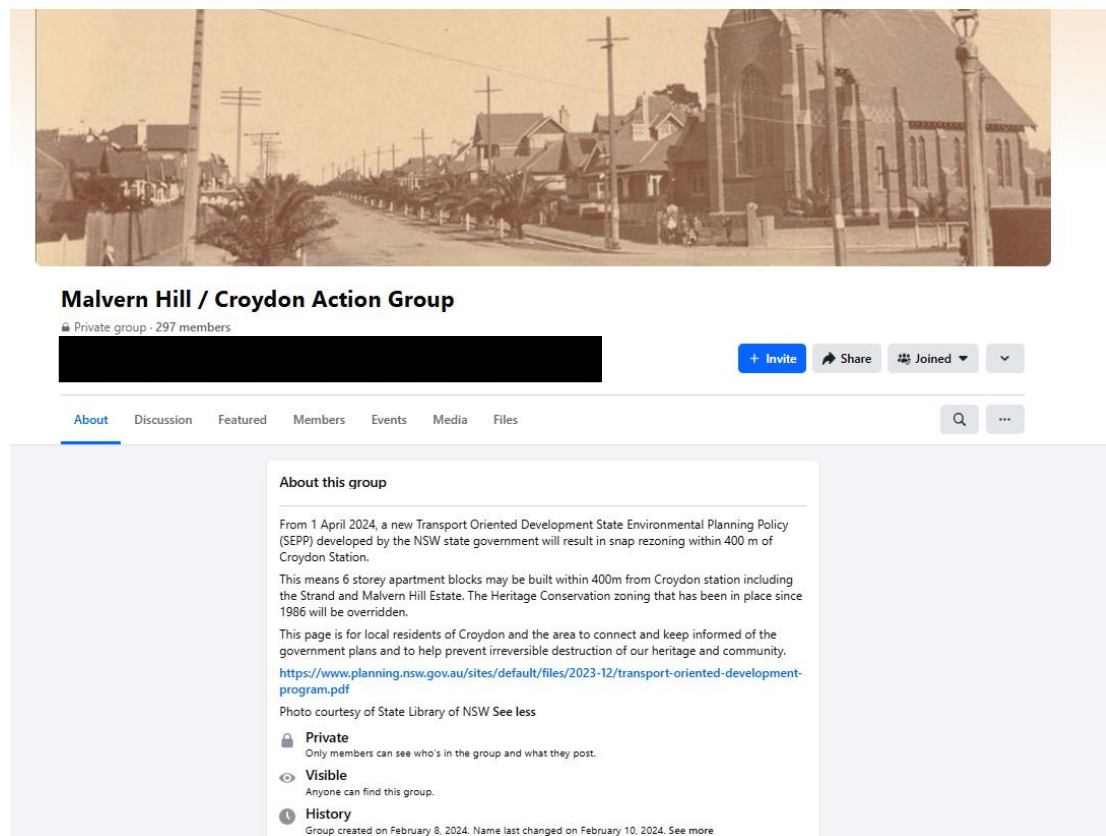
Subject: I do not support the Burwood masterplan and being misrepresented

Sensitivity: Normal

Hi councillors and town planner ,

I am writing to you to let you know that a misrepresentation of peoples views are being made just because they joined a facebook community .

When I and many others joined the **Malvern Hill / Croydon Action Group** we wanted to keep up to date with the issue surrounding the TOD proposal or any development plans in the area . The 'About ' describes This page for local residents of Croydon and the area to connect and keep informed of the government plans and to help prevent irreversible destruction of our heritage and community . " There are 297 members to date



Recently we were advised that the administrator would like to speak on behalf of this group as a collective of 300 members to endorse the Burwood masterplan via a blanket submission (see below) . Despite objections from several members that this is

not accurate I want to raise this issue that if you were to receive this submission it should only count as 1 the personal views of [REDACTED] and not 300 that she purports in her letter misleadingly .

Admin Top contributor · November 17 at 12:08 PM ·

We are planning on submitting the following to council on behalf of the group. Please comment below by 18.11.24.

Re: Croydon Housing Investigation Area

Thankyou for the opportunity to comment on the Burwood Council masterplan for Croydon on behalf of the **Croydon Action Group** which was formed in direct response to the State Government's TODD SEPP proposals and now has nearly **300 members** who are local to Croydon.

We appreciate the pressure Burwood Council is under from the NSW State Government to increase housing density in spite of its heavy lifting in recent decades making it the 4th most densely populated LGA in NSW with only 10 square metres of open space per person, the worst level in NSW (and close to the World Health Organisation minimum standard of 9 square metres per person).

In principle we endorse the Croydon Housing Investigation Area that has been proposed by Burwood Council as an alternative to the NSW State Government's Transport Oriented Development (TOD) proposal in a 400m circle around Croydon Railway Station, shared between Burwood & Inner West Council areas.

We think the master plan:

- Provides a considered, place based response to increasing housing in the Croydon area
- Places new housing closer to the limited open space that the Burwood LGA has
- Is situated close to Burwood and Croydon stations and the proposed new metro station
- Preserves the Strand and local character
- Considers the congestion and bottle necks around school zones
- Locates new housing near extensive retail and entertainment services, banking, service New South Wales, and community services such as the library
- Maintains housing diversity in Burwood LGA where 65.8% of the dwellings are already medium or high density compared to 46% in Greater Sydney.

Ongoing concerns raised by local residents include:

- The lack of open space/ green space in the area
- How the increased housing is being shared with the inner west council portion of Croydon
- How council is responding to pressure from outside pro-development lobby groups
- How the necessary public infrastructure to support the increased density will be funded

Ps . I also find it interesting that the full group name Malvern Hill / Croydon Action Group is referenced in the letter as just Croydon Action Group . Seems like a lot of misrepresentation and encourages the council to reject the views from this Group based on 300 members based on deceitful intent .

Happy to be reached out and contacted for any further discussion on email.

Regards [REDACTED]

Archived: Wednesday, 11 December 2024 3:54:40 PM

From: [REDACTED]

Sent: Thu, 28 Nov 2024 11:34:56

To: [Burwood Council](#)

Subject: Fwd: Opposition to Croydon Masterplan Rezoning Proposal – Preference for a Holistic, Equitable Approach

Importance: Normal

Sensitivity: None

To ensure my feedback count and if you need to validate against the rate payment my address is [REDACTED]

----- Forwarded message -----

[REDACTED]
Date: Fri, Nov 8, 2024 at 6:10 'a0PM

Subject: Opposition to Croydon Masterplan Rezoning Proposal – Preference for a Holistic, Equitable Approach

To: <council@burwood.nsw.gov.au>

Cc: <information@planning.nsw.gov.au>, <jason.yatsenli@nswlabor.org.au>

Dear Burwood Council town planner,

I am writing to express my strong opposition to the proposed Croydon Masterplan, particularly the rezoning from residential to high-rise in select areas.

I am concerned that the selection process for this rezoning is **inequitable**, as it places an outdated emphasis on conservation / heritage properties, prioritising them above other residential areas without regard for the future needs of our community.

The current masterplan disproportionately favors conservation properties, placing an undue burden on non-conservation areas by earmarking them for high-density development. This selective prioritisation is rooted in outdated preservation criteria rather than a balanced and future-oriented approach.

By preserving certain conservation zones based solely on historical criteria, the council risks looking only to the past while ignoring the balanced growth required for the future. This approach unfairly targets non-conservation areas for high-density development, placing a disproportionate burden on these neighborhoods and diminishing the quality of life for their residents. Without a modern, forward-looking plan that considers equitable development across all areas, the proposal may end up compromising community values and cohesion.

In contrast, the NSW State Government's Transport-Oriented Development (TOD SEPP) approach offers a more equitable and sustainable solution. By aligning development with transport infrastructure, the TOD approach facilitates balanced growth that benefits the entire community, rather than selectively preserving certain areas. This method creates cohesive, future-oriented planning that supports accessibility, reduces congestion, and ensures that no single neighborhood is disproportionately impacted.

The NSW State Government's Transport-Oriented Development (TOD) SEPP plan spans multiple councils and communities across the state, fostering a unified and holistic approach to planning that benefits everyone. This broad scope makes it easier to align development efforts across regions, avoiding the patchwork effect of isolated, siloed council plans that often vary widely and may struggle to meet the broader objectives set by the TOD SEPP. In contrast, individual councils, including Burwood, may not have the resources or infrastructure to enforce development standards consistently. By relying on an interconnected approach like the TOD SEPP, we ensure that planning is more cohesive, manageable, and effectively overseen, resulting in balanced and

Engagement Outcomes – Redacted Formal Submissions

sustainable growth that better serves our communities.

I urge Burwood Council to take a more balanced and inclusive approach in the Croydon Masterplan, evaluating all areas equitably to create a plan that respects both our heritage and our community's future needs. A fairer, more transparent process would ensure that no area is unduly affected by selective criteria that may no longer be relevant.

Lastly should the Council proceed with this masterplan, I urge you to consider a compensation plan for residents in rezoned areas, as they will bear the brunt of these changes and may feel abandoned by their community. Possible forms of compensation could include property tax relief, additional amenities, or grants for property enhancements, all of which would help support affected residents through the transition

Thank you for considering my concerns. I would appreciate any updates on this proposal and opportunities for community involvement as it progresses as I am personally impacted by the current master plan as a resident of Cheltenham Rd Croydon.

Regards

[Redacted Signature]

Archived: Wednesday, 11 December 2024 3:54:43 PM

From: [REDACTED]

Sent: Wednesday, 20 November 2024 10:00:43 PM

To: [Burwood Council](#)

Subject: Draft Croydon Masterplan - feedback

Importance: Normal

Sensitivity: None

Dear City Planning Team,

We write as residents of Croydon and ratepayers in the Burwood LGA.

We note and support the submission by Burwood and District Historical Society Inc (BDHS) addressed to the Burwood Council General Manager and dated 16 November 2024.

1/ We respectfully request that Burwood Council consider whether it is reasonable for Burwood LGA to shoulder 100% of the responsibility for the increase in housing and population in the Croydon TOD area when 50% of the Croydon TOD area is within the Inner West LGA.

2/ Sydney Metro West is scheduled to open in 2032. Burwood North metro station will be located at the intersection of Burwood Road and Parramatta Road. Although we acknowledge that the 400m radius around Croydon station is the focus of the Draft Croydon Masterplan, it would be helpful for the Masterplan to cross-reference to the population and density targets in the Burwood North Precinct Planning Proposal and the Parramatta Road Corridor Urban Transformation Strategy. This would give useful comparisons with adjoining Precincts, and add context. It would help, for example, to demonstrate whether some of the housing and population target in the Croydon TOD area proposal could be instead met by increasing housing and population density within the (400m or 800m) vicinity of the new Burwood North metro station. This would enable the proposed building heights in other parts of Croydon and the Burwood LGA to be reduced, while still meeting the population increase targets under the Croydon TOD proposal.

3/ Given that blocks of up to fifteen storeys are proposed along Albert Crescent, and in the presumed absence of a bus service to connect these properties to Croydon or Burwood stations, we advocate construction of a pedestrian bridge over the rail line approximately equidistant between the Meta Street and Shaftesbury Road bridges. This would give pedestrian rail travellers an additional walking option. It would also shorten walks to schools (Holy Innocents, Croydon Public, Burwood Girls High, PLC) from the Railway South precinct, with the added benefit of reducing traffic congestion in The Strand and Young Street.

4/ The COVID pandemic highlighted the crucial importance of public open space to the physical health and emotional wellbeing of urban residents. Higher population densities and reduced prevalence of backyards exacerbate this. Even at present, Burwood's ratio of open space to population is significantly less than our neighbours in Canada Bay, Strathfield and Inner West ([How your area of Sydney fares for open space.](#)) We strongly support any and all initiatives to retain and increase public access to open space in the Croydon TOD area, including by collaboration with schools and other landowners.

Yours sincerely,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 3:54:47 PM

From: [REDACTED]

Sent: Mon, 18 Nov 2024 02:46:02

To: [Burwood Council](#) [Burwood Council](#)

Subject: Draft Croydon Housing Investigation Area - Submission

Importance: Normal

Sensitivity: None

Dear Council and Burwood Council Planners

I have read in full the Draft Croydon HIA Masterplan document compiled by Burwood Council and Ethos Urban and online summaries of the Plan.

The HIA is a thorough, comprehensive plan for additional residential housing and population growth in Croydon. Concentrating additional housing in the area immediately adjacent to the existing Burwood Town Centre in the area near Shaftesbury Road logically extends an area of existing housing density. Inclusion of land immediately along the railway corridor immediately to the north side similarly maximises is also a sensible strategy. The avoidance of major areas designated as Heritage Conservation Areas (HCA) including the Malvern Hill Estate, Cintra HCA and Wallace/Brady Street HCA is favourable. The HIA provides context and background, and appears to cover necessary matters of density, heights, green space, various types of open space, transport and upgrades to streetscapes. The yield estimates in Section 5 and site amalgamation, zoning, building height and floorspace ratio in Section 6 appear to cover the associated parameters for the proposal.

However, I have concerns that the proposed Maximum Car Parking Rates (section 6.6 p74) are unduly and unrealistically low and will result in a large number of vehicles being added to on-street parking which will adversely affect the amenity of the areas proposed for development and spill over into adjacent areas that are not targeted for development. I consider that this needs to be addressed via amendment to the Draft HIA to increase off-street parking.

Additionally, development in the area that is the focus of the Croydon HIA will impact existing residents and owners, and it is important that the concerns of this group of people be heard and considered.

Best wishes

[REDACTED]

[REDACTED]

Archived: Wednesday, 11 December 2024 3:54:55 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 11:19:51

To: Burwood Council information@planning.nsw.gov.au jason.yatsenli@nswlabor.org.au

Subject: Opposition to Croydon Masterplan Rezoning Proposal by Burwood Council

Importance: Normal

Sensitivity: None

Dear Mr Faker, Mr Minns and Mr Yatsenli,

I write to voice my strong opposition to the draft masterplan for the Croydon Precinct and urge the Council and State government to adopt the Croydon TOD and rely on the State government's pattern book as guide for the style of the development. The reasons for this are as follows:

1. The proposed plan is well outside of the proposed 400m zone within Croydon and places the density mainly within Burwood, an area that already has significant high rise development and where there are already plans to develop the area near the metro. This would mean that there will almost be no residential houses left in the Burwood area which is inconsistent with the needs of the community. Residents have purchased houses, not apartments or townhouses as they too would also like to reside in an area close to transport and other infrastructure such as schools. Burwood needs to retain this balance. Croydon, on the other hand has little to no development despite having access to a train station and other infrastructure. The entire area of Croydon, including the 400m TOD is not heritage listed and does not have heritage significance as allegedly claimed. There remains sufficient suitable areas for the development to occur whilst retaining those properties that are listed on the heritage register, in particular the area south of the railway line and high density shop top housing along the Strand. Why should the area south of the railway line not be developed as has occurred in most local councils and in Burwood? This would ensure that the development and density is equitable in the areas whilst retaining a variety of accommodation types for all community needs.
2. The draft masterplan is inconsistent with the TOD principles. The masterplan proposes high density buildings up to 30 stories compared to 6 stories as proposed in the TOD. The draft plan creates greater density than in Burwood Town Centre which is closer to infrastructure.
3. The council proposes set backs of 3 metres which is inconsistent with its own planning principles which has a current set back of 6 metres. What will occur with footpaths and the balance with landscaping and street appeal.
4. The plan proposes less green space which would have a negative impact on residents. Council meets less than 10% of it's own requirements for green space. The draft masterplan is approximately 0.67sqm per additional resident. In addition, the proposed areas marked for green space are on average 500sqm which would provide little area to accommodate a full park, picnic, training or walking facilities, let alone an area for wildlife to be.
5. Whilst the draft masterplan allegedly considers overshadowing, this is far from the case with variation in heights between the areas which will create shadowing.
6. Burwood train station is already a busy station with peak hours trains often being full. With a significant increase in residents, how is the station meant to cope? Croydon station on the other hand is under utilised and has the same infrastructure such as lifts to support more residents. Most trains during peak hour now stop at Croydon station, in fact more than the fast trains to and from Burwood.

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7. There appears to have been no consultation with the Department of Education and the Department of Catholic Education as to the ability of the three schools in the draft masterplan's areas ability to accommodate further students. Holy Innocents Primary already has a wait list for Kindergarten 2025 and Croydon Public has only just completed renovations to accommodate students.

8. There has been no consideration of the impact of further traffic in the area. The roads are already heavily congested and the roads around the schools during drop offs and pick up time would be a safety hazard, let alone the amount of pollution and noise that would increase in the area. Will council compensate the family if something untoward occurs to a child that is at school or travelling to and from school because they chose to squeeze a development into the zone of three schools as opposed to away from the schools in the Croydon TOD. The streets within the Croydon masterplan are already restricted parking areas with permits being required for residence to park. Whilst some developments will include parking, they will not be able to accommodate parking for all the additional people and their visitors or flat mates which will create further difficulties travelling up and down streets with ease and there will be little to no parking for those that are utilising Wangal or Blair park for recreation or sports. Shaftsbury and Cheltenham Roads are already major thoroughfares connecting Burwood with Parramatta Road.

9. There has been no consideration of the impact on the current community facilities in Burwood. Residents are not always able to obtain a doctors appointment when required, or readily access other health facilities and Westfields Burwood on the weekend is often so busy that entrances are closed to allow vehicles to exit. With the Croydon TOD, bordering areas like Ashfield who also have a station, bus routes, library, medical, financial institutions and well developed shopping and restaurant precincts can assist with the additional demands placed on the area.

The State Government chose the Croydon TOD for a reason, Croydon was not developed, and the proposal was consistent with plans for other local councils, so I implore the State government to endorse the Croydon TOD and make development in the area equitable.

Consultation of residents in respect of the draft masterplan

In addition, I would like to raise the fact that the Council has failed to inform the residents within the Croydon Draft masterplan area that their area was being considered. The Croydon TOD was well communicated, however the areas within the Croydon Draft Masterplan were never told their area was being considered for re-zoning. Not one letter was sent to residents advising them directly that the Croydon TOD was not being considered and a far wider zone was being proposed which encompassed their home. If you own an investment property in the area, did council send letters to the owners of those properties? Of course not. Did council send out detailed flyers in different languages? No, you didn't. Why not? The Council had 'drop in sessions' where the community could apparently get answers, however these were staffed by people who could not answer the questions being put forth by residents. There were no interpreters available at these sessions. Council, you have not consulted your residents and have given them little time to respond to the draft masterplan, even though it impacts their lives and future directly.

Also council and government, please confirm that there will be no rate increases should the re-zone occur and that the residents impacted will receive a waiver of any taxes and associated costs from the sale of their homes as well as the repurchase of a property thereafter.

Kind regards,



Archived: Wednesday, 11 December 2024 3:54:59 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 13:05:03

To: [Burwood Council](#) [Burwood Council](#)

Subject: Objection to the Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

OBJECTION TO THE DRAFT CROYDON MASTERPLAN

[REDACTED] This home has been in the family for three generations and it was the intention that it remained in the family. It is our family's heritage. This however will not be the case if the Croydon draft masterplan is approved.

I strongly oppose the draft masterplan for the Croydon Precinct and urge the Council and State government to adopt the Croydon TOD and rely on the State government's pattern book as guide for the style of the development. The reasons for this are as follows:

1. The proposed plan is well outside of the proposed 400m zone within Croydon and places the density mainly within Burwood, an area that already has significant high rise development and where there are already plans to develop the area near the metro. How much more housing does this one area have to give when it has already so much to assist the state. If the draft Croydon masterplan proceeds this would mean that there will almost be no residential houses left in the Burwood area which is inconsistent with the needs of the community. Residents have purchased houses, not apartments or townhouses as they too would also like to reside in an area close to transport and other infrastructure such as schools. Burwood needs to retain this balance. Croydon, on the other hand has little to no medium to high development despite having access to a train station and other infrastructure.

2. I understand that the overriding reason for the Croydon TOD being rejected was due to 'heritage'. A review of the State Heritage Register does not indicate that the whole of the TOD area is heritage listed. In fact, it is clear that there still remains a significant amount of area within the Croydon TOD area where development can occur in harmony with any areas considered to be of significance. In addition, the TOD planning controls do apply in Heritage Conservation areas therefore the entire exclusion of the Croydon TOD based on this reason is incorrect, misconceived and deceptive. For example, the street façade for the Strand could be retained with high rise development behind it as has occurred all over the State. Further, why is Albert Crescent being developed but the area south of the railway is not. That side is also within the same two train stations used to justify the draft Croydon masterplan.

If the Croydon TOD is adopted, this would ensure that the development and density is equitable in both Burwood and Croydon whilst retaining a variety of accommodation types for all community needs and without wiping out an entire suburb for the sake of even more high-rise development.

3. The draft masterplan is inconsistent with the TOD principles. The masterplan proposes high density buildings up to 30 stories compared to 6 stories as proposed in the TOD. The draft plan appears to create greater density than in Burwood Town Centre which is closer to infrastructure.

4. There lacks consistency in planning, with 15 story high buildings in the middle of 8-9 story high buildings and then 25 stories. It almost looks like the planners played pin the tail on the donkey as to where the high-rise buildings were placed.

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5. Burwood has had significant development and future planned development with the new metro line. Why then is Burwood Council offering up more dwellings than was even anticipated by the Croydon TOD?
6. The council proposes set backs of 3 metres which is inconsistent with its own planning principles which has a current set back of 6 metres. What will occur with footpaths and the balance with landscaping and street appeal.
7. The plan proposes less green space which would have a negative impact on residents. Council meets less than 10% of it's own requirements for green space. The draft masterplan is approximately 0.67sqm per additional resident. In addition, the proposed areas marked for green space are on average 500sqm which would provide little area to accommodate a full park, picnic, training or walking facilities, let alone an area for wildlife to be. Even with the proposed 'green space area' there will be so much concrete and building material that it will have a negative impact for air and noise pollution and temperatures.
8. Whilst the draft masterplan allegedly considers overshadowing, this is far from the case with variation in heights between the areas which will create shadowing. A 25-story tower will overshadow an 8-9 story building near it. The development on Cheltenham Road and Waimea Street will create shadowing for the heritage listed properties located on Lucas Road towards Albert Crescent.
9. Burwood train station is already a busy station with peak hours trains often being busy. With a significant increase in residents, how is the station meant to cope? Croydon station on the other hand is under-utilised and has the same infrastructure such as lifts to support more residents. There are always trains during peak hour that stop at Croydon, in fact more than the fast trains to and from Burwood.
10. There appears to have been no consultation with the Department of Education and the Department of Catholic Education as to the ability of the three schools in the draft masterplan's area's ability to accommodate further students. Holy Innocents Primary already has a wait list for Kindergarten 2025 and Croydon Public has only just completed renovations to accommodate students. Further, there has been consideration of safety for the children in these schools with high rise developments surrounding them. Children should be free to attend school without people watching them from their windows as is the same for residents in their own backyard.
11. There has been no consideration or plans for the impact of further traffic in the area. The roads are already heavily congested and the roads around the schools during drop offs and pick up time would be a safety hazard, let alone the amount of pollution and noise that would increase in the area. Will council compensate the family if something untoward occurs to a child that is at school or travelling to and from school because they chose to squeeze a development into the zone of three schools as opposed to away from the schools in the Croydon TOD. The streets within the Croydon masterplan are already restricted parking areas with permits being required for residence to park. Whilst some developments will include parking, they will not be able to accommodate parking for all the additional people and their visitors or flat mates which will create further difficulties travelling up and down streets with ease and there will be little to no parking for those that are utilising Wangal or Blair park for recreation or sports. Shaftsbury and Cheltenham Roads are already major thoroughfares connecting Burwood with Parramatta Road and the Croydon masterplan is within this area.
12. There has been no consideration of the impact on the current community facilities in Burwood. Residents are not always able to obtain a doctor's appointment when required, or readily access other health facilities. Further Westfields Burwood on the weekend is often so busy that entrances are closed to allow vehicles to exit. With the Croydon TOD, bordering areas like Ashfield who also have a station, bus routes, library, medical, financial institutions and well developed shopping and restaurant precincts can assist with the additional demands placed on the area.

The State Government chose the Croydon TOD for a reason, it was not developed, and the proposal was consistent with plans for

other local councils, so I implore the government to endorse the Croydon TOD and make development in the area equitable.

Consultation of residents in respect of the draft masterplan

In addition, I would like to raise the fact that the Council has failed to inform the residents within the Croydon Draft Masterplan area that their area was being considered. The Croydon TOD was well communicated, however the areas within the Croydon Draft Masterplan were never told their area was being considered for re-zoning. Not one letter was sent to residents advising them directly that the Croydon TOD was not being considered and a far wider zone was being proposed which encompassed their home. If you own an investment property in the area, did council send letters to the owners of those properties? Of course not. Did council send out detailed flyers in different languages? No, you didn't. Why not? The Council had 'drop in sessions' where the community could apparently get answers, however these were staffed by people who could not answer the questions being put forth by residents and information was misleading and confusing. There were also no interpreters available at these sessions. Given the makeup of the Croydon/Burwood area is predominately of Asian descent this is blatant discrimination and appears to be an attempt to deceive residents into what was occurring. Further having flyers at the drop in sessions titled, 'Be part of Croydon's Future' does not communicate what the Masterplan is and the impact it could have on the residents. How is bulldozing down my home making me part of Croydon's future?

Council have not consulted residents sufficiently about the Draft Masterplan. Those impacted by the Draft Croydon Masterplan have had little time to respond to the draft masterplan, even though it impacts their lives and future directly. You can only access maps, diagrams etc online which are difficult to read and distort when you try to enlarge them. Whilst the plans are available at the drop in sessions to view, there are only one on display and having time to review and consider it in detail is limited due to other people also needing that opportunity. How is this fair to residents that don't have access to a smart phone or computer or who are not able to get around easily due to health, other mobility constraints, work or family commitments? Further, these plans only depict medium density housing, not high-rise buildings 15-25 stories high. This is deceptive, particularly to residents that cannot read English or have learning difficulties.

In relation to the 'pin drop' that council conducted, where is the data that undermines this approach? Council states that people voted for the masterplan – I can categorically state that I did not and neither did my neighbours. If there were 82 pin drops on the area affected by the Draft Masterplan, where did those people reside? How many votes per person were allowed and were people outside of the area under consideration able to vote. There is no transparency in the data and how it was obtained. Further it does not reflect the views of the residences impacted by the Draft Masterplan or at minimum a broad section of the community.

I am extremely concerned about Council's view on the matter. On the council website for the Draft Croydon Masterplan under the heading, 'Have your Say' the following is stated:

When providing feedback, it is essential to recognise that a key condition of the NSW Government's deferral is that any alternative local strategic plan must meet or exceed the housing density outlined in the Government's TOD plan. Furthermore, the final documentation must be adopted and submitted to the NSW Department of Planning, Housing, and Infrastructure by January 2025.

Failure to meet these requirements could result in the NSW Government's SEPP TOD provisions being enforced, which may significantly impact The Strand, as well as the Malvern Hill and Cintra Heritage Conservation Areas.

Public consultation on the draft Croydon Masterplan is currently open.

It is clear from this statement that Council is and continues to only be directing their attention to those people impacted by the Croydon TOD and not those impacted by the Draft Masterplan. It also implies that a decision has already been made and the so called 'consultation' is a façade – clearly evident by these factors and that those impacted by the TOD have had less consultation time than those in the Croydon TOD. It has also created a divide in our area – Croydon TOD area vs Croydon Draft Masterplan area – so much for representing our community Burwood Council.

Also, as the Croydon TOD is a state initiative and the Draft Masterplan is prepared by council, how can residents be assured that

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councillors are voting independently and of their own free will free from any influence? I would like assurance that councillors will be voting independently and of their own will. How is it that Michelle Rowland, Labor Member for Greenway has come out against the housing development in her area and the Minn's Government has significantly scaled back high rise development numbers around Norwest and Kellyville Metro Stations. These are newer areas which should have factored in future development. Burwood Council on the other hand appears to be delivering more housing than proposed by the Croydon TOD whilst also indicating that further development will occur in the area for medium density. Burwood and Croydon are established areas.

Further, given that residents will be forced to leave their homes due to factors outside their control, please confirm that there will be no rate increases should the re-zone occur and that the residents impacted will receive a waiver of any taxes and associated costs from the sale of their homes as well as the repurchase of a property thereafter.

I am extremely disappointed in the way that my family and I have been treated by council as a long-standing rate payer and I will reconsider my vote pending the outcome of this matter.

Please oppose the Croydon Draft Masterplan.

Regards,



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Archived: Wednesday, 11 December 2024 3:55:04 PM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 22:45:06

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)

Subject: Oppose the Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Burwood Council,

My name is [REDACTED] I am a resident and voter in the Burwood LGA.

I am writing to express my strong opposition to the Draft Croydon Masterplan. Below, I outline key issues and provide detailed feedback to support the adoption of a more balanced and community-focused approach, such as the NSW Government's Transport-Oriented Development (TOD) proposal.

1. Inequitable Development

The Draft Croydon Masterplan disproportionately focuses on Burwood, neglecting opportunities for equitable development in Croydon.

- *** Concentration in Burwood:** The majority of high-density development is proposed for areas near Burwood Station, despite the NSW Government identifying Croydon, not Burwood, for additional growth. This contradicts the principle of fair urban distribution.
- *** Missed Opportunities in Croydon:** Croydon remains underdeveloped, especially around its station. Numerous viable sites within a 400m radius of Croydon Station are excluded from consideration in the Draft Masterplan, missing opportunities to align with TOD principles.
- *** Disproportionate Building Heights:** The Masterplan proposes towers up to 30 storeys in Croydon, compared to 6-storey limits in the TOD proposal. These extreme heights are inconsistent with best planning practices and unfairly burden specific areas.
- *** Exclusion of South of the Railway Precinct:** Despite positive community feedback supporting development south of the railway, this area is excluded. Council's reasoning, such as claiming it serves as a buffer for Malvern Hill, is unconvincing and lacks sound planning justification.
- *** Arbitrary Boundaries:** The housing investigation area stretches as far as 1.2km from Croydon Station, well beyond the TOD's recommended radius of 400m, while excluding more suitable areas closer to the station.

2. Flawed Community Engagement

The consultation process was inadequate, excluding many residents and failing to provide transparent and accessible information.

- *** Limited Participation:** Only 50-85 contributors participated in key consultations, using methods like the "pin drop" exercise, which lacked accountability and allowed input from non-residents.
- *** Ineffective Communication:** Despite Burwood's multicultural population, all communication was in English, limiting accessibility for non-English speakers. Mailbox notifications and feedback opportunities were inconsistently distributed.

- *** Rushed Timeline:** The consultation period was compressed into November, with the Council planning to vote on the plan just six days after feedback closed. This timeline undermines meaningful community input and accountability.
- *** Complex and Confusing Documentation:** The Masterplan spans over 400 pages with 20 appendices, making it difficult for even tech-savvy residents to fully understand its implications. Seniors and those less familiar with digital tools are further disadvantaged.
- *** Ignored Feedback:** Community support for development along The Strand and Liverpool Road was overlooked, while proposals with less support were prioritized.

3. Negative Impacts on Residents and Infrastructure

The proposed Masterplan threatens to degrade the quality of life for residents and strain local infrastructure.

- *** Traffic and Safety Issues:**
 - * Increased density will overwhelm narrow residential streets, especially in Shaftesbury Precinct, heightening risks of vehicle-pedestrian collisions.
 - * The proximity of four school zones exacerbates safety concerns, particularly for children.
 - * The lack of comprehensive traffic modeling, including the impacts on Victoria and Shaftesbury Roads, is a significant oversight.
- *** Overshadowing and Noise:**
 - * The proposed 102m towers will create significant overshadowing, negatively impacting smaller buildings and single-storey homes nearby.
 - * The Shaftesbury Precinct's proposed density and heights surpass those in the Burwood Town Centre, creating an unbalanced urban design.

4. Lack of Transparency and Coordination

The Draft Masterplan lacks clarity, transparency, and coordination with relevant stakeholders.

- *** Unclear Objectives and Data:** The Draft Masterplan estimates 3,600 additional dwellings, significantly exceeding the 1,500 identified in Council's earlier reports. This discrepancy undermines confidence in the data and planning process.
- *** No Collaboration with Inner West Council:** Approximately half of Croydon Station's 400m radius lies within Inner West Council's jurisdiction, yet there is no evidence of coordination between the two councils. Burwood is unfairly shouldering the development burden.
- *** Misleading Terminology:** The plan is labeled the "Croydon Masterplan," yet most development is concentrated in Burwood. This misrepresentation confuses residents and undermines trust in the Council.
- *** Inadequate Multilingual Resources:** Key documents and consultation materials were not translated into other languages, excluding large portions of Burwood's multicultural community from participating meaningfully.

5. Best Practices Ignored

The Draft Masterplan deviates from global and local best practices for urban planning.

- *** Transport-Oriented Development (TOD):** The TOD proposal better aligns with best practices by concentrating growth near transport hubs, reducing traffic impacts, and revitalizing key community spaces like The Strand.
- *** Sustainability and Livability:** The Masterplan fails to prioritize sustainable urban design, such as adequate green spaces, biodiversity, and flood risk management.

- *** Heritage Protection:** While the TOD respects heritage conservation areas, the Draft Masterplan unnecessarily excludes these zones, missing opportunities for balanced growth.

The Draft Croydon Masterplan fails to deliver equitable, transparent, and sustainable urban planning. It unfairly concentrates development in Burwood, neglects community input, and risks long-term harm to residents and infrastructure. The Council should instead adopt the NSW Government's TOD proposal, which balances growth with livability and sustainability.

Signed by

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To Mr Faker, MAYOR OF BURWOOD

I have just attended the 'Drop-In Session' at Burwood Library, (12-2pm 16/11/24) regarding the CROYDON MASTERPLAN.

It was a complete sham and showed the lack of respect you have for the residents that this plan so negatively impacts.

I implore you, as our elected representative, to URGENTLY set up a formal public meeting in an appropriate venue consisting of informed individuals who can actually answer our questions.

This meeting requires a foreman to manage proceedings and conduct discussion in an orderly manner.

Signed:



(My phone number is 

Archived: Wednesday, 11 December 2024 2:46:04 PM

From: [REDACTED]

Sent: Mon, 18 Nov 2024 02:42:18

To: Burwood Council information@planning.nsw.gov.au jason.yatsenli@nswlabor.org.au sally.sitou.MP@aph.gov.au

Cc: [REDACTED]

Subject: Opposition to proposed Croydon Master Plan

Importance: Normal

Sensitivity: None

To the Planning Team of Croydon Master Plan,

I am writing to express my strong opposition to the proposed Croydon Masterplan and the lack of authentic communication and transparency during its consultation process.

The Croydon Master Plan looks extremely amateur and not in line with recommendations made by our Premier which clearly states low to mid rise housing. The thought of proposing high rise housing (8, 15, & 25 levels) is horrific to our lovely neighbourhood and community. Croydon does not have the near existing infrastructure to cope with the development currently outlined in the current Croydon Master Plan. The vital infrastructure that is pivotal for a new house development.

This plan is inequitable and goes against the TOD principles and is not good planning.

The Croydon Master Plan has not thoroughly considered the implications this new development will have on North Croydon. This area is already impacted by so much traffic particularly during school drop off and pick up times. There are 4 schools all part of this area (Burwood Girl HS, Croydon PS, PLC Croydon and Holy Innocents Catholic School). There has been no network traffic analysis. There has been no consideration of traffic along the streets impacted particularly Queen St, Cheltenham Rd and Shaftsbury Rd, which already experience traffic bank ups due to the schools nearby and Burwood Westfield. The transport analysis provided by Burwood council is also misleading and unclear. This furthering raising alarming concerns about Burwood Council's true representation of the traffic situation that will impact this close-knit community we currently love and live in.

In contrast, the NSW State Government's Transport-Oriented Development (TOD SEPP) approach offers a more equitable solution by aligning development with transport infrastructure. The extensive planning put into the TOD allows for a fairer distribution and ensures that no single neighbourhood is disproportionately impacted. This creates a more balanced approach and reduces mass congestion which will result in the proposed neighbour if the Croydon Master Plan gets passed in.

The NSW State Government's Transport-Oriented Development (TOD) SEPP plan also spans multiple councils ensuring alignment is achieved.

The Croydon Master Plan also recently changed its area of development from the original proposed area around Malvern Hill to North Croydon a few weeks ago. This new proposed area isn't even 400 metres from the recommended radius from our state government. There was no information provided to the people living in the new proposed development area.

The so called consultation process has made the North Croydon community feel helpless and definitely not feel like they have a voice to propose their ideas or thoughts on the plan. It has been rushed in a very manipulative and strategic way to ensure the Croydon Master Plan gets passed in.

The Drop-In sessions run by Burwood Council outlined in their flyer only started from 23rd October till with the last one scheduled the day before the community must have their responses put forward. The people that live in these homes

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had no idea the area for the development had been changed and now their homes and neighbourhoods were impacted.

These Drop in Sessions have obviously been organised so Burwood Council can put a tick against providing a consultation process but authentic consultation has definitely not occurred. I attended two of these with other members of the Croydon Community.

The first one I attended was at the Strand on the 2nd November where it consisted of the [REDACTED] [REDACTED] and another person who stated they didn't have the knowledge to answer our questions. They arrived without the plans or any information sheets. We were told there had been a technical issue and the plans and information sheets would arrive shortly so the community which consisted of many elderly were made to stand in 30 degree heat for over 30 mins. There were no chairs made available and there was no shade. Most of the elderly went home feeling helpless and humiliated by the way the Burwood Council representatives treated them and were not even there when the plans eventually showed up. They were simply told to go online or use a QR code that was quickly displayed to them. When they expressed their views of not having a Smart phone or internet to take part in the feedback on the Master Plan, they were just sadly ignored. There was also no one there to represent the Mandarin speaking community which makes up a big proportion of our community.

[REDACTED] [REDACTED] was also quite rude to the various community members who were seeking clarification about the plan. She also stated she just joined the council a few weeks ago so didn't have answers to many of our questions. She became very frustrated and was not communicating calmly to the community members. We offered her our feedback but she did not list our concerns anywhere. Emails were provided to her and our addresses. She mentioned she would ensure we would receive the information in the mail over the next few days but this did not occur. At the next Drop In session on 16/11/24, she had no answer as to why we still hadn't received the flyer. I asked her to email it to me and once again provided her with my details but again this never occurred.

The next Drop in session was the one at Burwood library on Saturday 16th November. There was a big turnout of people wanting answers but sadly only three representatives. The community was left fighting for the opportunity to have their questions answered. It felt like being at the Fish Markets. When asked if one of the representatives could speak to us all as a collective and provide us all with some information, we were told that that was not possible.

An information session providing a short presentation followed by some time to ask questions would have allowed people equal opportunity to listen to the directives of the Croydon Master plan. This did not occur so once again community members left without obtaining the information they sought or provided with an opportunity to provide feedback on the Croydon Master Plan.

I am not favouring Croydon Master Plan and I am advocating for the TOD plan as it is more equitable and transparent. It has been more carefully designed and has considered the infrastructure required when designing changes in our neighbourhood. I am also appalled by the consultation process or lack of, that Burwood council has rushed and thrown onto its loyal community.

I would appreciate any updates on this proposal and opportunities for community involvement as it progresses.

I hope the feedback provided in this email and by the community are considered and future consultation is more transparent and adjustments are made so all community members have access to information and to future forums.

Regards

[REDACTED]

I acknowledge the Gadigal people of the Eora nation upon whose land I work, teach and learn.

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*** This message is intended for the addressee named and may contain privileged information or confidential information or both. If you are not the intended recipient please notify the sender and delete the message. ***

Archived: Wednesday, 11 December 2024 1:57:16 PM

From: [REDACTED]

Sent: Wed, 13 Nov 2024 22:41:08

To: [Mayor George Mannah](#) [Pascale Esber](#) [Burwood Council](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)
jason.yatsenli@nswlabor.org.au

Subject: Concerns Regarding the Croydon Housing Investigation Area (HIA) Draft Masterplan

Importance: Normal

Sensitivity: None

Dear all

I am writing to **express my concerns** regarding the Croydon Housing Investigation Area (HIA) Draft Masterplan. As a homeowner directly impacted by the proposed changes, I have several serious reservations.

Firstly, the plan's emphasis on **high-density development along Shaftesbury Road and the surrounding areas raises concerns about the potential loss of neighborhood character**. The proposed 30-story buildings will drastically alter the area's landscape and could lead to a sense of overcrowding. [REDACTED]

Secondly, the **plan's focus on increasing housing supply appears to come at the expense of existing residents' quality of life**. While I understand the need for more housing, the potential strain on infrastructure, traffic congestion, and reduced access to green spaces are significant concerns. The plan mentions mitigating these issues but does not provide concrete solutions.

Thirdly, the **proposed changes to heritage conservation areas are unacceptable**. The plan suggests incorporating existing heritage items into larger developments, which could compromise their historical and cultural significance. Protecting these areas should be a priority, not an afterthought. [REDACTED]

Finally, the plan's implementation strategy relies heavily on the amalgamation of fragmented lots. This process could lead to the forced acquisition of private property, a deeply concerning prospect for many homeowners.

I urge you to consider these concerns and **advocate for a revised plan** that balances the need for housing with the preservation of neighborhood character, residents' quality of life, and our area's heritage.

Sincerely,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:57:19 PM

From: [REDACTED]

Sent: Mon, 18 Nov 2024 19:11:23

To: [Burwood Council](#)

Subject: Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Mayor Fakir

My husband and I are members of the Croydon community, specifically [REDACTED] which is included in the proposed Masterplan.

I would like to express the objections I have to the planned development.

With the existing overdevelopment of Burwood and what I consider overpopulation, how will it bear up under the weight of the 8,000 new residents.

Simply trying to navigate the overcrowded sidewalks prevents me from entering that area unless absolutely necessary. As such, we still shop in Leichardt

The traffic congestion will be absolutely impossible to navigate.

What about education and all the other associated services?

What about people who wish to live in a house with a garden, are we just planning to throw away that Australian lifestyle?

Rather than tearing down a well-established, peaceful community, have we considered developing the ghost town that is Parramatta Road. With the tunnels and Metro, surely there's room for development there.

What about the established trees and birdlife. You can't just landscape around skyscrapers, dropping a stick in the ground that will maybe one day, in 40 50 years, be a tree and think box ticked.

And the plan to "protect" heritage houses is a joke. Take away the surrounding residences and you end up with a dwarfed, overshadowed property. Half of what makes them heritage is the surrounds. They'll end up in the same state as the slum that is Waimea St, west of Shaftsbury Rd.

And where will you put all the people who are evicted during the construction of these monstrosities? Part of the issue we're trying to resolve is rental/housing shortages, isn't it? Again, what about tackling some of the abandoned commercial properties?

What about dealing with some of those abandoned government owned residences?

What about tackling the vacant foreign owned investment properties? Rental or exorbitant taxes, take your pick.

So many stories in my block alone of people who have roots here. It is absolutely heartbreaking.

Thank you for your attention

[REDACTED]

[REDACTED]

Archived: Wednesday, 11 December 2024 1:57:22 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 03:17:34

To: [Burwood Council](#)

Subject: I Strongly Disagree to Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Sir or Madam,

I have only just been made aware of a Master Plan Council has published for Croydon North of the Rail line.

I am a resident of [REDACTED] and my house is in the firing line of this plan. To say I'm angry is an understatement. I have received no letter boxing or registered post letters requesting mine or my husband's input in these matters. Next thing we know we have a 3 day deadline to get our voices heard about our strong opposition to this plan!

Nice one Mr Faker. I will never vote for you or the Labour Party ever again. You're going to make my husband and I homeless for the 2nd time since the 2nd lockdown. We are both 60yrs old. Working our butts off paying our taxes and fighting to keep a roof over our heads.

You people are putting us in danger again!

I don't believe for a minute that the Master Plan is a means to help people who need affordable housing. It stinks of corruption and a money grab for the council.

Very, upset and concerned resident of [REDACTED], Croydon

[REDACTED]

Sent from my Galaxy

Archived: Wednesday, 11 December 2024 1:57:25 PM

From: [REDACTED]

Sent: Tue, 26 Nov 2024 03:49:03

To: [Burwood Council](#)

Subject: NO TO CROYDON MASTER PLAN

Importance: Normal

Sensitivity: None

My name is [REDACTED] I am a resident of [REDACTED] Croydon.

I am writing for the 2nd time to express my sheer horror of the handling of this scheme by Burwood Council.

I have only been made aware of such a terrifying and destructive plan which has designed to destroy my home and my neighbours and my entire street's homes. without proper consultation. I am not the only person either. most of our side of the railway tracks have been kept in the dark about it until only a few weeks ago. my husband and I only found out about 3 days ago! Can you imagine our shock and how upset it made us?

We haven't been residents in [REDACTED] for that long. We were made homeless uncerimoniously buy our previous Landlady in Marrickville who saw an opportunity to raise the rent to such a ridiculous price we had no choice but to move.

A dear friend came to our rescue and offered his house up to us while he goes and lives and cares for his ailing father. We are paying rent and it is fair and acceptable to us. and we are incredibly grateful.

Since moving here we have been warmly welcomed into the area. this community is warm and supportive and we have settled in quiet fast and feel secure and starting to get our lives back into normal work life functioning.

We had been homeless for 3 months before our friend's offer came up. We had to fight so hard to get applications in for a rental property. We were being out bid at every place we applied for and that was 310 properties by the way!!

Again I am sick to the stomach with worry that we will be putting our stuff into storage and couch surfing while we tried to find another rental and that looks even more impossible to us now after what we see in the news and public media reports about the current rental situation.

My husband and I are 60 years old. We can't keep doing this. And yes, It's not just Young people looking for affordable, safe rental homes. There are us, invisible adults who preferred not to bitch about it but be pro active and just get on with it. We make up a huge amount of the voters as well and from my stand point I won't be voting Labour ever again. And I have been a Labour voter all my life.

My last words on this matter.

I am STRONGLY AGAINST THE CROYDON MASTERPLAN

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

if you di call please leave a text message as I may not be able to answer your call as I will most likely be caring for a Paliative Care Patient. Thats my job.

Archived: Wednesday, 11 December 2024 1:57:28 PM

From: [REDACTED]

Sent: Fri, 8 Nov 2024 18:10:22

To: [Burwood Council](#)

Cc: information@planning.nsw.gov.au jason.yatsenli@nswlabor.org.au

Subject: Opposition to Croydon Masterplan Rezoning Proposal – Preference for a Holistic, Equitable Approach

Importance: Normal

Sensitivity: None

Dear Burwood Council town planner,

I am writing to express my strong opposition to the proposed Croydon Masterplan, particularly the rezoning from residential to high-rise in select areas.

I am concerned that the selection process for this rezoning is **inequitable**, as it places an outdated emphasis on conservation / heritage properties, prioritising them above other residential areas without regard for the future needs of our community.

The current masterplan disproportionately favors conservation properties, placing an undue burden on non-conservation areas by earmarking them for high-density development. This selective prioritisation is rooted in outdated preservation criteria rather than a balanced and future-oriented approach.

By preserving certain conservation zones based solely on historical criteria, the council risks looking only to the past while ignoring the balanced growth required for the future. This approach unfairly targets non-conservation areas for high-density development, placing a disproportionate burden on these neighborhoods and diminishing the quality of life for their residents. Without a modern, forward-looking plan that considers equitable development across all areas, the proposal may end up compromising community values and cohesion.

In contrast, the NSW State Government's Transport-Oriented Development (TOD SEPP) approach offers a more equitable and sustainable solution. By aligning development with transport infrastructure, the TOD approach facilitates balanced growth that benefits the entire community, rather than selectively preserving certain areas. This method creates cohesive, future-oriented planning that supports accessibility, reduces congestion, and ensures that no single neighborhood is disproportionately impacted.

The NSW State Government's Transport-Oriented Development (TOD) SEPP plan spans multiple councils and communities across the state, fostering a unified and holistic approach to planning that benefits everyone. This broad scope makes it easier to align development efforts across regions, avoiding the patchwork effect of isolated, siloed council plans that often vary widely and may struggle to meet the broader objectives set by the TOD SEPP. In contrast, individual councils, including Burwood, may not have the resources or infrastructure to enforce development standards consistently. By relying on an interconnected approach like the TOD SEPP, we ensure that planning is more cohesive, manageable, and effectively overseen, resulting in balanced and sustainable growth that better serves our communities.

I urge Burwood Council to take a more balanced and inclusive approach in the Croydon Masterplan, evaluating all areas equitably to create a plan that respects both our heritage and our community's future needs. A fairer, more transparent process would ensure that no area is unduly affected by selective criteria that may no longer be relevant.

Lastly should the Council proceed with this masterplan, I urge you to consider a compensation plan for residents in rezoned areas, as they will bear the brunt of these changes and may feel abandoned by their community. Possible forms of compensation could include property tax relief, additional amenities, or grants for property enhancements, all of which would help support

Engagement Outcomes – Redacted Formal Submissions

affected residents through the transition

Thank you for considering my concerns. I would appreciate any updates on this proposal and opportunities for community involvement as it progresses as I am personally impacted by the current master plan as a resident of [REDACTED] Croydon.

Regards

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:57:31 PM

From: [REDACTED]

Sent: Tue, 19 Nov 2024 16:51:53

To: Burwood Council information@planning.nsw.gov.au Sally.Sitou.MP@aph.gov.au strathfield@parliament.nsw.gov.au [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)

Subject: reject the Croydon Masterplan proposed

Importance: Normal

Sensitivity: None

Dear Town planner ,

I am writing to formally express my concerns regarding the proposed Croydon Masterplan, particularly the rezoning of select areas from residential to high-rise.

I am deeply concerned about the lack of infrastructure to support the proposed high-density development. Areas such as Cross Street, Webb Street, and Brand Street are already constrained by narrow roads and inadequate access options. Increasing density in these areas without significant investment in road upgrades and public transport infrastructure will exacerbate traffic congestion, reduce accessibility, and create safety concerns for residents.

Moreover, the current plan's density distribution appears skewed, disproportionately impacting specific neighborhoods. This concentrated approach not only places undue pressure on one side of the community but also risks creating pockets of overdevelopment that could lead to socio-economic imbalances or even ghettoisation. A more balanced and equitable distribution of density is essential to ensure community cohesion and quality of life across all areas.

Resident - Burwood North Precinct

[REDACTED]

From: [REDACTED]
Sent: Wed, 20 Nov 2024 22:14:20
To: [Burwood Council](#)
Subject: Objection to Croydon master plan
Importance: Normal
Sensitivity: None
Archived: Wednesday, 11 December 2024 1:57:34 PM

To whom it may concern

I am writing to object to the croydon masterplan proposed. I live on [REDACTED] and am concerned about the increased traffic in our very narrow streets. We already have a lot of traffic due to all the schools and the high-rises we already have in our vicinity. I feel that the TOD plan spreads the increase more evenly.

Regards

[REDACTED]

Sent from my iPhone

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 11 December 2024 1:57:40 PM

From: [REDACTED]

Sent: Sun, 17 Nov 2024 01:21:25

To: [Burwood Council](#)

Subject: An objection to the Croydon Master Plan and TOD

Importance: Normal

Sensitivity: None

Dear Burwood Council, I write today to voice my reasons for rejecting any additional development that would bring in additional residents to our area. With the current amount of people that are residing within the area, I believe that our already busy Croydon will become over saturated if these plans get approved. On school days, our roads already get congested with the amount of school children arriving and leaving by car, and our proximity to Burwood, a major shopping area, increases our reliance on it. With Burwood already busy, and limited parking and space available, any more people would exacerbate the troubles faced with shopping or eating out in Burwood. Thus, I would like both the Croydon Master Plan and TOD to not be approved, both of which would increase activity in the area over what can be supported. Regards, [REDACTED]

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Archived: Wednesday, 11 December 2024 1:57:43 PM

From: [REDACTED]

Sent: Mon, 18 Nov 2024 19:35:22

To: [Burwood Council](#)

Cc: information@planning.nsw.gov.au jason.yatsenli@nswlabor.org.au Sally.Sitou.MP@aph.gov.au [Pascale Esber](#) [Mayor George Mannah](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)

Subject: Requesting Burwood Council to reject Croydon Housing Master Plan

Importance: Normal

Sensitivity: None

Hi,

Re. Croydon Housing Master Plan

Thank you for the opportunity to review and provide inputs to the Croydon Housing Master Plan by Burwood Council in a very short notice.

Based on my review of the Croydon Housing Master Plan and discussions with the Croydon residents, I would like to recommend Burwood Council to adopt the original Croydon Transport Oriented Development (TOD) by the NSW government and reject the Croydon Housing Master Plan by Burwood Council because of the following reasons:

1. 1. The Croydon Housing Master Plan deviates from NSW Government TOD standards and development guidelines which resulting impacts to large number of Croydon residents which are not even part of the 400m distance from Croydon station.
2. 2. The Croydon Housing Master Plan includes unnecessary self-exclusion of HCAs which are not required by NSW TOD. This result suitable areas for development are not considered.
3. 3. The Croydon Housing Master Plan has negative impacts on large number of residents and inequitable because it proposes a greater level of density than the Burwood North Precinct Master plan, i.e. it currently has approximately double the density per sqm in the Shaftesbury Precinct than Burwood North Masterplan.
4. 4. The Croydon Housing Master Plan is not equitable because it does not consider the areas which were supposed to be considered as part of NSW TOD, but instead, it proposes a specific area which are NOT part of the NSW TOD to support the NSW government housing agendas. Different areas in the entire Burwood LGA should be considered to support the overall NSW government housing agendas.
5. 5. The Croydon Housing Master Plan does not consider the positive feedback by the residents (collected in April/May 2024 in Jun24 Report) for the development of the Strand which is part of NSW TOD (Shop – top housing, similar to other completed development in near Burwood station).
6. 6. The Croydon Housing Master Plan includes density, space and location proposals which does not support open space requirements, neither supporting increasing traffic, schooling requirements. There is not enough future proofing planning considered.


Thank you.

[REDACTED] resident of Croydon.

Archived: Thursday, 12 December 2024 8:24:45 AM
From: [REDACTED]
Mail received time: Thu, 28 Nov 2024 00:13:25
Sent: Thu, 28 Nov 2024 00:13:09
To: [Jacqueline Tafokitau](#)
Subject: FW: Masterplan vs TOD
Importance: Normal
Sensitivity: None
Attachments:
[Cr John Faker \(Mayor\) \[REDACTED\] 2024 23Nov2024.pdf](#)

Cr John Faker
Mayor of Burwood
President – Southern Sydney Regional Organisation of Councils
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Wednesday, 27 November 2024 5:41 PM
To: Mayor <Contact.Mayor@burwood.nsw.gov.au>
Cc: [REDACTED]
Subject: Masterplan vs TOD

Dear John,

Hope you and your family are doing well.

Thank you for pointing out the changes on the extra agenda item. They look reassuring from my point of view.

I'd be grateful if you could read my attached letter at your easiest convenience.

Please note that it was prepared before last night's meeting based on the current Masterplan but adjusted after the meeting. I feel obliged to still send it as contains some feedback about what can be improved, and if not, then perhaps to take serious consideration of the TOD plan.
I don't know what or if any new masterplans will look like at this stage.

I look forward to hearing back from you or perhaps a staff member for any further discussions.



Councillor John Faker (Mayor)
Burwood Council
PO Box 240,
Burwood NSW 1805.

27th November, 2024

Dear Mayor John Faker,

Re: Rejection of Croydon Masterplan Draft located near Croydon Station – and prefer to adopt TOD

I have always appreciated your time and energy as the Mayor for Burwood, as well as, your genuine contribution in making our municipality so well loved by its residents, individually and as a community. This letter is now my contribution as a resident and I wish that I could have contributed earlier but life and family have been demanding, as I'm sure it has been for you and that is why I am very appreciative of your work.

This letter is in regards to the current Masterplan. It was written prior to last night's council meeting and the decision by council to defer its decision regarding its acceptance until the 29th January, 2025. I am still writing this letter as we do not know what the future holds for us or for anyone else.

I was raised in Burwood since 1966 and remained here after marrying my husband in 1986. We were fortunate to raise our children in Burwood and start our own business on Burwood Road in 1987, which we still operate today.

We discovered the Croydon Masterplan on the 13th November when a letter was dropped under our door and the same letter was then sent by registered post. We have not been included in any council private meetings that had been held by council staff although we live on Lucas Road. We appreciated that Mr Cole allowed us to attend a private meeting that we had accidentally found out about from our neighbours. It was for Lucas Road residents but we were not included even though we were affected by the Masterplan.

I had registered to speak at Council's Meeting being held on the 10th December, not representing any group. At the meeting we attended (19th November at 4pm) we were informed that if this Masterplan was rejected, then the TOD plan would be implemented.

However, I attended the BLPP meeting held last night on the 26th November. Council will now adjourn their decision to adopt any Masterplan (perhaps with options or a revision of the existing one) until their meeting being held on the 29th January. In addition, the TOD plan will also be included as one of these options. I'd like to thank council for allowing an extension of time and hopefully to include all of the resident's concerns in their plans.

I also would like to thank council for including all additional points on their Item MM10/24, such as, those noted at point 6, as well as, points 1 to 3. This action recognises, that these decisions by council have affected peoples (families included) lives, where they live, where they work (livelihood), where they are close to their needed amenities (e.g. close to health support or near family members).

Nevertheless, I still would like to present my views on the current Masterplan, which I currently reject and why I believe the TOD plan is preferred.

To confirm, the NSW state government has selected Croydon area as the location to increase housing significantly for its inclusiveness of affordable accommodation, encouragement for younger people into the area, provision of easier access to jobs and to cater for the growing population in the Sydney Metro. It is assumed that such a significant plan has been prepared with

the NSW government's own due diligence and research. Therefore, the Croydon area selected for the TOD should remain as the location for development as it meets the objectives of the NSW government.

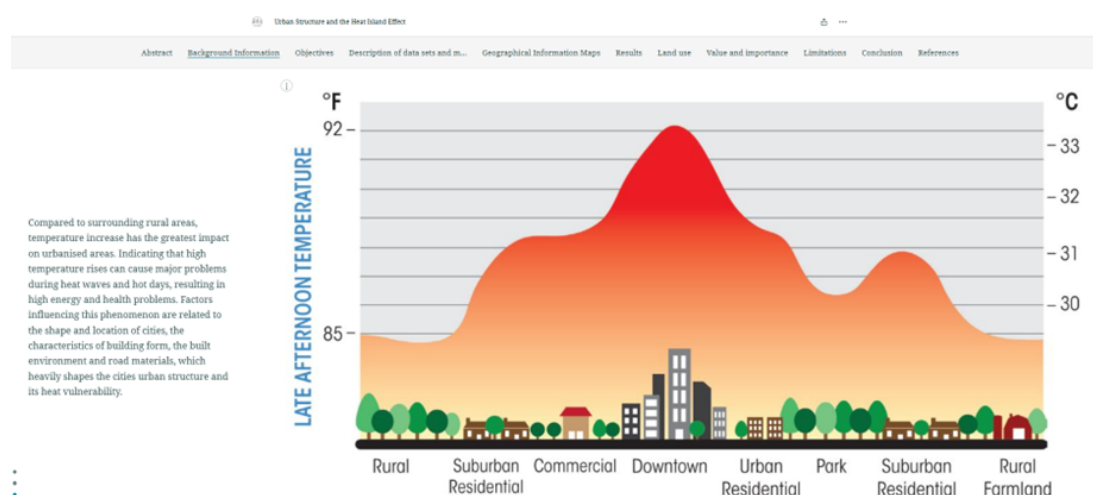
I object against the Masterplan for several reasons as listed below:-

1. The **Urban Heat Island Effect (UHI)**: According to many scientific research, UHI is serious amongst planning authorities around the world; occurring mainly in developing countries who have rushed to build these high rises so as to compete with global expectations.ⁱ We do not want to rush these housing plans that allow developers to override Burwood Council's decisions whereby council's policies and regulations have incorporated necessary avoidance of any further UHI effects. Hence the TOD plan is expected to have lower high rise housing while the Masterplan has no less than 8 storeys and above. In particular, the reflection of heat expelled from high rise buildings, in particular those facing east or west are worse.ⁱⁱ The council building in Elsie St, Burwood is an example of UHI as the heat is felt when walking around that area compared to the block down from Westfield and towards Parramatta Road.

All government sectors acknowledge that UHI has and will have significant health issues. Sydney Water has stated that by the year 2050, Human Health Stress (HHS) issues will increase by 42-45%.ⁱⁱⁱ As someone in a significant responsible role, decisions must be made with foresight and be proactive for the benefit of all aged residents and not just relating to the elderly, young and those with disabilities. Sydney Water's report, "Adapting the East", predicts detrimental health issues that require urgent attention for adapting their recommended policies which should be made at the outset of any development. Do we need these issues flowing into our suburb areas too?^{iv}

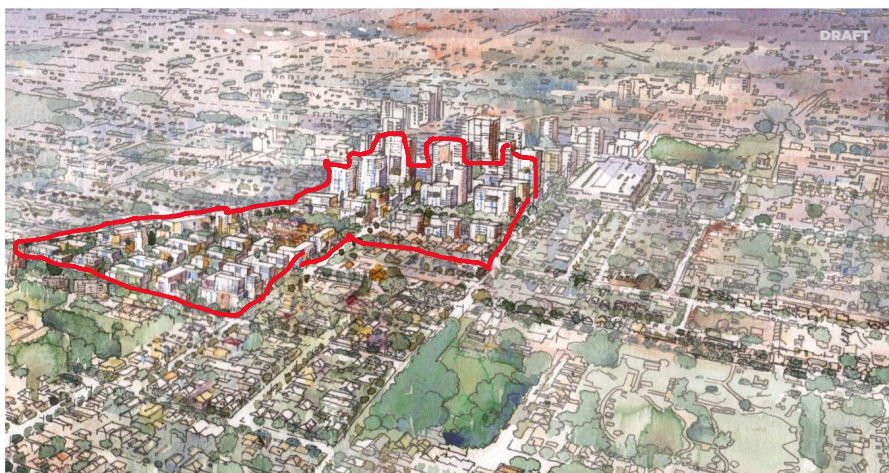
It is far more cost efficient for the council to be proactive rather than be reactive. Compensating solutions are most likely be far more expensive and probably be less effective. The State and Federal government acknowledges and supports the existence of the Urban Heat Island effect.^v

The Australian Researchers, Alyssa Chau, Chen Chen, Weihang Zhou reported in their article, "Urban Structure and the Heat Island Effect: Exploring the relationship and spatial construct between Urban Structure and Heat Island generation within the Greater Sydney region" the seriousness of the impact of high rise buildings through UHI for Sydney and its suburbs. The following diagram is from their report.^{vi}



Draft Croydon HIA Masterplan Report

Item Number 56/24 - Attachment 1



Combined with this research above, it is recommended by scientific study to reduce walls and windows along the east to west sides. The current Masterplan has most surface space along the east and west sides as they either face onto roads to the west or to the east, especially noted in Boronia Avenue between Victoria street to Albert Crescent.^{vii}

2. Direct comparison is made between the Current Masterplan to the TOD plan by NSW.
 - a. Green space in the TOD plan would be far more beneficial as there is currently less in the Croydon area than the current area located in the Masterplan location.
 - b. Simply removing a house and calling it green space is not only unfair (this is not a new expressway or hospital being built) for when it surrounded by high rises of above 15 storeys but also incorrect because the removed houses also removes many self-sufficient gardens
 - c. The area in the Masterplan is significantly more than that offered by the State Gov't's TOD plan. Affecting far more dwellings in the Masterplan than the 400 mtrs around Croydon Station. Therefore, the existing gardens of homes in the Masterplan area are spread out. However, the area included in Croydon's TOD could sufficiently build with green areas, inclusive of making small parklands with play equipment in between new and affordable housing. Currently there are little and almost none in the TOD plan which requires adding this into the council's plans.
 - d. The homes in Lucas Road and Boronia Avenue as on the Masterplan are approximately, 1000 metres from Croydon station and 750 metres from Burwood Station. Hence, any new residents would be using cars and not public transport, thus increasing pollution and traffic in an area closer to the existing schools.
 - e. With the development of Croydon, we will be able to provide for an increase in public transport, inclusive of bus services, bringing back the younger people and allowing the elderly to become more mobile. Burwood already has these facilities with an ever increasing population that is now crowding the station during peak hour and causing traffic throughout the side streets and nearer to schools and parks.
3. Overshadowing in the Masterplan would be over existing schools, parklands and public places.

While overshadowing doesn't seem to get the attention that it did many years ago, it should be considered one of the major issues in the Masterplan, especially in mid-winter where the shadows are long earlier in the afternoon and the sun also sets earlier. Not only would shadowing occur over many homes remaining in the vicinity and towards the eastside of the new high rises but at their maximum heights (which could be increased if allowed by the NSW planning auth in consultation with the developers) it would over shadow our community's parklands as well as, schools; Burwood Girls High, Holy Innocents, Queens Park, Blair Park. As the high rise dominoes into the neighbouring locations, the overshadowing will also affect the grassland park areas and, generally creating a poor environment for mental and physical

health. With more control held by council, the new green areas and parks can be implement in an efficient and effective manner.

4. Views of the Residents in Burwood & Croydon. The Masterplan was rushed with seemingly only one major external advisor & planning designer used by Burwood Council. They may have been hired for their experience but they were not transparent with residents and their drawings were skewed to display low rise dwellings and Albert Crescent showed a building closer than it actually is placed. Rushing for councillors approval for this Masterplan soon after the Council elections has been discussed by residents as intentional so as to pass the Masterplan with little opposition from residents and/or throw blame towards the NSW govt. This lack of transparency and time has resulted in a Masterplan that has less information available for residents to be able to make a decision about their own futures. These are the discussions made with our neighbours and residents. However, it is encouraging that there seems to have been some action made by council to reinvest in residents' opinions and views. I can only hope that this will be improved and the TOD plan will be acceptable.
5. There are many views within the community and it is absolutely necessary for a democratic council to ensure all residents are informed at the same time in a timely manner so that they may genuinely and authentically participate and have their views and ideas included. Given that there is little time for decision making, then it would be appropriate to accept the TOD plan which seems to meet the objectives of the NSW government, after all, we need to trust that they have done their actual research based further on science eg UHI as well as existing infrastructure.
6. Objectives of NSW for creating the TOD Plan have not been met as evidenced by the Australia Bureau of Statistics (ABS).

- a. Young population is not present in Croydon, the location of the TOD plan and is overstated in the area of the Masterplan

Australian Bureau of Statistics Census of 2021 year	Burwood		Croydon		Differences	
	Population No.	Population % of area	Population No.	Population % of area	Difference No	Diff %
20-24 years	5,006	12.5	672	6.2	4,334	
25-29 years	4,885	12.1	669	6.2	4,216	
30-34 years	3,917	9.7	753	7	3,164	
35-39 years	2,860	7.1	686	6.4	2,174	
40-44 years	2,141	5.3	703	6.5	1,438	
Between 20 to 44 years of age	18,809		3483		15,326	19%
https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL11135 and https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA11300						

Burwood area already caters for the younger population. While there are close to 20 per cent more younger people in Burwood already, lets not forget that there are more homes affected in the Masterplan than the TOD. Between the ages of 20 years to 44 years, there are 3,483 living in Croydon while Burwood has 18,809. This proves that Burwood already has more affordable housing than Croydon. There is a need to spread this out into other areas, which would be according to the TOD plan.

- b. This Masterplan includes significantly more homes of those above 40 years of age which would cause displacement of the elderly or a loss of belonging of their friends and reduce their ability to stay in their own homes. Therefore, the Masterplan is discriminating against the elderly, unlike the TOD plan that will increase those elderly who wish to be closer to their families and be able to now afford the dwellings, which are not intended by the NSW Govt as high rises. We also do not know if these elderly have younger people living in with them.

Australian Bureau of Statistics Census of 2021 year	Burwood		Croydon	
	Population No.	Population % of area	Population No.	Population % of area
65-69 years	1600	4.0	542	5.0
70-74 years	1424	3.5	464	4.3
75-79 years	1037	2.6	374	3.5
80-84 years	922	2.3	334	3.1
85 years and over	1177	2.9	453	4.2
	6160		2,167	

<https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL11135> and

<https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA11300>

- c. The Masterplan omits those already working in lower income and crucial employment eg healthcare and hospitality which is one of the objectives of the NSW govt. There are far more people working in these industries in Burwood than in Croydon and this will increase with the already planned high rises on and around Burwood Road, especially next to Westfield in Victoria Street and the development of the new Burwood RSL club towers to be located around George Street. There does not seem to be anyone in 2021 working in Aged Care in the Croydon area. Given that this has been a nationally growing employment industry, it would be expected that growth has been in both Croydon and Burwood, still keeping Burwood higher than Croydon.

Industry of employment, top responses	Burwood (NSW)	Industry of employment, top responses	Croydon (NSW)
<i>Employed people aged 15 years and over</i>	Population No.	<i>Employed people aged 15 years and over</i>	Population No.
Hospitals (except Psychiatric Hospitals)	730	Hospitals (except Psychiatric Hospitals)	207
Computer System Design and Related Services	648	Computer System Design and Related Services	158
Banking	595	Banking	155
Cafes and Restaurants	828	Higher Education (<i>university?</i>)	134
Aged Care Residential Services	590	State Government Administration	134

<https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL11135> and

<https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA11300>

Accepting the TOD plan would allow closer access to Croydon station for these younger employees to reach their job locations as well as have a greater opportunity to reach out to further away employment locations. The Masterplan that we reject contains many homes that are further away from the stations, causing undue stress on the youth to get to their train before and after work, be it late or early shiftwork hours. The cost of owning a car is already expensive, so we cannot expect the younger generation to rent, buy a dwelling plus operate a car with its high insurance costs.

7. Traffic concerns in an area that is already tight and many school children walking from their bus stops on Burwood Road to school or to their guardian's cars. There is already an increase in traffic that current roads and laneways so are likely not to be able to support this increase.
8. Will there be an increase in funds for the following increase in facilities and amenities if the Masterplan was accepted by council?
 - a. Public toilets in parks or added greenspace
 - b. Water mist to offset the UHI effect
 - c. Proper shading & canopies for pedestrians
 - d. Proper street drainage to avoid flooding during heavy rainfalls
 - e. Increase funding to schools due to any increase of students
 - f. Increase in home care and aged care due to increase of residents, even though these people are likely to move away for better services or in high rises
 - g. More efficient health care services eg ambulances
 - h. Efficient building codes eg to assist in ambulances reaching the higher storeys during emergencies (in Brooklyn, USA a person has survived from a cardiac arrest on or above the 25th floor) ^{viii}
 - i. Increase in bus transport around narrow roads to reach higher density
 - j. Another taxi rank service so that elderly residents, parents with young children or those with disabilities will be able to reach within a reasonable walking distance
 - k. Sufficient technology to ensure fast and efficient NBN services
 - l. A safe area for those walking from and to the station. How will the security of mail boxes be incorporated into the high rise buildings.
 - m. No smoking areas to avoid anyone smoking on their balconies and seeping into other residences nearby, especially private homes.
 - n. Increase in removal of waste. How will this be policed?
 - o. How will the security of mail boxes be incorporated into the high rise buildings.
9. As properly reported by the ABC, "A new body named the Housing Development Authority (HDA) will sit within the planning department of the NSW government to head" these suburban and metro developments taking place throughout NSW. "Leading the HDA will be three senior public servants, including Secretary of the Premier's Department Simon Draper, Secretary of the Department of Planning Kiersten Fishburn and Infrastructure NSW CEO, Tom Gellibrand.^{ix} The authority will ask for expressions of interest for projects above \$60 million in Sydney (on average 100 or more homes) and approximately \$30 million (on average 40 or more homes) in regional NSW. While developers may still choose to lodge an application through the existing process involving councils, the HDA will provide a quicker alternative that could slash approval times by years."^x

The above report is accurate, creating a fear that our council will have limited powers once development of high rise buildings begin or where a developer acquires large land packages and has a low rise development still meeting the \$60 million project cost. Hence, being able to pass by the council's usual requests/regulations/policies and seek the state's authority. We do not want a situation where a government body is making decisions for our residents and/or the locally elected council members have little or no power to ensure that their community is authentically and carefully secure.

I ask that you consider the Masterplan and any future Masterplans put forward to council and using your incredible knowledge and experience, determine if these meet proper community needs and support. Please consider that the TOD plan is likely to have less project costs and therefore ensuring the power and your genuine judgements are kept within this small community.

While there are many points to consider for and against adopting the Masterplan, we need to include in this discussion whether the TOD plan is indeed acceptable and the best solution to meet the needs of ours and your community.

Thank you for your commitment to our community and for reading this letter. I hope that I explained my reasons why the TOD plan is far more beneficial to the residents of Croydon/Burwood as intended by the NSW State government.

I would appreciate any acknowledgement that you have received this letter.

Yours sincerely,

[REDACTED]

ⁱ UHI means that the increased materials and surface area significantly reflect back into the atmosphere and increase the heat of the area by up to 1.5 degrees. According to these studies, 70-80% of daytime radiant energy surplus is released into the air and the balance of 30-20% is released in the night. We cannot ignore that global warming is a real issue and we need to empathise with our children and their generations to come.
<https://www.sciencedirect.com/science/article/abs/pii/S0378778804000684>

ⁱⁱ <https://www.sciencedirect.com/science/article/abs/pii/S0360132321007903> walls and windows surface area on the East to West side of buildings cause a greater HUI effect within the surrounding area.

ⁱⁱⁱ Sydney Water's report shows:-

EXECUTIVE SUMMARY key findings

In Eastern Sydney, temperatures are rising. The Adapting the East Report quantifies the current and future heat impacts in Eastern Sydney to people and infrastructure, by analysing 3 case study areas. Adaptation planning significantly reduces **Human** Heat Stress and infrastructure Heat Failure disruption in the future.

HEAT FAILURE PROBABILITY

The current (2020) Heat Failure Probability already shows an extreme heat failure probability i.e. >30%.

Macquarie Corridor	29.9%-65.0% in 2020, 71.8%-87.5% in 2050.
Airport Precinct	35.6%-88.6% in 2020, 71.8%-94.9% in 2050.
Sydenham Bankstown	41.7%-94.7% in 2020, 78.5%-99.9% in 2050.

HUMAN HEAT STRESS

Human Heat Stress (HHS) events will increase by 42% – 45% by 2050 without adaptation, with approximately 485,000 **human** heat stress impact events in 2050.

ADAPTATION

2°C adaptations have short-lasting effects, and do not sufficiently reduce HHS events. To have a lasting effect on heat failure and to begin reducing HHS events, **4°C** cooling adaptations are necessary. **7°C** adaptation generally result in low heat failure rates across the 3 case study areas, although there are hotspots in Sydenham Bankstown and Airport, and HHS events persist at some locations.

4°C adaptations result in significant health cost savings, but these savings can be roughly doubled if **7°C** adaptations are implemented.

https://www.sydneywater.com.au/content/dam/_sydneywater/documents/adapting-the-east-.pdf

^v <https://www.climatechange.environment.nsw.gov.au/impacts-climate-change/built-environment/urban-heat>

^{vi} [Urban Structure and the Heat Island Effect](https://storymaps.arcgis.com/stories/a5b577f285144287841edf64b981f69e)
<https://storymaps.arcgis.com/stories/a5b577f285144287841edf64b981f69e>

^{vii} <https://www.sciencedirect.com/science/article/abs/pii/S0360132321007903>

^{viii} <https://www.discovermagazine.com/health/the-higher-the-floor-you-live-on-the-less-likely-you-are-to-survive-a-heart-attack>

^{ix} [Developers will bypass council approvals in residential development overhaul in NSW - ABC News](#)

^x [Developers will bypass council approvals in residential development overhaul in NSW - ABC News](#)

[REDACTED]

[REDACTED]
[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Thursday, 12 December 2024 8:24:10 AM

From: [REDACTED]

Sent: Mon, 9 Dec 2024 07:27:51

To: [Burwood Council](#)

Subject: Oppose Masterplan and prefer TOD

Importance: Normal

Sensitivity: None

Dear Council ,

I reject the Burwood Council masterplan for Croydon as it will mean my house will be rezoned when under the NSW govt TOD it is not impacted (outside the 400m radius). This would mean I will have to pay higher council rates after any rezoning unnecessarily as I will not be selling our home .

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Thursday, 12 December 2024 8:24:12 AM

From: [REDACTED]

Sent: Tue, 3 Dec 2024 09:42:04

To: [Burwood Council](#)

Subject: Croydon Housing Investigation Area (TOD)

Importance: Normal

Sensitivity: None

Dear Council,

I am strongly in favour of the draft Croydon Housing Masterplan by Burwood Council.

I have lived in Croydon for more than 20 years, but I always take the train from Burwood Station instead of Croydon Station, even though my home is closer to Croydon Station. (My home is 950 meters from Burwood Station, about a 13-minute walk, and 700 meters from Croydon Station, about a 10-minute walk) The reason is simple: Burwood has more frequent and faster trains, some of which are direct to Sydney's central business district. I rarely take the train from Croydon.

Additionally, nearly all of my local activities take place in Burwood: going to restaurants, the library, shopping, getting a haircut, seeing doctors, etc. The only place I often visit in Croydon is the Croydon Post Office. All of my family members follow the same pattern.

Therefore, the Burwood Council's draft plan (Croydon Housing Investigation Area) is better suited to this area, as it is closer to Burwood, and most residents' activities are centered in Burwood, not Croydon.

Regards

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Thursday, 12 December 2024 8:24:15 AM

From: [REDACTED]

Sent: Tue, 3 Dec 2024 10:00:54

To: [Burwood Council](#)

Subject: Croydon Housing Investigation Area (TOD). Croydon Masterplan is better

Importance: Normal

Sensitivity: None

Dear Council,

I am strongly in favour of the draft Croydon Housing Masterplan by Burwood Council.

I have lived in Croydon for more than 20 years, but I always take the train from Burwood Station instead of Croydon Station, even though my home is closer to Croydon Station. (My home is 950 meters from Burwood Station, about a 13-minute walk, and 700 meters from Croydon Station, about a 10-minute walk) The reason is simple: Burwood has more frequent and faster trains, some of which are direct to Sydney's central business district. I rarely take the train from Croydon.

Additionally, nearly all of my local activities take place in Burwood: going to restaurants, the library, shopping, getting a haircut, seeing doctors, etc. The only place I often visit in Croydon is the Croydon Post Office. All of my family members follow the same pattern.

Therefore, the Burwood Council's draft Masterplan is better suited to this area (better than TOD), as it is closer to Burwood, and most residents' activities are centered in Burwood, not Croydon.

Regards

[REDACTED]

Archived: Thursday, 12 December 2024 8:24:21 AM

From: [REDACTED]

Sent: Wed, 27 Nov 2024 15:44:03

To: [Ryan Cole](#)

Cc: [John Faker Mayor](#) [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)
[jo.haylen@parliament.nsw.gov.au](#) [londonderry@parliament.nsw.gov.au](#) [summerhill@parliament.nsw.gov.au](#)
[woollongong@parliament.nsw.gov.au](#) [portstephens@parliament.nsw.gov.au](#) [heffron@parliament.nsw.gov.au](#)
[Rockdale@parliament.nsw.gov.au](#) [rose.jackson@parliament.nsw.gov.au](#) [jodie.harrison@parliament.gov.au](#)
[scott.farlow@parliament.nsw.gov.au](#)

Subject: NO to The Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Committee Members,

I say **NO to The Croydon Master Plan**.

Thank you for this opportunity to voice my opposition to The Croydon Master Plan. I recognise that the Federal and NSW governments are concerned about the housing affordability crisis. However this Croydon Master Plan (CMP),(this is the name by which this plan was introduced to me two weeks ago) will make the crisis worse rather than better. It will not deliver well planned developments, or improve housing affordability, but it will lead to much higher densities, less environmental sustainability and a huge increase in the amount of impermeable land coverage. As the 2023 Productivity Commission report, "Building more homes where infrastructure costs less" states that our area within this CMP is deficient in open space access, which is "**..well below the benchmarking**". In other words the Croydon Master Plan has the makings of **a ghetto, a slum**. After participating in easily collecting **200 signatories** on a hardcopy petition against The Croydon Master Plan, I can assure you that there are many angry, anxious, fearful citizens here, that feel just as I do.

Furthermore the **Premier** referred to NIMBYism in his statement to the Australian Financial Review (13th June, 2024). Implying that NIMBYism rather than **atrocious planning** is the reason that the people affected reject the Government's plans. To apply this reasoning to the rejection of the Croydon Master Plan by residents, is sensationalist and an outrageous slur on the people who have welcomed a huge number of immigrants to their neighbourhood. According to the Australian Bureau of Statistics 2021 Census, residents with 'Both parents born overseas' account for over 73% of our local area. Many of the now established residents have grown up under similar immigrant circumstances, causing them to be welcoming and understanding. We must ask though, is this why we have been targeted to bear an overwhelming burden in this, the **second smallest LGA** in NSW? This fact alone makes one think that our area should be given special consideration, rather than be expected to bear greater extremes of density. And more understanding could be expected from a Premier whose own seat has a similar profile. Instead he talks of making Sydney like Brooklyn, "Park Slope or Williamsburg" in particular. These are desirable areas that are very, very different to what is being offered to residents in the Croydon Master Plan. Those parts of Brooklyn, NYC have a 400 year history (while ours is barely 150 years). Why is this relevant? It shows that time to plan properly is needed to have a long standing, substantial community where people want to live, and The Croydon Master Plan has been hurriedly prepared, inadequately researched and done without the necessary consultation to meet acceptable community understanding and support. It is not fit for this purpose and that's another reason why I reject it.

'Shared responsibility' is an easy sound bite for a politician to use, but it doesn't reflect the disproportionate heavy lifting that the residents of this area have already borne. Yet when the phrase "Transparent accountability" is used the state and federal politicians seem to look the other way. There have been attempts made to find out why Croydon was chosen for this 'project' and there has been **no transparency**. The Croydon Master Plan has followed that lead with dubious divisive, unqualified methods being used to deceptively impose unnecessary over-development and a huge loss of earned cultural value. It is shameful that our **'Leaders'** have gone to the inexcusable depths of playing one section of their constituency off against another to try and make their will prevail. The arbitrary, shoddy **'Pindrop'** method of planning the imposition of \$100's millions of dollars of development, not only lacks any proper planning considerations, it has had the effect of pitting neighbours against each other. Isn't this a shameful, deceitful and cynical way to try and resolve a very serious issue for the community?

The next question is, why the rush? Why do we need to suddenly rush through an enormous imposition on ordinary tax and rate paying citizens? These plans aren't going to solve the 'housing crisis' in the next few years, let alone overnight. Is this just an exercise in controlling the **political 'optics'**? Are we to believe that Australia, a wealthy country that advises its neighbours and other countries around the world regarding development, can't pause for six months to plan its own future properly? How can we rely on a rushed Master Plan that creates 3,300 new homes, when this is way **above the requirement** created in the initial Transport Oriented Development Plan? If the requirement of being near Croydon

Engagement Outcomes – Redacted Formal Submissions

Station is dropped, doesn't that mean that anywhere in the LGA could be considered fair game, yet the lines drawn in the CMP seem to smack of favouritism, why is that acceptable? How can we be expected to follow a plan that spans two LGA's when they seem incapable of talking to each other? Once again this begs the question of leadership, shouldn't the NSW government be able to resolve this impasse? How can we be expected to put our life's hard work in the hands of leaders that refuse to lead?

These are only a few of my many objections to The Croydon Master plan, which I not only reject, but is something that has sincerely made me rethink the way I may vote in the next Federal, State and Local elections.

Yours faithfully,

[Redacted]

[Redacted]

Engagement Outcomes – Redacted Formal Submissions

Archived: Thursday, 12 December 2024 8:24:02 AM

From: [John Faker](#)

Mail received time: Thu, 28 Nov 2024 00:13:54

Sent: Thu, 28 Nov 2024 00:13:49

To: [Jacqueline Tafokitau](#)

Subject: FW: Objection to Croydon Masterplan

Importance: Normal

Sensitivity: None


Cr John Faker

Mayor of Burwood

President -- Southern Sydney Regional Organisation of Councils

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From [REDACTED]

Sent: Wednesday, 27 November 2024 10:00 PM

To: Burwood Council <Council@burwood.nsw.gov.au>

Cc: Mayor <Contact.Mayor@burwood.nsw.gov.au>; George Mannah <George.Mannah@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; sukirti.bhatta@burwood.nsw.au; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>

Subject: Objection to Croydon Masterplan

Dear all,

I am writing to formally object to the Croydon Masterplan, specifically with regard to the proposed housing density and the overall planning approach. While I appreciate the need for urban regeneration and increased housing provision, I believe that the current plans are fundamentally flawed and risk creating a range of issues that will negatively impact both the local environment and the quality of life for residents.

The excessive housing density proposed within the plan, the notion to flood the area with high rise buildings will challenge the transport infrastructure, public services, and access to green spaces. Increasing the number of dwellings in the area at such a high density will place an unsustainable burden on these resources. The proposals appear to prioritize the quantity of housing over the quality of living conditions for future residents. The density of this proposed plan will serious implications for local communities, including overcrowding, pressure on public services such as schools, waste management, traffic congestion and an overall decline in the local environment.

The Masterplan seems to lack a clear and realistic vision for improving the necessary infrastructure to support the proposed developments. Key services such as schools, traffic management, and local amenities will need to be significantly upgraded to accommodate the increase in population. However, there is little evidence within the plan that these needs are being fully considered or that adequate funding and strategies are in place to meet them.

Without proper investment in infrastructure, the risks of congestion, overcrowded schools, and overstretched facilities will only increase. The plan appears to ignore the very real pressure that new developments could place on already strained services.

Additionally, the consultation process surrounding the Croydon Masterplan has been insufficient. It is vital that the views and concerns of local residents are not only heard but also genuinely reflected in the final design. The plans as they stand do not seem to take into account the perspectives of those who will be most affected by these developments. Effective planning should involve collaborative discussions with the community to ensure the final outcome meets their needs and respects the character of the area.

I strongly urge the Council to reconsider the housing density and planning approach outlined in the Croydon Masterplan. While the desire for more housing is understandable, it is crucial that this is balanced with a commitment to maintaining a high standard of living for existing and future residents. A more thoughtful and sustainable approach is required, one that properly integrates adequate infrastructure, green spaces, and community needs into the planning process.

Yours sincerely,

[Redacted Signature]

Archived: Thursday, 12 December 2024 8:22:55 AM

From: [REDACTED]

Sent: Sun, 8 Dec 2024 12:43:04

To: [Burwood Council](#)

Subject: Reject Croydon Masterplan submission

Importance: Normal

Sensitivity: None

I urge councillors to act in the interests of the residents of the Burwood municipality and reject the Croydon Masterplan (CMP). Similarly I urge the Councillors to reject any hybrid/derivative plan based on CMP.

It appears Burwood council have acted in bad faith in the process to achieve the CMP.

Initial bad faith

Councils engagement with the residential areas affected by the CMP has been deliberately limited, ambiguous and narrow in scope. The results of this bad faith engagement have purportedly been used in the delineation of the Croydon HIA (HIA).

The HIA has no basis in law, logic, geography or strategic planning. Particularly when compared to the size and residential spread of the Burwood LGA. It is duplicitous to claim that the HIA was based on community engagement. The councils own report (25/6/2024, p7) clearly noted that there was no support or recommendation for development anywhere near the "Shaftesbury precinct".

In light of meetings with the Mayor and council planners on 22/11/2024, as well as with Ethos Urban consultants on 5/12/2024, it has become clear that Burwood council (whether the mayor, deputy mayor, councillors or city planners) intended from the outset to include extreme high density high rise development in the Shaftesbury precinct. How else could the council justify such limited, narrow and misleading community engagement and the similarly limited and narrow HIA? Incompetence?

To date council has not given any reason why the HIA boundaries were chosen. Incredibly, to date, they haven't even agreed on who was responsible for choosing the HIA. On 22/12/2024 the mayor said it was the planners and the planners said it was the elected councillors. On 5/12/2024 Ethos urban consultants said it was the council. Regardless who was ultimately responsible, it was adopted by all in the council, so it is the council who acted in bad faith in limiting the HIA.

The predetermined intention to place significant high density was not raised transparently or even implied in any council document or engagement prior to the CMP. It was not justified by any proximity to Croydon station or any existing development or zoning. It appears as a deliberate decision and this was kept from the residents until the unveiling of the CMP.

Heritage has been used and relied upon to justify the extreme development in the areas chosen, rather than develop around Croydon station. Burwood council however treats heritage selectively and superficially. Heritage around Croydon station, even areas only adjacent to heritage areas, are spared development. Heritage in Burwood is given different treatment (the Lucas road HCA is surrounded by 8 storey buildings, despite it's heritage status)

Additionally Burwood council's approach to heritage appears very shallow. For example Boronia avenue was noted in the council's report as contributory to heritage. This is because it rivals and in many cases exceeds HCA's in Croydon. However despite many intact heritage Federation homes, it does not have the official designation "heritage ", so Burwood council ignores its contribution and is happy to place 25 and 8 storey towers over it.

On the available evidence, council's undisclosed intention was always to place extreme density development east of Shaftesbury Road. The initial engagement and determination of the HIA were conducted and prepared to arrive at the conclusion. A conclusion that was not transparent to the municipality. Heritage is just an excuse.

Continuing bad faith

The council were originally timetabled to approve the CMP on 26 November 2024. Put simply the council were prepared to vote on the CMP on that date, despite obvious flaws and deficiencies with the process and the plan itself. The council (some councillors, the council planners and mayor) were prepared to formalise the document that they are now retreating from and suggesting alternatives to. Yet a few weeks ago they would have pushed it through despite issues they now identify as in need of change.

The council has extended time for submissions as more people became aware that the CMP largely affects Burwood and the extreme nature of that effect. They became aware through community engagement with each other, in spite of council communication, which was non-existent. While council were happy to place signs and run victory laps around the Strand, Burwood residents had to find out by word of mouth - having had no input in the process or plan. The council in bad faith have implied that the extension granted was to assist people. Most people are aware that the council were caught out trying to sneak past an unpopular and extreme plan and are now scuttling about trying to pretend they are listening to the voice of the residents!

The nature of council's response since Burwood became aware of their role in Croydon's TOD suggests itself bad faith and incompetence. Bad faith in having badly planned drop-ins and secretive meetings (Lucas road HCA) as well as suggesting people select their own plan; a tactic to have them identified as overall supportive of a type of CMP. Incompetence in having no transparent, fair or consistent message.

Council planners have continued to act in bad faith by blaming the NSW government for their extreme Masterplan. It escapes no one's attention that the Masterplan is the Burwood council plan. An extreme plan, prepared in spite of initial community engagement.

Unembarrassed, they blame the NSW government for the timetable. When it's their incompetence and bad faith that have led to a rushed process. The council has failed to explain the delay in determining the HIA. A period of approximately 6 weeks. If time was of the essence, why did it take so long to interpret the submissions? Further why weren't consultants engaged before August 2024? Another period of delay of approximately 6 weeks. Had Burwood council and planners acted more competently, the CMP could have been available before council elections on 14/9/2024. What a stroke of luck that the Labor mayor and councillors didn't have to face the election arguing in favour of the CMP! Particularly as they appear to be distancing themselves from it now. Although given the council's role throughout this, it was in deliberate bad faith that the CMP wasn't exhibited prior to the election. If not bad faith, egregious incompetence, given the NSW government's timetable.

Burwood council have clearly always set out to place extreme density development in residential areas, particularly around Shaftesbury road. They have either incompetently or in bad faith failed to advise residents of this proposal. The council has in bad faith advanced the interests of Croydon at the expense of Burwood.

Suburban development is not analogous to wartime. Sacrifices do not have to be made for the greater good in town planning. It is unfair and unreasonable to think you should. Burwood council could have equitably and transparently provided a balanced plan in response to the Croydon TOD. They deliberately chose in bad faith to prepare a plan that was extreme, unnecessary and not fair. The CMP and any alternative plan assists developers and saves the council embarrassment but is to the detriment of Burwood.



Archived: Thursday, 12 December 2024 8:23:00 AM

From: [REDACTED]

Sent: Sun, 8 Dec 2024 11:22:45

To: [Burwood Council](#)

Subject: Croydon master plan submission

Importance: Normal

Sensitivity: None

Hi Council,

I am writing to **support the current Croydon Master Plan** and express my concerns regarding the the Transit-Oriented Development (TOD) project. While I support the goals of creating a sustainable and accessible urban environment, I believe the TOD plan could result in significant negative impacts on our community, particularly regarding the preservation of heritage sites, population density, traffic, and safety.

1. Heritage Building Impact

The heritage building in the area is a symbol of our shared history and cultural identity. Increasing population density near the station, as proposed in the TOD, risks overshadowing or altering this historically significant structure. Without adequate safeguards, the integrity and visibility of the heritage site may be compromised. Preserving this building should be a priority in the planning process, which could involve creating buffer zones, limiting building heights in its vicinity, or incorporating it into the plan as a central cultural feature.

2. Population Density Challenges

The proposed increase in population density near the station may place a considerable strain on the area's existing infrastructure. Roads, utilities, and public services are already under pressure, and the additional population could exacerbate these issues. A phased approach to development, accompanied by simultaneous infrastructure upgrades, would help ensure the community can adapt to the changes without suffering reduced quality of life.

3. Traffic Congestion

Higher population density will inevitably result in more vehicle traffic in and around the station. This could lead to frequent bottlenecks, increased commute times, and reduced accessibility for emergency vehicles. Traffic congestion may also deter patrons from visiting nearby shops, which could negatively impact local businesses. I encourage the incorporation of traffic flow assessments and mitigations, such as improved public transit access, dedicated bike lanes, and smart traffic management systems.

4. Safety Concerns for Students

The area includes educational institutions and facilities frequented by students. With increased population density and traffic, the

Engagement Outcomes – Redacted Formal Submissions

safety of students traveling to and from school becomes a major concern. This includes risks from increased vehicular traffic and overcrowded pedestrian zones. It is crucial to prioritize student safety by introducing pedestrian-friendly designs, clear signage, traffic-calming measures, and safe crossing zones in school areas.

5. Impact on Local Shops and Businesses

While TOD aims to create walkable and vibrant communities, the introduction of new retail spaces or chain stores could negatively impact small, locally-owned businesses. These businesses are the backbone of our community and may struggle to compete with larger establishments. Ensuring that small businesses are included and supported in the TOD plan is vital for preserving the character and economic diversity of the area.

In conclusion, I urge the committee to carefully reconsider the current plan and incorporate measures to address these concerns. The community would greatly benefit from a balanced approach that aligns the goals of TOD with the preservation of our heritage, the enhancement of infrastructure, and the protection of our local businesses and residents.

Thank you for considering this feedback. I look forward to hearing how these concerns will be addressed in the planning process. Please do not hesitate to reach out if further discussion is needed.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]


Engagement Outcomes – Redacted Formal Submissions

Archived: Thursday, 12 December 2024 8:23:16 AM
From: [George Mannah](#)
Mail received time: Mon, 2 Dec 2024 01:05:35
Sent: Mon, 2 Dec 2024 01:05:25
To: [Tommaso Briscese](#)
Subject: Fw: CROYDON MASTERPLAN
Importance: Normal
Sensitivity: None

Get [Outlook for iOS](#)

George Mannah
Deputy Mayor of Burwood
M: 0428 363 826
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Monday, December 2, 2024 10:38:23 AM
To: George Mannah <George.Mannah@burwood.nsw.gov.au>
Subject: CROYDON MASTERPLAN

Dear Cr George Mannah

I am writing to you, urging you to NOT vote for the Croydon Masterplan or any alternate Masterplan for Burwood.

This whole process has been unfair to the residents of Burwood. There was no community consultation done in Burwood for this Masterplan. The people affected most had no idea that they were going to get massive towers in place of their homes or near their homes. The residents of Burwood in the affected areas found out about this Masterplan in early November (around the 7th). The areas affected had no flyers, no A-frames or sandwich boards, no door knocking and no Mayor greeting residents to inform them of what was going to happen to the area. This is in stark contrast to the Mayor and Burwood Council's high profile advocacy for the residents of Croydon.

The only people consulted were people in Croydon, who live 1.2km away from the affected area. Do you think this is fair? The residents of Croydon were asked to provide suggestions for where density should be located within a 1000m radius around Croydon station, not 400m radius mandated by the NSW Government. The actual Croydon Masterplan is 1.2km from Croydon

Engagement Outcomes – Redacted Formal Submissions

Station therefore, the TOD is now in Burwood rather than Croydon. Except it's not the TOD, it's CBD-level towers, not the gentle density proposed by the TOD.

Burwood is already overdeveloped. The huge towers that we already see from our homes are very out of place. We have lived in the same house on Boronia Avenue since the early 60's. We have seen Burwood change and we understand that there is a housing crisis and everyone has to chip in but Burwood is already doing its bit, so why is John Faker so scared to give Croydon its chance to chip in?

Croydon needs more housing. Croydon's shopping district is drab, unimpressive and in need of a major uplift. Why not develop The Strand and surrounding streets? How great would that be for Croydon! How great would that be for first home buyers and for renters! This is what the TOD is all about!!

The TOD was never meant to overcrowd a suburb like the Croydon Masterplan proposed by Burwood Council will do to Burwood. Tall buildings should never reach residential areas. Any further development in Burwood should not cross Shaftesbury Road as it is proposed in the Croydon Masterplan, encroaching on our houses. Development should remain around the town centre and not impose itself in residential streets. I note that the Burwood North Precinct Masterplan does not cross Shaftesbury Road, let's keep that consistent all along Shaftesbury Road! Makes sense, doesn't it?

If the only reason John Faker has for saving Croydon from the TOD is that it has a few pretty homes, well guess what? So does Burwood! But, John Faker and the planners seem happy to tear down these houses to build monstrosities in place of beautiful well kept federation homes in Burwood. What a shame and actually, WHAT A DISGRACE!

It is unacceptable for the Mayor and Burwood planners to deliver such a poor plan and present it to councillors, without allowing them time to study the plan or do their own research before voting to present it to the community. Any claims by council planners or the Mayor about the timeframe they agreed to in April 2024 should be ignored.

Council also left it to the last minute to inform residents in affected areas but somehow the residents of Malvern Hill knew all about it. But the people of Burwood have rallied and have let councillors and planners know that we are against this poorly planned Masterplan, which has given no thought to the residents of Burwood. Councillors voting for a rushed amended plan will also be unfair to the residents of Burwood.

Burwood Council and Mayor Faker wanted this plan to happen in the dark and the residents of Burwood dragged it into the light.

Mayor Faker has caused this entire mess, pitting Croydon against Burwood, essentially pitting neighbour against neighbour. We won't be voting for councillors who vote for this Masterplan or any amended Masterplan. We have been Labor voters all our lives at all levels - Council, State and Federal and it has taken this Croydon Masterplan to turn our vote- THAT'S HOW BAD IT IS!!

This Croydon Masterplan has been a Faker initiative and he just simply did not have to do it. I'm urging all councillors to make a conscience vote and to not just follow party lines as this is not a party political issue. In fact, the Masterplan, does not meet Labor principles of fairness.

Is it fair that the people of Burwood should protect the residents of Croydon from the TOD?

Why should the character of one suburb have to change so drastically or extremely to protect the character of another suburb?

Why should Croydon not contribute to solving this housing crisis?

Why should the Burwood residents be worse off than the residents of Croydon?

By adopting this extreme Masterplan Burwood residents will be worse off with buildings towering over their homes (30, 25, 15 and 8 storey towers). If the TOD is adopted Croydon will benefit as it will introduce a gentle growth of low density housing to the area (2-6 storey buildings).

Why should the residents of Burwood have less green spaces and less sunlight, than the Croydon residents?

Why should the residents of Burwood have more traffic, more noise, wind tunnels and more overcrowding and an overall lower quality of life delivered by Burwood Council than the rest of Croydon?

The Masterplan was an extreme response to a manufactured or false problem - THE TOD DOES NOT DESTROY HERITAGE! The TOD states that the Council will always have the last say in development in heritage areas.

This is Mayor Faker's plan, some of you are newly elected councillors. Mayor Faker has made a major strategic mistake in developing this Masterplan. It was prepared with selective community involvement and zero involvement by the residents in the affected areas. And the Mayor has proved this by now hastily organising informal meetings and conversations with individual residents. He is allowing an amended plan to be rushed through that people affected won't be able to comment on and despite promises, there still have been no letter drops or door knocking to inform the residents in the affected areas. An extended timetable means nothing if people aren't aware.

The point is don't let Mayor Faker's bad judgement cloud your vote or be your problem to fix. Mayor Faker should have to wear the full embarrassment of having spent over \$600,000 of rate payers money, only to deliver to the NSW Government a bad plan rejected by the majority of the Burwood Community.

Please, I urge all councillors to use your judgement and vote for the Burwood community and against this Masterplan and any amendments.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Thursday, 12 December 2024 8:23:25 AM

From: [REDACTED]

[REDACTED] 024 09:10:29

To: [Burwood Council David Milliken](#) [REDACTED]

Subject: [REDACTED] - Supplemental Submission - Croydon Housing Investigation Area

Importance: Normal

Sensitivity: None

Attachments:

[24669-241206-Submission](#), [REDACTED].pdf;

Dear Mr Ryan Cole,

cc: Mr David Milliken

Following our earlier individual submissions, we have attached a supplemental report prepared by Mr Peter McMahon of Inspire Planning, which provides further support for our submissions made to date.

We would also like to take this opportunity to thank you once again for allowing us to contribute to the consultation on the proposed Draft Croydon Masterplan.

If possible, can we please acknowledge the receipt of this email.

Yours faithfully,

[REDACTED]



06 December 2024
Ref: 24669

General Manager
Burwood Council
PO Box 240
Burwood NSW 1805

Att: Ryan Cole

Dear Ryan,

Submission – Croydon Housing Investigation Area

I write on behalf of the majority of the owners of Strata Plan SP 48346. The owners in the strata plan collectively own a large centrally located property of 992.7 sqm at [REDACTED] (**The Site**). The Site is located within the Croydon Town Centre and in particular, it is located in the '*Croydon Core Precinct*' in the Croydon Housing Investigation Area (**Croydon HIA**). Thus the majority of the owners of the strata plan individually and collectively have a direct interest in the outcomes for the future use of the land proposed in the Croydon HIA.

Firstly, we thank you for the extension granted to the lodgement of this submission. Secondly, by making this submission, I confirm that neither I, nor any associate of Inspire Urban Design and Planning Pty Ltd within the period commencing 2 years before the date of this submission, has made any:

- (a) reportable political donations to any local councillor of Burwood Council
- (b) gifts to any local councillor or employee of Burwood Council.

In summary, the Croydon HIA exhibition material proposes four materially significant impacts, both positively and negatively, on the use of The Site. They are:

1. An increase in the maximum permissible height in the Burwood LEP 2012 from 26 to 54 metres (from 8 to 16 stories)
2. No change in the maximum permissible floor space ratio in the Burwood LEP 2012; being 3:1;
3. Identification within an '*Indicative Amalgamation Site (DCP)*', but no commensurate application of an 'Incentive FSR' to facilitate amalgamation; and
4. Proposed identification of an estimated 500 sqm (50%) of the site for a 'pocket park' where it adjoins Webb Street; a designated '*Major Road*' but a '*Secondary Green Street – Shaded Walking Connection*.' However the site is not identified on the Key Sites map; nor is it proposed to be rezoned to an 'RE1 Public Recreation' zone to enable acquisition by Council.

PO Box 7277 Alexandria Business Centre NSW 2015 t. 0411 486 768 e. stephenmcmahon@inspireplanning.com w. www.inspireplanning.com

Given the Site's attributes and connectivity with the town centre and railway station, the proposed controls essentially place the redevelopment of the site 'in limbo' (that is, the Site's existence would be in a perpetual weakened or declining or state of paralysis).

The highest and best use of the site would be to retain the existing development in perpetuity, as the site could never be redeveloped with the same number of dwellings, never mind being redeveloped with a greater number of dwellings. Given the Site's context it would be good town planning practice not to exclude the ability for the site to be developed to its full potential sometime in the future.

Thus we formally object to the proposed controls presented in the exhibition material.

However, we have reviewed the exhibition material including both the background investigation reports and the proposed changes to the planning controls and note that there are a number of environmental characteristics of the site, adjoining properties and neighbouring community and transport infrastructure opportunities that, in our opinion, suggest that there are alternative approaches to the use of the site that can better achieve the objectives for the site in the Croydon Town Centre.

Thus we appreciate Council's intentions with the proposed controls and we request the following changes to the proposed controls:

1. **Application of the proposed 54 metre height control to the Site in its entirety** to enable the delivery of a greater number of dwellings (that is, increased housing supply) within the site;
2. **An increase in the FSR control from 3:1 to 8:1** as an incentive to redevelop the site;
3. **Exclusion of the site from need to amalgamate with the adjoining property**, as the adjoining property owner is well advanced in the redevelopment plans for its property. Therefore it is considered unlikely that the site will ever amalgamate with the adjoining property, nor with any achievement of the objectives sought for the amalgamation with the neighbour;
4. **Removal of the proposed pocket park designation for the site** as the objectives of the designated use of 50 percent of the site can be better achieved by public domain and active building frontage controls applied through the Burwood Development Control Plan;
5. **Removal of the proposed minimum lot size of 1,500 sqm for residential flat buildings**, as this control can be proven to be unnecessary; and
6. **Removal of the 6.0 metre street setback to [REDACTED]**, as the setbacks can be shown to be inconsistent with the desired future character for the Croydon HIA Core Precinct and unnecessarily and unreasonably impact on the development capability of sites in the precinct.



We request Council's support to make these changes to the proposed development controls in its final consideration of the proposal.

The attached submission provides the background justification to support our requests amend the proposed controls, and particularly their ability better achieve the objectives for Council's initiative.

I trust this covering letter and the investigation in the attached report are sufficient for your purposes. Should you require any further details or clarification, please do not hesitate to contact me.

Yours sincerely,

INSPIRE URBAN DESIGN + PLANNING PTY LTD



Stephen McMahon
Director



Submission on Croydon HIA
to
Burwood Council

On behalf of the Owners of [REDACTED]
[REDACTED]

06 December 2024

SUBMISSION ON CROYDON HIA

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Prepared by:	Stephen McMahon, Director FPIA	
Project No:	24669	
Version:	Final. V3	
Date:	06 December 2024	
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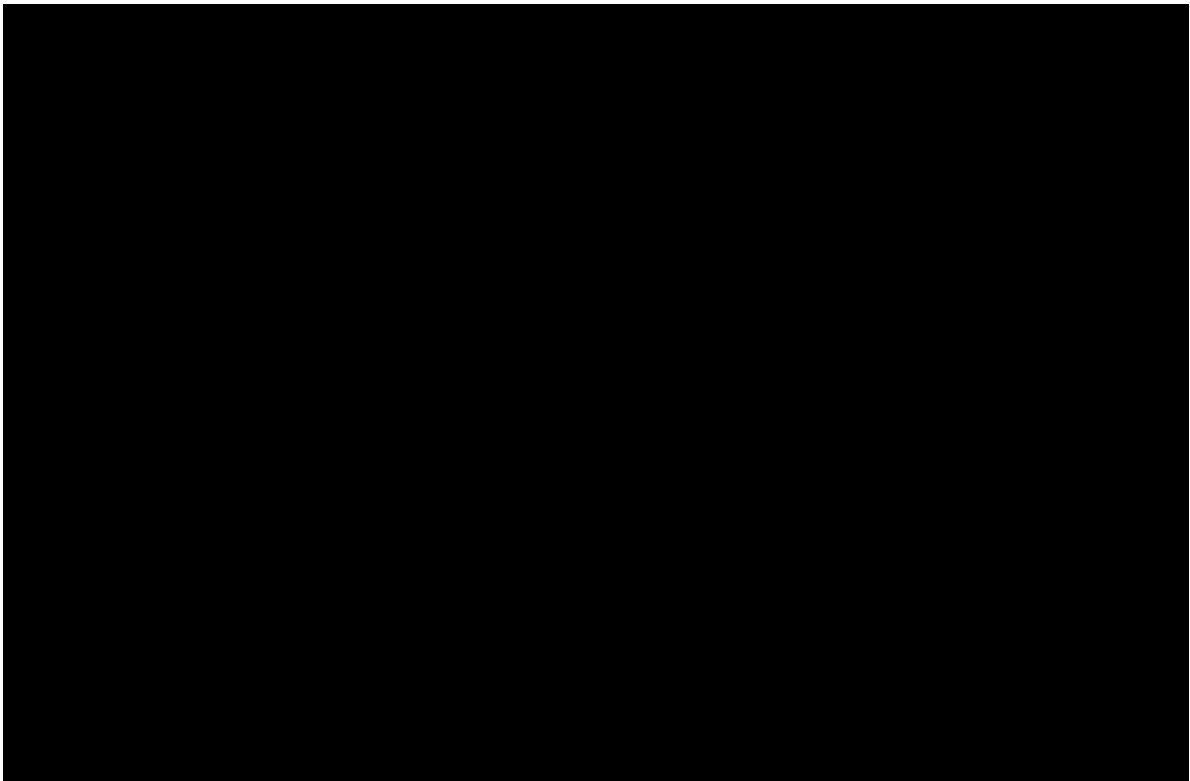
SUBMISSION ON CROYDON HIA
[REDACTED]

1.0 INTRODUCTION

1.1 Overview

This submission has been requested by the majority of the owners of [REDACTED]. The owners in the strata plan collectively own a large centrally located property of 992.7 sqm at [REDACTED] (**The Site**). The Site is located within the Croydon Town Centre and in particular, it is located in the 'Croydon Core Precinct' in the Croydon Housing Investigation Area (**Croydon HIA**).

The location of the site in the Croydon HIA is illustrated in **Figure 1**.



> Figure 1: Location of Site in Croydon HIA and Town Centre (Image Source: Croydon HIA Master Plan)

The Croydon HIA proposes to amend the planning controls that apply to the site and broader area to enable the potential redevelopment of the Croydon Town Centre to meet State and Council objectives to provide well located sites to increase housing supply while simultaneously delivering a level of resident amenity and public domain character and quality that meets accompanying planning objectives and community expectations.

As the Site is a strategically located parcel of land in the Croydon Town Centre, the owners of the Strata plan individually and collectively have a direct interest in the outcomes for the future use of the land proposed in the Croydon HIA.

SUBMISSION ON CROYDON HIA

The Submission recognises that the Site exhibits a number of opportunities for planning and design. Its gateway role at the northern entry into town centre, its central location and the presence of existing residential activities and public transport services establish powerful synergies. These synergies have the potential to capitalise on the site's location and provide significant opportunities for the site to host a development outcome beyond that typically achievable in the development of more conventional sites and circumstances and as currently proposed in the Croydon HIA.

1.2 Purpose of this Submission

The aim of the submission is to review proposed controls and to identify an urban design framework for the Site and its immediate context in the Croydon Town Centre and comment on whether the proposed planning controls satisfactorily respond to the urban design opportunities that the site and its context enjoy, and the urban design constraints that development of the site must respond to.

This submission undertakes a site-specific urban design analysis of the Site and its context, and assess the Site's potential three dimensional building envelope, access, land use and activities and related management issues and key building design elements.

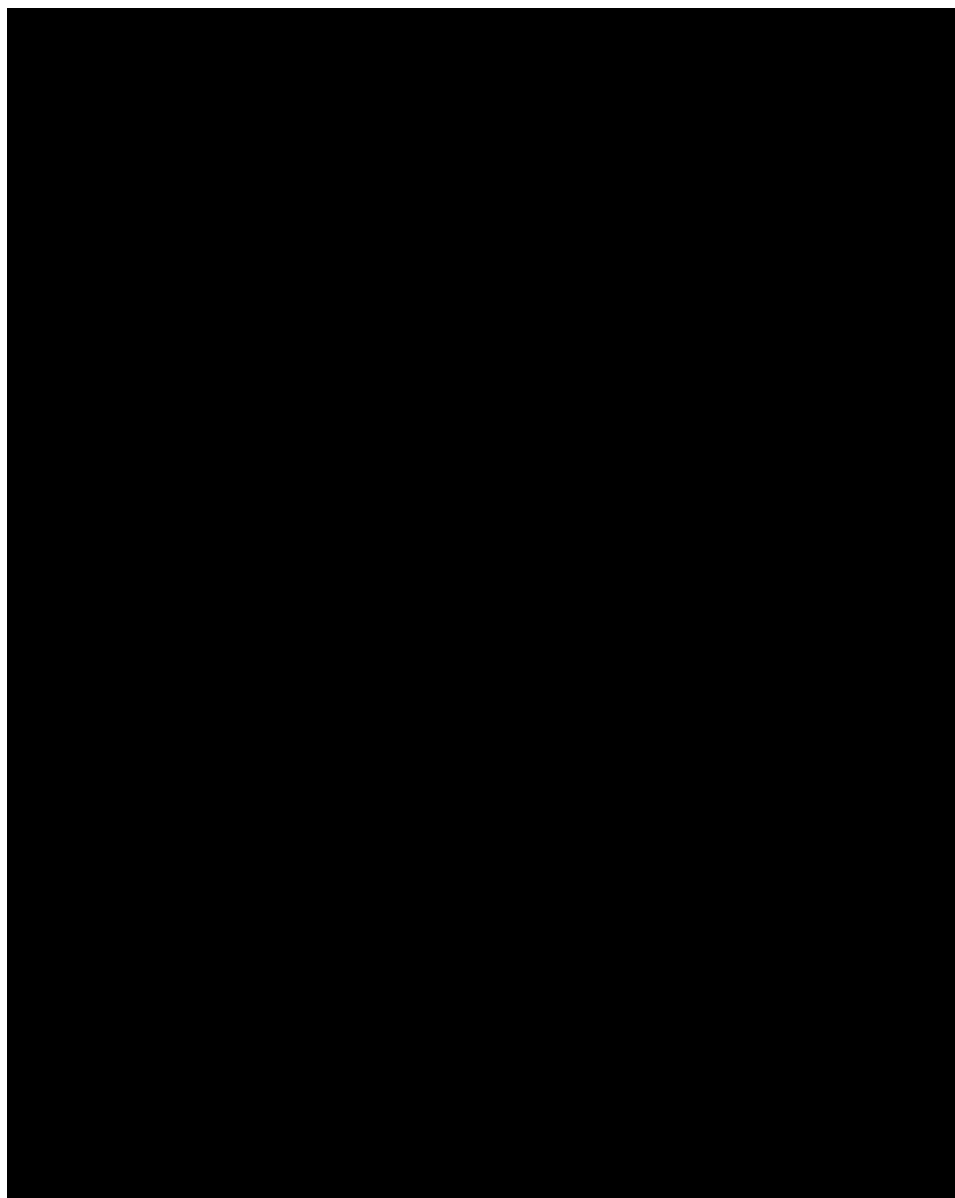
The submission will provide objective commentary and recommendations to amend the suite of proposed controls in the Croydon HIA to assist Council in its assessment of its proposal.

SUBMISSION ON CROYDON HIA
[REDACTED]

2.0 THE SITE

An aerial view of the site and photographic images of the site and surrounding areas are presented in **Figure 2**.

2.1 The Site

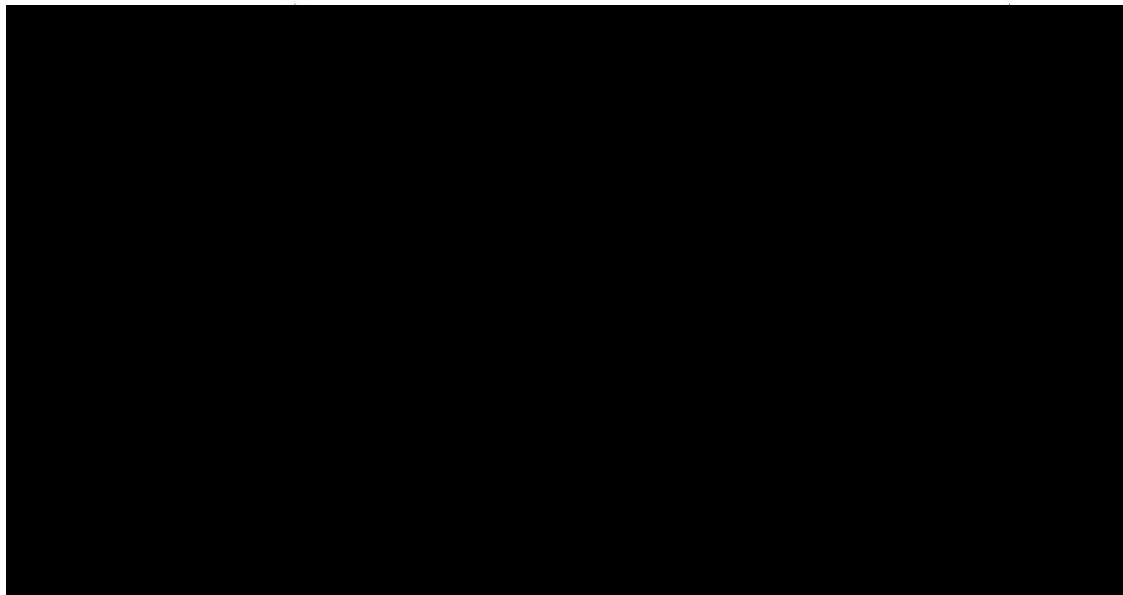


> Figure 2: Aerial View of Site Indicating its Character and Location in the Croydon Town Centre (Source: Nearmaps)

SUBMISSION ON CROYDON HIA
[REDACTED]

Of relevance to this submission:

1. The existing development comprises a predominantly [REDACTED]
[REDACTED];
2. The site comprises one lot with [REDACTED]
[REDACTED]
3. As the site has [REDACTED], opportunities for good solar access, a high level of internal privacy, outlook and good window and wall separation are high for any possible dwellings in any redevelopment of the site. Similarly the usual concerns of overshadowing, external acoustic and visual privacy impact and visual impact are minimised;
4. It has an eastern (rear) frontage [REDACTED]
[REDACTED].
[REDACTED]
[REDACTED]
[REDACTED] An image of the approved development is presented in **Figure 3**;



> Figure 3: Extract of Land and Environment Court Approved Plans for Neighbouring property (North West Elevation Addressing the Site's rear (eastern) Boundary (Source Burwood Council DA Tracker)

The [REDACTED]
[REDACTED] A key consideration of the Court's assessment of the proposed development was its consistency with the relevant R1 General Residential Zone Objectives. Commissioner Walsh found [at 22] *'I am satisfied that the proposed development will be in the public interest because it was consistent with the objective of the standard and the relevant zones (sic).'*'

SUBMISSION ON CROYDON HIA

The site of the proposed development was considered suitable and capable to accommodate the proposed development and no concerns are noted in the judgement regarding site isolation.

This development has not commenced and there is no anecdotal evidence that the developer may be starting in the foreseeable future;

5. The western wall of both the existing and approved plans of development of [REDACTED] do not overlook the Site and any relationship between the development of the Site and the adjoining property have the potential to be sympathetic to each other in terms of preservation of internal and external amenity and environmental impact considerations;
6. The landform of the Site experiences a slight fall to the south west corner. How it is a gentle gradient and landform character is amenable to redevelopment;
7. The Site is not identified as Flood Prone in the Croydon HIA Flood Study (Northrop, 09 October 2024), nor does it have any heritage significance in the Heritage Analysis (TKD Architects, 10 October 2024);
8. The footpath in the adjoining roads is comparatively narrow and there are opportunities to improve pedestrian amenity;
9. There are no commercial or retail activities that activate any building frontage or street edge / public domain within the vicinity of the Site;
10. [REDACTED]. It shows no evidence of intense use or having any value. [REDACTED]
[REDACTED] Furthermore there are large areas of formalised and well maintained / equipped parks less than 600 metres walking distance of the site [REDACTED];
11. The Site is located within 800 metres convenient walking distance of a number of significant community and commercial services, facilities and infrastructure. These include:
 - Schools (including Burwood Girls High School, Croydon Public School, PLC and Holy Innocents');
 - Recreation (including Blair, Centenary Park and the Ashfield Aquatic Centre);
 - Croydon Town Centre; and
 - Croydon railway Station.Burwood Plaza Shopping Centre, Westfield Burwood, Burwood Railway Station and Bus Interchange are also within walking distance (980 metres via Albert Crescent).
12. There is one large, well-established tree located along the western boundary of the site adjoining the Webb Street road reserve. Otherwise there are no immediately apparent environmental considerations that would warrant consideration in any redevelopment of the site; and
13. The site is currently zoned 'R1 – General Residential' in the Burwood Local Environmental plan (LEP) 2012. The maximum height limit is 26 metres (8 stories) and the maximum FSR is 3:1.

SUBMISSION ON CROYDON HIA

3.0 THE HIA & SCOPE FOR CHANGE

The Croydon HIA proposes a vision (Desired Future Character) for the Site, and a suite of development controls that may amend the Burwood LEP 2012 and the Burwood Development Control Plan (DCP) 2013. These are described below.

3.1 Desired Future Character

The Site is located within the 'Croydon Core Precinct.' An extract of the Desired Future Character Statement for the Precinct is reproduced in **Figure 4**. The Precinct is intended to be the core area of the Croydon HIA with the highest residential density and largest scale and form of buildings.

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

Railway North Precinct

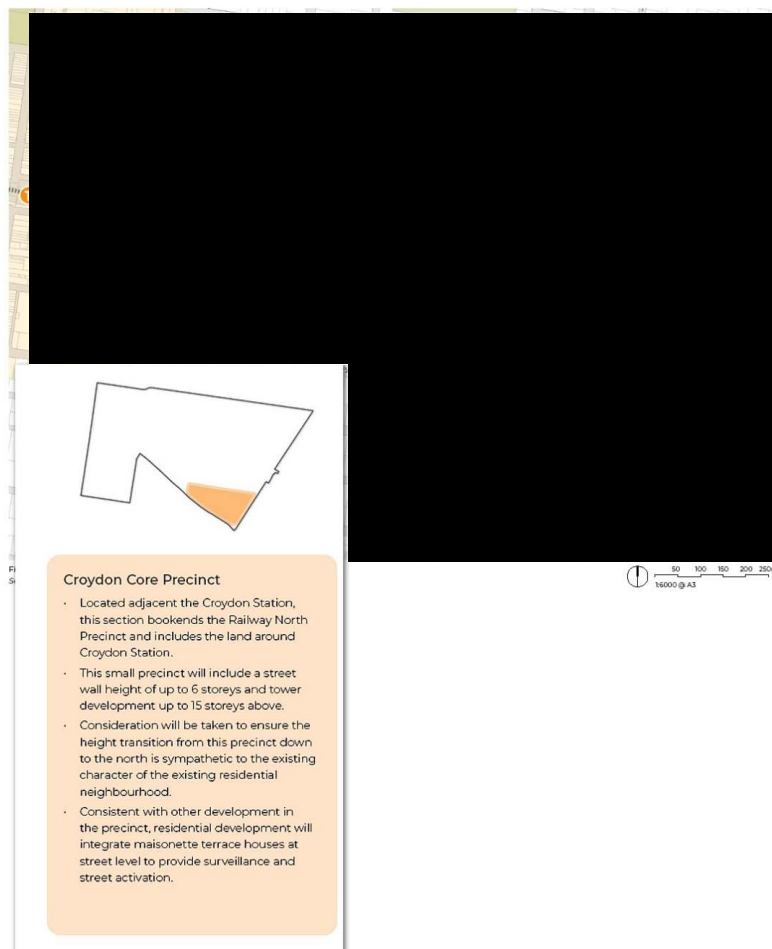
Croydon Core Precinct

Croydon Low Density Dwelling Residential Precinct

Railway South Precinct

LEGEND

- Croydon HIA
- Local Government Area
- Cadastre
- Burwood Town Centre
- Railway & Station
- Existing Public Open Space
- Shaftesbury Road Precinct
- Railway North Precinct
- Croydon Core Precinct
- Croydon Low Density Dwelling Residential Precinct
- Railway South Precinct



> Figure 4: Desired Future Character Statement

3.2 Changes to Burwood LEP

The proposed amendments to the Burwood LEP comprise:

1. No change in the existing zoning;
2. An increase in the maximum permissible height from 26 to 54 metres (from 8 to 16 stories);
3. Notwithstanding the vision and Desired Future Character Statement for the Croydon Core Precinct, no change in the maximum permissible floor space ratio is proposed. It will remain at 3:1;
4. Notwithstanding the vision and Desired Future Character Statement for the Croydon Core Precinct, there is no proposal to identify the Site as subject to an 'Incentive FSR' thus providing no incentive for redevelopment;
5. No change in the minimum lot size. It remains at 400 sqm. However text in Part 6.1 of the Croydon HIA indicates a potential increase in the minimum lot size for Residential Flat Buildings to 1,500 sqm. However, this is not shown in the LEP maps; and
6. No identification on the Key Sites map; nor a proposed rezoning to an 'RE1 Public Recreation' zone to enable acquisition of a proposed pocket park (discussed below) by Council.

3.3 Changes to Burwood DCP

The Croydon HIA includes a number of designations to road hierarchy, open space provision, setbacks and site amalgamation that are assumed to become controls in the DCP. These comprise:

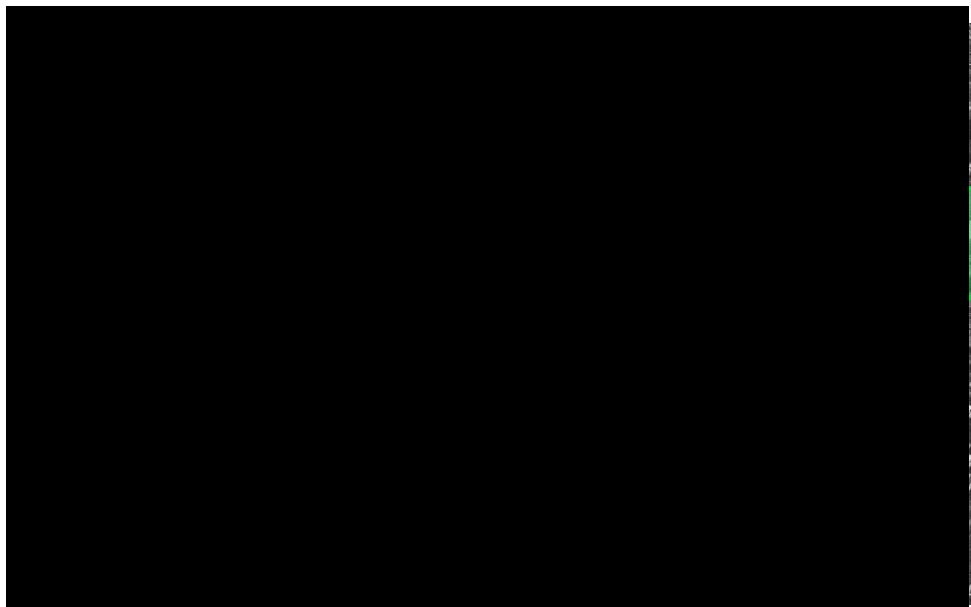
1. Identification of the Site within an "*Indicative Amalgamation Site (DCP)*", but no detail is provided on the commensurate application of incentives to achieve the amalgamation;
2. Designation of Webb Street as '*Major Road*' and a '*Secondary Green Street – Shaded Walking Connection*,'
3. Primary and secondary (above podium) setbacks of 3.0 metres from [REDACTED] and 6.0 metres from [REDACTED]. The 6.0 metre setbacks are inconsistent with the urban character of the Core Precinct and unnecessary and unreasonably impact on development potential and architectural design;
4. Proposed identification of an estimated [REDACTED]. No explanation is provided in the exhibition document "*Social infrastructure and Open Space Needs Study, Ethos urban undated (Appendix C)*," nor the Croydon HIA material generally as to how this proposal was derived. A review of the document suggests it has '*just appeared*' with no investigation to support the proposal.

Specifically no discussion has been provided on the following important considerations:

- (i) The justification of the location. We would expect to be able to review and understand a strong and strategic spatial distribution of open space in the HIA and the role of the pocket park within it;

SUBMISSION ON CROYDON HIA
[REDACTED]

- (ii) How the open space will function given it is a very small size (a conventional suburban house lot), which will provide minimal amenity for sheltered seating and provision of useful play equipment;
- (iii) How the space manages the acoustic and local air quality impacts of its location adjoining a designated future major road (Webb) and the adjoining Great Western Railway line;
- (iv) How the site will be acquired given it is not proposed to be zoned to enable acquisition and it is not identified in any S.7.11 or S.7.12 Contributions Plan to enable monies to be collected to fund acquisition. Specifically, if it is intended to be “required” or “offered” in some manner by a future development application of an amalgamated site this will not happen as:
 - NSWLEC Caselaw has demonstrated on a number of occasions that acquisition strategies / imposts of this nature are illegal; and
 - As noted above, due to the development intentions of the Site’s neighbour to progress the redevelopment of its property, (and with the absence of any incentives in the Croydon HIA to encourage amalgamation), an amalgamation is not likely to take place;
- (v) What need [REDACTED] will meet in serving the demands of the proposed increase in population. **Figure 5** below spatially maps the existing provision of open space within 600 metres walking distance of the Site and the Core Precinct (and possible future provision of open space in the “investigation Area” on [REDACTED]). It demonstrates that the area is well served by higher order, well equipped local and regional open space.



> Figure 5: Mapping of Open Space within 600 metres walking distance of the Site and Croydon HIA ‘Core Precinct.’

SUBMISSION ON CROYDON HIA
[REDACTED]

4.0 HEIGHT AND FSR

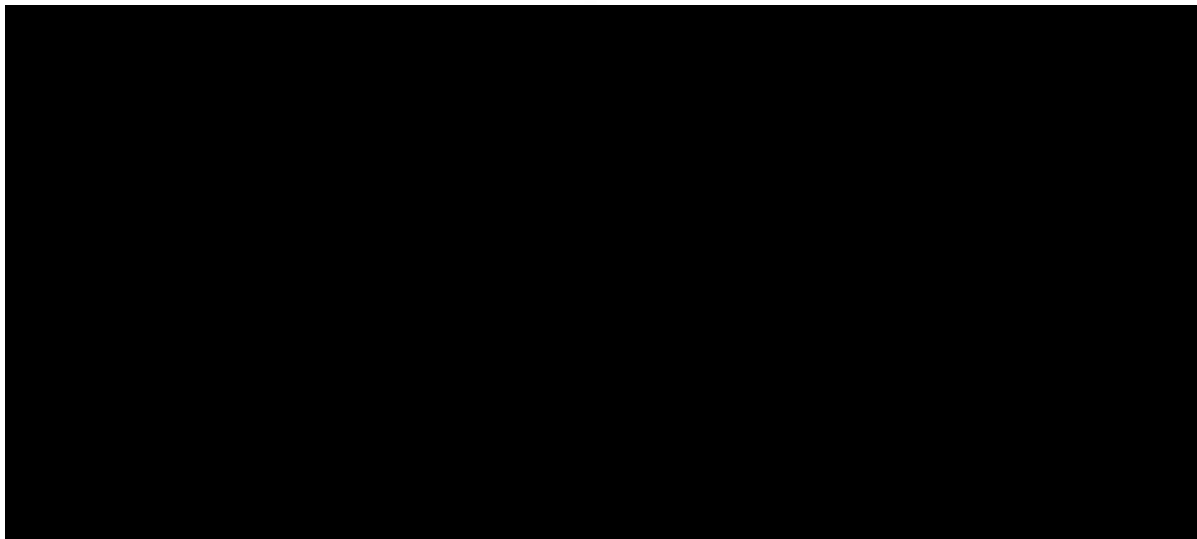
As evident in the discussion above, the Site can absorb some height and this is guided by the minimal potential for adverse environmental impacts due to the Site's triple road frontage. The guidelines in the SEPP (Housing) Chapter 4 'Apartment Design guide' (ADG) are achievable.

Acknowledging the context of the site, maximisation of development in the 'Core Precinct' should be prioritised where possible.

4.1 Achievable Site GFA

Figure 6 below illustrates that a proposed development of the site can be achieved with the following characteristics:

1. A 15 storey height consistent with the 16 stories envisaged in the HIA by providing an allowance for any architectural design height overrun;
2. Achievement of the ADG guidelines, particularly with regards to solar access, ventilation, privacy, window separation and overshadowing;
3. A gross floor area of 8,700 sqm (being 580 sqm GFA per level and a maximum approx. six 1 or 2 x bedroom apartments per floor, total maximum 90 apartments); and
4. Minimal building setbacks to street frontages that are consistent with the town centre urban character and desired future high density character of the Croydon HIA 'Core Precinct.'



> Figure 6: Model of Potential Building Envelope in the Site in the Croydon HIA 'Core Precinct.'

4.2 Achievable FSR

The model above is an equivalent Site FSR of 8: 1, which is well below the FSR nominated within the Croydon HIA (which remains at 3:1). The conclusion from this exercise is that that proposed height and existing FR controls proposed in the Croydon HIA do not match. The FSR should be increased to be commensurate with the possible building envelope offered by the proposed building height. The simple exercise above suggests that a maximum FSR in the order of 8:1 may be achievable within the site that matches the proposed height limit (subject to confirmation by detailed architectural design).

4.3 Achievable Public Domain Amenity in Lieu of Park

In lieu of the provision of a pocket park, development of the site of a character described above could include a small ground floor “neighbourhood shop” use (consistent with the 80 sqm size limitation in Clause 5.4 of the Burwood LEP) that activates the Webb Street frontage. This would achieve the same streetscape and amenity objectives sought by the Croydon HIA for Webb Street. An illustration of the possible contributing character of a redevelopment of the Site with a small neighbourhood scale cafe is presented in Figure 7.



> Figure 7: Possible ground Floor Active Frontage Character of the Development of the Site to [REDACTED] (example is cafe in Erko Development, Erskineville)

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 Summary

Given the Site's attributes and connectivity with the town centre and railway station, the proposed controls essentially place the redevelopment of the site 'in limbo' (that is, the Site's existence would be in a perpetual weakened or declining or state of paralysis).

The highest and best use of the site would be to retain the existing development in perpetuity, as the site could never be redeveloped with the same number of dwellings, never mind being redeveloped with a greater number of dwellings. Given the Site's context it would be good town planning practice not to exclude the ability for the site to be developed to its full potential sometime in the future.

Thus the proposed controls presented in the exhibition material are inconsistent with the Desired Future Character sought for the Core Precinct and place unreasonable restrictions on the development potential of the Site.

However, we suggest that there are alternative approaches to the planning controls that apply to the site that can better achieve the objectives for the site in the Croydon Town Centre.

Thus we appreciate Council's intentions with the proposed controls and we request the following changes to the proposed controls:

1. **Application of the proposed 54 metre height control to the Site in its entirety** to enable the delivery of a greater number of dwellings (that is, increased housing supply) within the site;
2. **An increase in the FSR control from 3:1 to 8:1** as an incentive to redevelop the site;
3. **Exclusion of the site from need to amalgamate with the adjoining property**, as the adjoining property owner is well advanced in the redevelopment plans for its property. Therefore it is considered unlikely that the site will ever amalgamate with the adjoining property, nor with any achievement of the objectives sought for the amalgamation with the neighbour;
4. **Removal of the proposed pocket park designation for the site** as the objectives of the designated use of 50 percent of the site can be better achieved by public domain and active building frontage controls applied through the Burwood Development Control Plan;
5. **Removal of the proposed minimum lot size of 1,500 sqm for residential flat buildings**, as this control can be proven to be unnecessary; and
6. **Removal of the 6.0 metre street setback to [REDACTED] ry [REDACTED]**, as they can be shown to be inconsistent with the desired future character for the Croydon HIA Core Precinct and unnecessarily and unreasonably impact on the development capability of sites in the precinct.

Engagement Outcomes – Redacted Formal Submissions

Archived: Thursday, 12 December 2024 8:23:32 AM

From: [REDACTED]

Sent: Thu, 5 Dec 2024 21:18:37

To: [Burwood Council](#)

Subject: Croydon Housing Investigation Area - Objection Submission

Importance: Normal

Sensitivity: None

To Burwood Council,

My name is [REDACTED] I am writing this email as the owner of [REDACTED], Burwood - a house in one of the proposed open space areas in the Croydon Masterplan.

Firstly, I am appreciative of your efforts in sending a priority mailer with the information regarding the plan. I am not sure why I did not receive a copy of this on an earlier date, but again I would like to thank the council for ensuring that I was informed.

Taking advantage of the extension for the public consultation period, I am writing my submission for the objection of the Croydon Masterplan.

The property at [REDACTED] Road has always been in my plans to be the house that my wife and I are to retire in. I am [REDACTED] so we are coming close to retirement. We are immigrants and we came to live in Australia in 1998 with very little to begin with. For the past 26 years we have been working tirelessly as self-employed vegetable growers. It is hard, laborious work with no time for holidays or breaks. Every single day is spent working from morning to night, so we can earn a living and provide for ourselves and our family's future. We have three lovely children who are now adults - [REDACTED] [REDACTED] in 2010 in preparation for our well-earned retirement. We love the area around the house and we chose to plan our retirement here for its close proximity to doctor's offices and the private hospital [REDACTED] and our future old age. The house itself is a beautiful dwelling with a small backyard that my wife and I are very fond of. This house is currently rented out to a young, single father family who have been keeping the property in wonderful condition.

The news of turning our planned retirement house into a park has deeply shocked and angered me. We are not interested in any compensation that will be provided in the event of this plan going forwards, we only want our house. My family and I are extremely against the Croydon Masterplan. Please continue to appeal to the minister with the council's objection to the Croydon Masterplan.

[REDACTED]

Archived: Thursday, 12 December 2024 8:23:39 AM

From: [REDACTED]

Sent: Thu, 5 Dec 2024 09:12:34

To: [Burwood Council](#)

Subject: Draft Croydon Masterplan – Resident Submission

Importance: Normal

Sensitivity: None

Attachments:

[A1. BDHS submission - Croydon Housing Investigation Area.pdf](#); [A2. Croydon Flyer.pdf](#);

Dear Sir or Madam,

I wish to express my full support for the proposed Draft Croydon Masterplan. The masterplan addresses the major concerns of the NSW Government's TOD proposal, by concentrating higher density housing nearer to public transport while preserving the heritage values of the Croydon village precinct. [REDACTED] [REDACTED] has previously made an expert submission to the Council, which I also endorse.

Kind regards.

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Sun, Nov 17, 2024 at 4:41 'a0PM

Subject: Draft Croydon Masterplan – Resident Submission - 17 November 2024

To: Burwood Council <council@burwood.nsw.gov.au>

Attn. City Planning Team

Draft Croydon Masterplan – Resident Submission - 17 November 2024

Dear Sir or Madam,

Thank you for the opportunity to comment on the proposed Draft Croydon Masterplan.

As a member of the Burwood and District Historical Society and as retired consultant town planner I am in basic agreement with the submission lodged by the Society (see **Attachment 1**).

I would also like to add the following comments:

- * The spatial arrangement and dwelling typology shown in the precincts is entirely logical with good accessibility demonstrated from the proposed higher density areas to both Croydon **and** Burwood Stations. The location of the areas now proposed for higher housing densities have excellent public transport accessibility and will have a lesser impact on Burwood LGA's heritage compared to the previous simplistic Croydon TOD proposals put forward by the Department/State Government.

- * The proposed "Croydon low density precinct" is supported given that this area has reduced accessibility to public transport and contains conservation areas, including immediately adjacent conservation areas located in Inner West Council (IWC) at Kenilworth Street and at Ranger Road. It is important that areas of detached dwellings are retained given that this dwelling typology will progressively become an "endangered species". The State Government's low rise housing proposals will further erode single dwelling representation in Croydon.

- * I do have some concerns concerning the taller buildings (15 and 25-30 Storeys) These types of tower buildings do not contribute positively to an attractive, active streetscape. I assume the proposals allow for sharing of the Croydon TOD uplift with IWC. The proposed dwelling densities and heights of buildings should reflect a shared Council responsibility. If a lesser number of dwellings needs to be provided (see comments if BDHS submission) then building heights and densities can possibly be reduced. A maximum permitted building height of 6-8 storeys is preferred as this would better integrate visually with lower density areas (see attached BDHS submission).
If, however, some taller buildings of up to 15-20 storeys are deemed essential, then perhaps these can be provided in very restricted locations immediately adjacent to stations.
Note: Where taller structures are allowed then a lower "human scale" podium built form is essential at street interface level with the taller part of structures setback.

- * BDHS (see attachment) contends that increased housing density in Burwood LGA, beyond what has already been envisaged in other planning strategies - such as the Burwood North Precinct Planning Proposal, and the Parramatta Road Corridor Urban Transformation Strategy will inevitably lead to seriously reduced residential amenity in Burwood, primarily due to the lack of public open space and the lack of public infrastructure.
I agree wholeheartedly that it is important that developers contribute adequately to both open space and community infrastructure such as schools, libraries etc. By way of comment, the 2% contribution for affordable housing is extremely low and is substantially lower than what is required in other countries such as the United Kingdom where up to **10% affordable housing component** in new developments is required.

See: <https://www.gov.uk/government/publications/new-homes-fact-sheet-9-what-is-affordable->

[housing/fact-sheet-9-what-is-affordable-housing](#)

Note: I received a “flyer” (see **Attachment 2**) which I assume is from concerned residents affected by proposals for increased densities. Whilst I acknowledge concerns, the information contained in the “flyer” is somewhat misleading. For example, unsubstantiated statements are included asserting that if the “TOD” option were adopted the “majority of new dwellings” would be located “south of the railway line” (including the Malvern Hill Estate ?).

The flyer also states (without providing any evidence) that there will be “minimal impacts” if a “TOD solution” were realised. In fact, the TOD proposals were overly “simplistic” proposals using circles drawn around stations to identify locations proposed to be rezoned via a State Planning Policy (SEPP). No proper planning studies or heritage studies of these areas to justify changes in zoning and built form were carried out.

Additionally, as far as I am aware, the Department has not yet divulged any supporting study data justifying its original “TOD” approach for Croydon. The “flyer” also incorrectly asserts that inadequate consultation with residents has occurred. This is arguably misleading given the extensive ongoing consultation which has taken place to date and can only be construed as an attempt to “muddy” the waters. On the contrary, Council’s consultants and its officers are to be commended for taking the initiative to plan properly for additional housing potential in close ongoing partnership with its residents.

Thank you for the opportunity to comment on the draft proposals for Croydon. I do hope this submission contributes constructively to Council's decision making process.

[Redacted]

[Redacted]

[Redacted]

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Burwood and District Historical Society Inc.

A.B.N. 84 072 911 553

Email:

P.O. Box 105, Croydon, NSW 2132

16th November 2024

The General Manager
Burwood Council

Email: Council@Burwood.nsw.gov.au
mayor@burwood.nsw.gov.au

Re: Submission re Croydon Housing Investigation Area

The Burwood & District Historical Society has serious concerns about the proposed Croydon Housing Investigation Area. The Society is astonished that Burwood LGA is suddenly taking on the entire Croydon TOD proposal housing & population increase within this Croydon Housing Investigation Area, when Burwood LGA should only be responsible for 50% of the increase, as the original proposed Croydon TOD area was shared between Burwood & Inner West Council areas.

Continued opposition to increased housing density in Burwood LGA (beyond the planned Burwood North Precinct, Parramatta Road Corridor and continuing development of the Burwood Town Centre)

The Society understands that the Croydon Housing Investigation Area has been proposed by Burwood Council as an alternative to the NSW State Government's Transport Oriented Development (TOD) proposal in a 400m circle around Croydon Railway Station, shared between Burwood & Inner West Council areas.

We understand the pressure Burwood Council, along with other local councils, is under from the NSW State Government to increase housing densities, however this pressure is particularly unreasonable for Burwood LGA, which has done so much heavy lifting over the past 20 years in relation to increasing housing, particularly in the Burwood Town Centre.

While not wishing to repeat all the Society's previous objections to the Croydon TOD proposal, it was a shockingly ill-informed proposal which threatened the largest contiguous area of Heritage Conservation Areas within the Burwood LGA (including the Malvern Hill Estate and Cintra Estate Heritage Conservation Areas).

The Society appreciates that Burwood Council has moved the area now proposed for higher density housing to the north of the railway line in the proposed Croydon Housing Investigation Area, as the area now proposed for higher housing densities has far less impact on Burwood LGA's heritage than the previous Croydon TOD proposal.

However, the Society contends that increased housing density in Burwood LGA, beyond what has already been envisaged in other planning strategies - such as the Burwood North Precinct Planning Proposal, and the Parramatta Road Corridor Urban Transformation Strategy - will inevitably lead to seriously reduced residential amenity in Burwood, primarily due to the lack of public open space and the lack of public infrastructure.

Both Burwood North Precinct and this Croydon Housing Investigation Area do propose pocket parks, however given that Burwood LGA currently only has 10 square metres of open space per person, the worst level in NSW (close to the World Health Organisation minimum standard of 9 square metres per person) and that the development of Burwood North Precinct and continuing development in the Burwood Town Centre will inevitably result in this falling below the 9 square metre per person open space standard, the increased densities now proposed for Croydon will only worsen an existing substandard situation with regard to access to public open space.

Regarding the other WHO open space standard, which calls for a 1000 square metre public park less than 400m walking distance from residences, the Croydon area close to the railway line (see attached map) is the worst location in Burwood LGA for increased housing densities, as the few large parks (Wangal Park and Blair Park) are more than 400m away.

Density proposed within the Croydon Housing Investigation Area

The densities proposed within the targeted Croydon Housing Investigation Area appear to simply respond to the NSW State Government's demand for an arbitrary amount of new housing/population uplift with no published justification and appear to have been formulated by Council to limit the physical size of the area affected.

The new housing/population uplift figure put forward by the NSW State Government for the Croydon TOD area (half of which was in the Inner West Council area, and half in Burwood LGA) appears to have called for 4450 new units within the original arbitrary 400m TOD circle, with an occupancy rate of 2.25 persons per unit (not the 2021 census figure for Burwood LGA of 2.5 persons per unit), and reflects a target of 10,000 new residents. However, the Croydon Housing Investigation Area proposes 4,111 new dwellings in Burwood LGA with a population increase of 13,525 at an occupancy rate of 2.5 persons per dwelling.

As Burwood LGA's share of the Croydon TOD area is only 50% (with the other 50% being in the Inner West Council area) why is Burwood LGA being asked to increase the population in Croydon by 10,000 or so? Burwood LGA should only be responsible for half the Croydon TOD population increase proposed by the NSW State government – a 5000 increase in population, not 10,000.

Given that Burwood North Precinct (Masterplan and Planning Proposal on public exhibition October 2023) proposed 5,366 new high rise units - estimated population increase from the Masterplan document: 15,473 – and that there will also be a population increase resulting from both the Parramatta Road Corridor increased densities and continued high rise residential development in the Burwood Town Centre, there is no shortage of either high rise housing within Burwood LGA, where 65.8% of the dwellings are already medium or high density (the majority being high density), compared to 46% in Greater Sydney (2021 census figures). With the development of the Burwood North Precinct going ahead, the % of single dwellings (detached houses with gardens) in Burwood LGA is already expected to reduce to under 20% of dwellings in the LGA within the next few years. This results in a threat to housing diversity in Burwood LGA.

The densities proposed within the Croydon Housing Investigation Area are grossly excessive and are putting the entire Croydon TOD population increase proposal onto Burwood LGA (where 50% of the population increase should be Inner West Council's responsibility).

30 storey units proposed along the Shaftesbury Road frontage of the Investigation Area and the 9-11-15 storey units proposed elsewhere within the Investigation area are grossly excessive.

The opposite western side of Shaftesbury Road, within the Burwood Town Centre, as the edge of the Town Centre, only generally allows for 6-8 storey units (with the Burwood RSL proposal approved just north of the railway line on Shaftesbury Road being the only exception to this we are aware of, where 20 storeys has been approved). To be consistent with the general height of development on the western side of Shaftesbury Road, heights of buildings along the eastern side of Shaftesbury Road in the Investigation Area should be limited to 6-8 storeys (6 storeys with setback 7th and 8th storeys). This should also be set as the maximum height of development throughout the rest of the Croydon Housing Investigation Area (noting that Grosvenor Street Croydon is already zoned for 8 storeys).

Heritage & Housing Diversity

As outlined above, there is no shortage of high-density housing in Burwood LGA. There is a greater need for 2-storey townhouses.

The Lucas Road Heritage Conservation Area, within the Croydon Housing Investigation Area, is threatened by the densities currently proposed – this heritage conservation area is proposed to be surrounded by 9 or 11-15 storey unit development. Instead, the density around the Lucas Road Heritage Conservation Area (HCA) - on Waimea Street, Albert Crescent and Cheltenham Road - should be reduced to allow for 2-storey townhouses, more compatible with the heights of houses within the HCA, to protect the vicinity of the HCA and provide a buffer between the HCA and higher density housing. Pocket parks can also be used to provide a buffer zone for the HCA.

The housing densities in the vicinity of Heritage Item Nos. I139 (former corner shop, 23 Brand Street) and I167 (Victorian era semi-detached dwellings at 31 & 33 Webb Street), both within the Croydon Housing Investigation Area, should also be reduced to allow 2-storey townhouses only, or alternatively pocket parks, adjacent to these heritage items, to protect the vicinity of these heritage items.

This alteration to the proposed housing density would also improve housing diversity, which is under serious threat in Burwood LGA.

Public Infrastructure (or the lack thereof)

Where is the NSW state government money to acquire the 20 hectares needed for a new large public park to serve the currently envisaged 20,000 increase in population proposed in Burwood LGA (even without the Croydon increased densities proposed), simply to maintain the currently inadequate amount of open space per capita?

Population density of Burwood LGA in the 2021 census is 5,726 per square kilometre (with the LGA being 7.13 square kilometres). The population density of Green Square (Sydney LGA) is 12,500 persons per square kilometre, with Green Square generally known as the area with the greatest population density in Australia. Burwood North (north of the railway west of Shaftesbury Road, up to Parramatta Road), with the Burwood North Masterplan & Planning Proposal alone, would increase the Burwood North population density to around 20,000 persons per square kilometre, which is nearly double the current population density of Green Square, with no new schools or community facilities planned. Green Square, planned by City of Sydney Council, has an award-winning library, an arts & cultural centre and an aquatic centre. So where is the new library, gymnasium, aquatic centre, community centre, and arts & cultural centre to support this increased population in Burwood LGA? Where is the funding for these?

Even the planning documents prepared for the Croydon Housing Investigation Area have not been financed by the NSW State Government – Burwood residents have had to pay for the formulation of the planning documentation for this Croydon Housing Investigation Area.

Conclusion/Summary

The Burwood & District Historical Society opposes the proposed increase in housing density put forward in the Croydon Housing Investigation Area documents, while also appreciating that Burwood Council has, under pressure from the NSW State Government, paid for and undertaken a detailed investigation of the urban environment in Croydon, and has relocated the proposed area for increased housing density north of the railway line, away from the largest heritage conservation areas in Burwood LGA which are south of the railway line in Croydon (previously threatened by the Croydon TOD proposal). Our opposition to increased housing densities in Croydon – beyond what has already been planned in Burwood Town Centre, Burwood North Precinct and the Parramatta Road Corridor – is based on:

- ***Astonishment as to how Burwood LGA is suddenly taking on within this Croydon Housing Investigation Area, the entire Croydon TOD proposal housing & population increase, when Burwood LGA should only be responsible for 50% of the increase.*** As the original proposed Croydon TOD area was shared between Burwood & Inner West Councils, therefore Burwood LGA should only be tasked with an increase arising from the TOD changes of 5000 population and (at 2.5 persons per unit occupancy rate, based on the 2021 occupancy census figure for Burwood) a resulting increase in Croydon of 2000 dwellings (not an increase of 4,111 new dwellings as proposed in this Croydon Housing Investigation Area). ***The Inner West Council area is responsible for the other 50% of the Croydon TOD area. There is no reason for Burwood Council area to suddenly take on 100% responsibility for the Croydon TOD proposed increase in housing and population.***
- The negative impact on public open space provision, already the lowest per capita in NSW and which will inevitably drop below the WHO standards, seriously impacting on future residential amenity in Burwood LGA, and noting that the Croydon area is the worst location in Burwood LGA for increased housing density, based on access to public open space (see attached map)
- The lack of any planning for or NSW state government funding for future public infrastructure in what will become one of the densest areas in Australia, again seriously impacting on residential amenity. Why does Green Square deserve decent public infrastructure, but Burwood LGA does not? Burwood LGA is heading to a future of Green Square level residential densities, therefore should have similar public infrastructure.
- The threat to housing diversity in Burwood LGA. Burwood LGA does not need more high-rise housing. Burwood LGA needs more townhouses, and low density detached dwellings will soon be below 20% of the housing mix, therefore areas of low-density dwellings should be largely preserved.

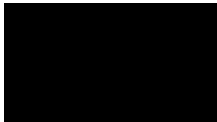
However, given the pressure of the NSW State Government on Burwood Council, if increased residential density in Croydon is to go ahead, we call for Council to redesign the Croydon Housing Investigation Area proposal to:

- Provide 2000 additional dwellings (not 4,111 as in this Housing Investigation Area proposal). 2000 additional dwellings will satisfy Burwood LGA's 50% responsibility for the population increase envisaged in the Croydon TOD proposal.
- Set out maximum building heights in the proposed affected area of 6-8 storeys (with setback 7th and 8th levels). This will match the predominant building heights at the edge of the Burwood Town Centre.
- Provide buffer zones for 2-storey townhouses and pocket parks around the Lucas Road Heritage Conservation Area and the two heritage items within the area proposed for higher residential density.

We also ask that Burwood Council:

- Not consider any submissions to the Croydon Housing Investigation Area proposal from lobby groups and vested interests that do not reside within Burwood LGA.
- Lobby the NSW State Government for funding to increase public open space and provide public infrastructure to support the proposed future population of Burwood LGA.
- Explore possible public open space acquisition from the Body Corporate of 10 Webb Street Croydon (former brick pit site).
- Explore obtaining public access for weekend open space use of the PLC playing field (Drummond Field) on the corner of Young Street and Hennessy Street Croydon.
- Lobby Transport for NSW for an eastern pedestrian entry point (with lifts) into Burwood Railway Station, to facilitate pedestrian access from the east.
- Monitor the progress of the Ku-ring-gai Council Land & Environment Court case against the NSW State Government's TOD changes. In the event that Ku-ring-gai Council wins the court case and the TOD controls are declared invalid by the Court, we ask that Burwood Council NOT proceed with any increase in housing density in the Croydon Housing Investigation Area (noting, however, that the recent Low and Mid Rise Housing changes under the NSW Housing SEPP do allow for townhouses and other forms of medium density housing within 800m of any railway or metro station - not including Heritage Conservation Areas and heritage items - which affect much of Croydon north of the railway line, and will lead to some increase in housing density in Croydon north in any case).

Regards



President
Burwood & District Historical Society

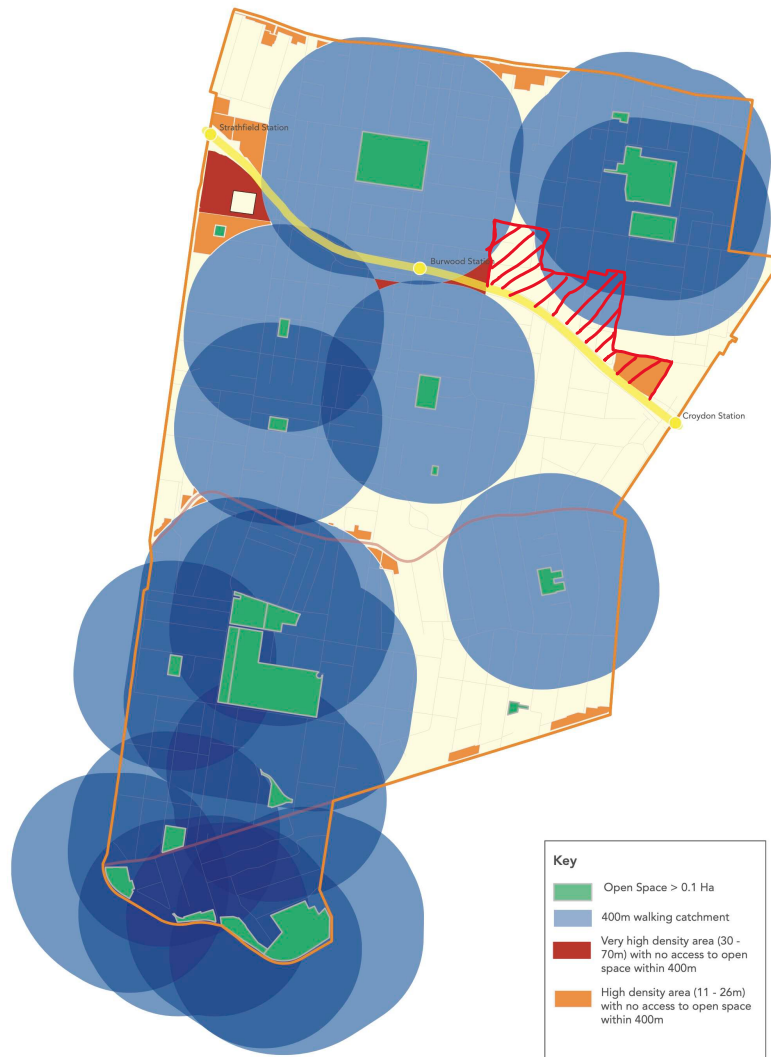


Figure 25 - Areas of the LGA that are not in 400m proximity to open space of at least 0.1ha
(areas in blue have access to open space within 400m)

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Map showing open space in Burwood LGA against the World Health Organisation (WHO) public open space standards, with the Croydon Housing Investigation Area outlined and hatched in red. This diagram shows that the proposed Croydon Housing Investigation Area, along with the area of Croydon south of the Railway Line, are areas of Burwood LGA with the least access to public open space.

Dear resident,

Since you live north of the railway station you are at risk of being substantially **WORST OFF** 😬 if the Croydon Master Plan is approved.

You can raise an objection before it is **too late** by emailing Burwood Council council@burwood.nsw.gov.au (last day is Wednesday 20th of November 📅).

Is there a better alternative to the Croydon Master Plan?

If the Croydon Master Plan is **NOT** approved, and **TOD** takes effect, it may be the **BETTER** option. Please take time to do your own research, but here are some of the reasons why...

In your email you can also include ...

Burwood Councillors





Local MP



Contact Scott: Scotthou168@outlook.com
join the FaceBook group >



	Croydon Master Plan	TOD
Traffic congestion on or near YOUR street	😬 ❌ High impact. 3300 new dwellings in your area (~8000 new residents)	✅ Minimal impact. Majority of new dwellings are located <u>south</u> of the railway
Extent of rezoning applicable to YOUR home	! ? Check plan 	TOD applies only within the 400m radius 
Building Height	😬 ❌ Max 30 stories	😬 Max 8 stories (22m-24m)
YOUR home YOUR neighborhood	! ? 🏠 🚧 🚚 Consider the negative impact of highrise and the challenge of dealing with developers.	😬 Consider your location in relation to the 400m radius
Infrastructure and investment	❌ 📉 No investment or uplift to Croydon's Town Centre	🤖 🅑 📈 Croydon's Town Centre will be uplifted. More opportunity, services and parking!
Alignment to Inner West Council's TOD for Croydon (400m radius for their part of Croydon)	❌ Not aligned Poor Town Centre outcome Discourages collaboration with Inner West Council	✅ Aligned Best Town Centre outcome Promotes collaboration with Inner West Council
Heritage preserved	✅	❌

Where was our consultation?

By now, most if not all residents in the surrounds have received news about this precarious development. The lack of inclusion is disrespectful to the long-time citizens who live in a beautiful part of Sydney.

Ignoring the people that live in Croydon is a bullying tactic. Even if you rent or lease, this still may effect you. The manner that Burwood Council has

approached this issue and dismiss the people living in the area to 'get it done' by any means.

People in this suburb have rights. The people on the other side of the train line made their rights clear.

Why shouldn't we have the same.

Public Exhibition of Draft Masterplan

Council will exhibit the draft masterplan, currently programmed to run from 23 October to 20 November 2024

Council adoption

Council will consider the draft Masterplan, likely at its meeting of 26 November 2024

Advise Minister

Council is required to advise the Minister of the approval of the Masterplan by January 2025

Council Timeline as it stands

Why You Should Care

As a resident of this area, I understand the need for progress, but I'm deeply concerned about what development could do to our community.

This place has always felt like home – quiet, close-knit, and connected to nature.

The thought of new construction, increased traffic, and more businesses flooding in feels like it would completely change the fabric of our neighborhood. We fear it could negatively affect property values, making it harder for families like ours to stay, while also pushing out the very essence of what makes this area special.

We're not against progress, but we want to make sure it happens in a way that respects our history and way of life. Change shouldn't come at the expense of what we love most about living here

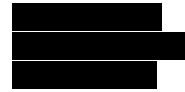
Please make your opinion known and try to get this voted against.

Excerpt from Council

The draft Masterplan seeks a balanced approach to development, emphasising heritage preservation. It prioritises the protection of The Strand, Malvern Hill, and Cintra Heritage Conservation Areas, while higher density development is concentrated near the Burwood Town Centre. The plan recommends changes to land use zones, building heights, and density within the Croydon Masterplan Investigation Area. It also aims to improve the public domain by expanding open spaces, ensuring appropriate setbacks, planting street trees, and enhancing parking and active transport facilities.

Where was our consultation?

On November 26 2024
Burwood Council decides on this Development



Dear Burwood Council

I write expressing personal, family and community concerns regarding the Croydon Master plan impacts on Burwood families, heritage, housing and community.

I was born and raised in Burwood my entire life and have family roots grown over 60+ years in our local area and community. During this time, we have seen Burwood change drastically, understanding and accepting change until now. The thought of losing our homes or livelihood due to excessive, evasive and overshadowing development after all this time due to a development engulfing and/or smothering our much loved homes is beyond unfathomable and unfair.

I raise the significant points of concern and issues:

CROYDON MASTER PLAN In accordance to the NSW Government Planning website, The TOD plan was for Croydon Station and not for Burwood Station yet Burwood residents are presented with a plan that engulfs homes in Burwood and doesn't impact or include Croydon. Croydon also has historical value as does Burwood but it is not fair that Burwood keeps taking the brunt and demands of development when surrounding suburbs should be contributing too to change that Burwood has undergone solely. The State Government plan is called the Croydon Master Plan, not Burwood Master Plan so why is Burwood even part of this. Burwood already has a new NORTH BURWOOD METRO PLAN and that combined with the corridor of Burwood railway residences seems to eat up a large span of Burwood dramatically from Parramatta Road to Railway Parade, how is this possible?

DISPLACEMENT The proposed corridor of land in Burwood Council masterplan raises many residents being displaced, most probable being put in a position to relocate rather than choosing to live and stay on their own livelihood terms. The resident impact numbers have not been released but the impacts on thousands of people with history moved to accommodate another mass of people is just not practical or fair on livelihood of human rights and very un-Australian.

EXISTING DEVELOPMENT Burwood Area has undergone significant redevelopment and new residential proportions which has contributed greatly to the housing crisis even before a crisis was declared by Government. Yet are we expected to lose a large portion of our homes to accommodate this development of such scale. A warehouse or commercial property does not impact the livelihood as much as it does with residential acquisition so why aren't spaces like these considered instead of our housing density with historical and heritage value. Parramatta keeps going through changes and development as it has the town centre space to do so, evolve and recreate without repercussion or at expense to residents and that's why it works there.

INFRASTRUCTURE Burwood is an old established area that has struggled with additional demands on our infrastructure that has not grown proportionally to the scale of development. Eg, Victoria Road is a bottle neck for traffic trying to go straight to Westfield blocked by cars turning right onto Shaftesbury Road heading toward Parramatta Road. There are long existing single lane roads as carriage for traffic, not double or triple to accommodate the influx of additional residents since apartments built nor into the area this development would bring. Even when Westfield was redeveloped back in 1999, Victoria Street could not be widened due to existing housing so the same road has been strained more since apartment living was introduced and to mammoth proportions with such a development plan. Where does sensibility take place that Burwood residential is full rather than rezone an area that can't cope and that shouldn't be rezoned at such a grave expense to our community. Rezoning should take place in areas like Parramatta Road Shops Leichhardt where it improves the area with very low to nil impact to residents, not an area like Burwood that will be destroyed by these changes. This should be a move to new areas of empty land that can easily accommodate these numbers with least to no disruption and detriment to existing communities or infrastructures.

OTHER MAJOR DEVELOPMENTS Local residents widely knew about the relocation of Burwood RSL Club and could go to council or website to become familiar with the development unlike the Croydon Master plan that we have known very little about or much time to digest, understand or participate as residents. This seemed like an acquisition, the government used to put the Australian people first and not prioritise commercial practices in areas already built-up. There is an irony that this is meant to be a housing solution but by destroying Burwood long established housing and community?!?! Another significant development will be Burwood Plaza and Burwood Place Towers, all again bringing more residential into Burwood but on the right side of Shaftesbury Road – the commercial side and not our residential side of Road.

BURWOOD LANDSCAPE Burwood landscape has changed from a combined residential / commercial entity to a small city from all the towers that have gone up over the past few years. The local community believed Shaftesbury Road would be a stonewall to keep development on the western side of the road and keep residential on the eastern side of Shaftesbury Road. It will be so unsightly and invasive to have these mass towers and developments amongst our homes. How does this constitute to aesthetic Town planning and the good for us and our area as a whole. There has not been an uproar until now on previous and current developments as they have been in the retail and commercial sector of Burwood, again on the western side of Shaftesbury Road. Any development on the eastern side of Shaftesbury Road has really upset many residents hence the influx of letters and petitions of objection and concern.

MENTAL HEALTH AND WELLBEING The mental health impacts on our community, especially the elderly are contrary to the mental health awareness and mindfulness of our current times. How are the elderly meant to relocate when they believed this would be there forever home which no lotto or developer offer could entice them to sell as it's not about the money. It is about the quality of life, stability and peace their home brings combined with the priceless history and sentiment. The stress of feeling pushed out by overlooking development next door and finding a new place to live seems somewhat cruel to an age gap we are meant to be protecting and shielding from stresses of wrongful change. We should not feel like we will be in a position to sacrifice our homes, nor would you.

LIVELIHOOD My home is on 830sm block of land, and love this about my place with all the convenience amenities a stone throws away and I am meant to move and sacrifice the very thing that drew me and my family to [REDACTED]. We bought into the area as close to train station, shops and shopping centres and now we are meant to step aside for others when we were here first, this convenience is our right first and foremost. There are many other local families that are fortunate enough to live near their families with homes a few blocks apart. This will break another facet on family close demographic to each other and I am one of those. I have lived near my family in [REDACTED] for 30 years and don't want that to change. My home is around 100 years old and kept in pristine condition with the federation architecture honoured and much loved.

TRAFFIC AND CONGESTION Burwood is an old area with houses as old as 60 to 100+ years, my home being around 100 years old with road map from those times. Streets were built many years ago and are struggling with the current residential capacity let alone more in this residential area. The traffic that occurs on sale events or calendar events at Westfield are the tale teller of what is to come with residential influx without the road/lanes to keep the flow moving. Yes we are encouraging a public transport society to lessen cars on the road but look at the CBD of Sydney, it didn't work to scale of Sydney City Council intension. People still want to use their cars for times of grocery shopping where public transport isn't practical to carry the shopping load, road trips, pick up children or visits.

ELECTRICITY SUPPLY It is fact that our electricity grid has blackouts under the current demands of use. This is due to the incline of population without the updated grid to facilitate these risen demands. This is publicised all over the media with Government bodies addressing Australians to be mindful of unnecessary lights on in attempts to salvage electricity supply, even when there haven't been heatwaves. What is our blessed country turning into, we never had these issues and now Burwood already consumes a lot more from this grid with high-rise apartments and there is suggestion to add so many more in addition to Burwood North? It just doesn't sound practical or make sense.

FAMILY HOUSE Many children of the elderly who lived at home until they got married treasure the home they grew up in and that becomes a significant legacy to many families to keep the house they were grew up in for generations to come.

COMMUNITY SPIRIT Most of my neighbours have lived in Burwood 30-70 years and have been a part of the heartbeat of Burwood with pride in their homes and our community spirit. Our Local Mayor has been in Council for many many years and he can attest to the spirit of our community. Our Mayor too has been the backbone of our community and knows too well the history of neighbours that is our deeply connected and bonded neighbourhood. We have a strong community passing each other on the streets, at the shops, on the way to Church or walking past our homes. This is an integral part of our homes and livelihood. We feel safe and protected by each other all knowing we keep an eye out for each other and our homes. This spirit will be broken and hard to regrow in a new area or potentially with new neighbours. The proposal sells the development as creating a community but an incredibly strong one already exists, why destroy an existing long-standing community with deep roots for the sake of a new community with no ties unlike us. How many other suburbs have the time span of our generations like Burwood!

COUNCIL HANDLING Initially this Croydon Masterplan only came to our attention a week before closing submission date. It then became Chinese whispers to let neighbours know of the meeting to take place on 16th November at Council Chambers. This meeting was run by 3 town planners trying to meet the questions of our community but unfortunately not a formal presentation that most of us expected considering the enormity of this master plan. This is not a redevelopment of Westfield, this is a threat to our homes and community and feel it should have been handled accordingly and had an informative presentation to prevent the rattle and fear in the way we found out. There has also not been a lot of time given and everything feels pushed through and rushed with little or no conversing with residents of Burwood. Residents have since been heard by Burwood Council and they collectively working with the residents and are acting on our part to spare Burwood and resume the Croydon Masterplan encompassing Croydon and not Burwood as it was originally meant to be.

ALTERNATE LAND POCKETS At this meeting, my main question to the Town Planner was why can this not be in commercial pockets of Burwood and leave the residential zone alone but if TOD goes ahead Burwood would be spared and these pockets may not be necessary:

- Burwood Road. There are so many non-historical shops can could easily carriage a tower of residents above
- Urban Towers on Burwood Road is the sole Tower and currently an eye-sore considering its sole high-rise on Burwood Road. There is much opportunity to develop high-rise over more than 1 kilometre of retail space to accommodate the new state government allocation numbers for new housing
- Old and rundown arcade near Commonwealth Bank Burwood Corner Belmore Street is a great commercial and residential opportunity
- Parramatta Road, near the Tigers oval currently a dentist and a car dealer are alternate pockets for development. This location is also short walking distance to the new Burwood North Metro station therefore a practical solution.
- The back of the stops corner Burwood Road and Park street are virtually derelict in appearance as you drive behind shops to access Elsie Street. As is the back of shops in Pilchers Lane
- I can keep going with pockets but I won't, there are so many...

DRIVE AROUND THE STREETS OF BURWOOD AND SEE IT'S GLORY For those not so familiar with the landscape and from a desk or office many kilometres away from Burwood, perhaps some are not aware of the beauty Burwood possesses. There are so many streets with architectural marvels consisting of quaint bungalows, extraordinary heritage, irreplaceable federation, conservation full of character, a character that could be lost as will never be rebuilt. So many houses have been restored or renovated to its former glory honouring the architecture that pulled us into the area. This is not a farm of vacant land, this is community rich with homes lived in over generations. Some people ask 'where do you live' and most say how beautiful Burwood was before the Highrise development but at least that has taken place in commercial zones, imagine the unsightly and heartbreak to rezone residential areas to the same high-rise encumber. I believe some planners state wide need to drive through Burwood to see the beauty unfathomable suggestion to be ruined for the sake of residential development over an existing residential substantial span. The outer Western Suburbs have the space for housing and apartments with road considered and created, that is town planning! Not this!

BURWOOD NORTH METRO MASTERPLAN There is also a Burwood North Masterplan, these two plans are eating up so much of Burwood. How is it possible that anyone can just attempt to acquire so much existing residential space like this, Parramatta Road to Railway Parade? We bought into the area for the beauty and neighbourly suburb it was but it is all being changed for the worse not better if the Croydon Masterplan engulfs Burwood. There are western suburb areas that have the space and empty land to create such housing, not overriding Burwood and making such significant changes to the landscape of Burwood's Heritage and community. There are so many buildings on the Parramatta Road end of Burwood Road that can also be developed, not touching residential homes.

We implore alternatives to encroaching on our residential homes. Burwood Road can well and truly facilitate any apartments needed now and in future, there are shops for approximately 2 kilometres with the only historical building being the old Post office. There is a sole high rise building named URBAN on Burwood Road, why can we not have more of these which will blend the Urban Tower rather than stand out like the proverbial.

When do we deem a glass full with the common sense that a glass will overflow. Burwood will overflow and all the beauty, community, history, architecture, families will pour out and be ruined and destroyed forever. This has been very upsetting and stressful for a lot of surrounding neighbours and I have faith that sensibility and the voice of Burwood will prevail.

Thank you for your time.

Kind regards


[Redacted Signature]

Engagement Outcomes – Redacted Formal Submissions

Archived: Thursday, 12 December 2024 8:23:56 AM
From: [John Faker](#)
Mail received time: Thu, 28 Nov 2024 00:14:15
Sent: Thu, 28 Nov 2024 00:14:07
To: [Jacqueline Tafokitau](#)
Subject: FW: Oppose the Draft Croydon Masterplan
Importance: Normal
Sensitivity: None

Cr John Faker
 Mayor of Burwood
 President – Southern Sydney Regional Organisation of Councils
 2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Wednesday, 27 November 2024 10:45 PM
To: Burwood Council <Council@burwood.nsw.gov.au>
Cc: Mayor <Contact.Mayor@burwood.nsw.gov.au>; George Mannah <George.Mannah@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>; David Hull <David.Hull@burwood.nsw.gov.au>; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>
Subject: Oppose the Draft Croydon Masterplan

Dear Burwood Council,

My name is [REDACTED] from [REDACTED]. I am a resident and voter in the Burwood LGA.

I am writing to express my strong opposition to the Draft Croydon Masterplan. Below, I outline key issues and provide detailed feedback to support the adoption of a more balanced and community-focused approach, such as the NSW Government's Transport-Oriented Development (TOD) proposal.

1. Inequitable Development

The Draft Croydon Masterplan disproportionately focuses on Burwood, neglecting opportunities for equitable development in Croydon.

- * **Concentration in Burwood:** The majority of high-density development is proposed for areas near Burwood Station, despite the NSW Government identifying Croydon, not Burwood, for additional growth. This contradicts the principle of

fair urban distribution.

- *** Missed Opportunities in Croydon:** Croydon remains underdeveloped, especially around its station. Numerous viable sites within a 400m radius of Croydon Station are excluded from consideration in the Draft Masterplan, missing opportunities to align with TOD principles.
- *** Disproportionate Building Heights:** The Masterplan proposes towers up to 30 storeys in Croydon, compared to 6-storey limits in the TOD proposal. These extreme heights are inconsistent with best planning practices and unfairly burden specific areas.
- *** Exclusion of South of the Railway Precinct:** Despite positive community feedback supporting development south of the railway, this area is excluded. Council's reasoning, such as claiming it serves as a buffer for Malvern Hill, is unconvincing and lacks sound planning justification.
- *** Arbitrary Boundaries:** The housing investigation area stretches as far as 1.2km from Croydon Station, well beyond the TOD's recommended radius of 400m, while excluding more suitable areas closer to the station.

2. Flawed Community Engagement

The consultation process was inadequate, excluding many residents and failing to provide transparent and accessible information.

- *** Limited Participation:** Only 50-85 contributors participated in key consultations, using methods like the "pin drop" exercise, which lacked accountability and allowed input from non-residents.
- *** Ineffective Communication:** Despite Burwood's multicultural population, all communication was in English, limiting accessibility for non-English speakers. Mailbox notifications and feedback opportunities were inconsistently distributed.
- *** Rushed Timeline:** The consultation period was compressed into November, with the Council planning to vote on the plan just six days after feedback closed. This timeline undermines meaningful community input and accountability.
- *** Complex and Confusing Documentation:** The Masterplan spans over 400 pages with 20 appendices, making it difficult for even tech-savvy residents to fully understand its implications. Seniors and those less familiar with digital tools are further disadvantaged.
- *** Ignored Feedback:** Community support for development along The Strand and Liverpool Road was overlooked, while proposals with less support were prioritized.

3. Negative Impacts on Residents and Infrastructure

The proposed Masterplan threatens to degrade the quality of life for residents and strain local infrastructure.

- *** Traffic and Safety Issues:**
 - *** Increased density** will overwhelm narrow residential streets, especially in Shaftesbury Precinct, heightening risks of vehicle-pedestrian collisions.
 - *** The proximity of four school zones** exacerbates safety concerns, particularly for children.
 - *** The lack of comprehensive traffic modeling**, including the impacts on Victoria and Shaftesbury Roads, is a significant oversight.
- *** Overshadowing and Noise:**
 - *** The proposed 102m towers** will create significant overshadowing, negatively impacting smaller buildings and single-storey homes nearby.
 - *** The Shaftesbury Precinct's proposed density and heights** surpass those in the Burwood Town Centre, creating an unbalanced urban design.

4. Lack of Transparency and Coordination

The Draft Masterplan lacks clarity, transparency, and coordination with relevant stakeholders.

- *** Unclear Objectives and Data:** The Draft Masterplan estimates 3,600 additional dwellings, significantly exceeding the 1,500 identified in Council’s earlier reports. This discrepancy undermines confidence in the data and planning process.
- *** No Collaboration with Inner West Council:** Approximately half of Croydon Station’s 400m radius lies within Inner West Council’s jurisdiction, yet there is no evidence of coordination between the two councils. Burwood is unfairly shouldering the development burden.
- *** Misleading Terminology:** The plan is labeled the “Croydon Masterplan,” yet most development is concentrated in Burwood. This misrepresentation confuses residents and undermines trust in the Council.
- *** Inadequate Multilingual Resources:** Key documents and consultation materials were not translated into other languages, excluding large portions of Burwood’s multicultural community from participating meaningfully.

5. Best Practices Ignored

The Draft Masterplan deviates from global and local best practices for urban planning.

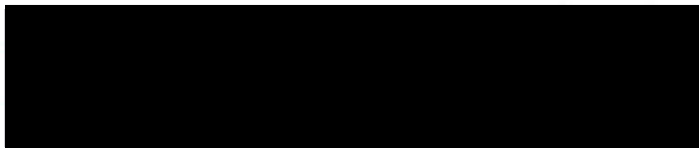
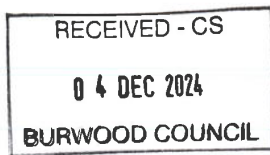
- *** Transport-Oriented Development (TOD):** The TOD proposal better aligns with best practices by concentrating growth near transport hubs, reducing traffic impacts, and revitalizing key community spaces like The Strand.
- *** Sustainability and Livability:** The Masterplan fails to prioritize sustainable urban design, such as adequate green spaces, biodiversity, and flood risk management.
- *** Heritage Protection:** While the TOD respects heritage conservation areas, the Draft Masterplan unnecessarily excludes these zones, missing opportunities for balanced growth.

The Draft Croydon Masterplan fails to deliver equitable, transparent, and sustainable urban planning. It unfairly concentrates development in Burwood, neglects community input, and risks long-term harm to residents and infrastructure. The Council should instead adopt the NSW Government’s TOD proposal, which balances growth with livability and sustainability.

Signed by

██████████ and [Preferred contact (email)

AA City Strategy



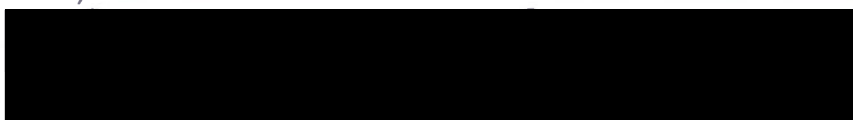
Mr Minns

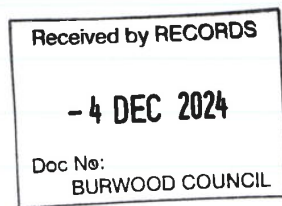
Croydon 2132
(ORIGINAL HOME BUILT
[REDACTED]
TOTALLY RESTORED)

Backing up my neighbors & over
LOOK BURWOOD COUNCIL re your
ideas on rebuilding along our
rail system. In essence it will
become a slum & future problems
so many already in Sydney
Building Defects. People losing
money having to move for faults
in buildings - L. G. MASCO - HOMEBUSH

CROYDON VILLAGE IS THE ONLY FULLY
COMPLETE HERITAGE ^{VILLAGE} IN SYDNEY & AS
SUCH SHOULD REMAIN INTACT & UPKEPT
FOR FUTURE GENERATIONS. I HAVE
WORKED CLOSELY ALONGSIDE COUNCIL
& VILLAGERS TO KEEP CROYDON UP
TO STANDARD & ENJOYABLE TO COME
TO

WITY RUIN OUR SHOPS & HOMES
WITH UGLY BADLY BUILT HI-RISE
WE HAVE A HUGE COUNTRY DEVELOPE
LARGER COUNTRY TOWNS & VISIT
PLZS AT CHRISTMAS TIME LIKE A
LOT OF US DID INE MYSELF (ORIG
FROM DEVILQUIN





Archived: Thursday, 12 December 2024 8:24:25 AM

From: [REDACTED]

Sent: Wed, 4 Dec 2024 16:01:07

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#) Sally.Sitou.MP@aph.gov.au strathfield@parliament.nsw.gov.au information@planning.nsw.gov.au

Subject: The Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Burwood Council.

My name is [REDACTED], I live and am the [REDACTED]

I am writing to express my strong opposition to the Draft Croydon Masterplan.

Below, I outline key issues and provide detailed feedback to support the adoption of a more balanced and community-focused approach, such as the NSW Government's Transport-Oriented Development (TOD) proposal. I'm sure you have been made aware of many of those following points, because I have yet to meet a neighbour who supports the Draft Plan, and I'm sure that many have made similar points.

But firstly I would like to say that my family has been at the above address for 51 years and everybody's idea of heritage can be very subjective.

I also don't understand why it's being called the Draft Croydon Masterplan when it appears to me that more than half of the overall development proposals (in terms of density) seem to be in Burwood. If the NSW government TOD plan wanted to include Burwood I'm sure they would have done so. I can only assume that they do not see Burwood as undeveloped or perhaps as many people see it that Burwood centre and surrounds are already in fact at its limit of development. I can CURRENTLY see 9 apartment towers [REDACTED] Add to this that Burwood Council already has a substantial development plan for the North Burwood Metro area,

The draft Croydon Housing Investigation Area Masterplan pdf document by Burwood council identifies Albert crescent as a "Proposed Dedicated Active Transport Route"; this is at best illogical. Albert Crescent is narrow, two cars can't pass each other if there is a parked car. Also at its western end traffic can only turn left onto the railway bridge on Shaftesbury road which is usually congested and even now at peak times results in long queues. So to increase the destiny of housing on Albert Crescent to 6, 8 10 and some spots of 11-15 storeys, even with proposed altering the "setback" for the new buildings it does not alter the fact that at the western end of Albert Crescent the congestion would be horrible. It seems to a logical mind almost impossible to believe that anyone would consider it.

I will now include other issues which have probably already been put to the council

1. INEQUITABLE DEVELOPMENT

The Draft Croydon Masterplan disproportionately focuses on Burwood, neglecting opportunities for equitable development in Croydon.

- Concentration in Burwood: The majority of high-density development is proposed for areas near Burwood Station, despite

the NSW Government identifying Croydon, not Burwood, for additional growth. This contradicts the principle of fair urban distribution.

- **Missed Opportunities in Croydon:** Croydon remains underdeveloped, especially around its station. Numerous viable sites within a 400m radius of Croydon Station are excluded from consideration in the Draft Masterplan, missing opportunities to align with TOD principles.
- **Disproportionate Building Heights:** The Masterplan proposes towers up to 30 storeys in Croydon, compared to 6-storey limits in the TOD proposal. These extreme heights are inconsistent with best planning practices and unfairly burden specific areas.
- **Arbitrary Boundaries:** The housing investigation area stretches as far as 1.2km from Croydon Station, well beyond the TOD's recommended radius of 400m, while excluding more suitable areas closer to the station.

2. FLAWED COMMUNITY ENGAGEMENT

Complex and Confusing Documentation: The Masterplan spans over 400 pages with 20 appendices, making it difficult for even tech-savvy residents to fully understand its implications. Seniors and those less familiar with digital tools are further disadvantaged.

- **Ignored Feedback:** Community support for development along The Strand and Liverpool Road was overlooked, while proposals with less support were prioritized.

. It seems that there is an effort to get more community engagement at the moment with a number of people out and about collecting surveys. I believe this a "push" from the council to get support for its plan, which I believe to disingenuous.

3. NEGATIVE IMPACTS ON RESIDENTS AND INFRASTRUCTURE

The proposed Masterplan threatens to degrade the quality of life for residents and strain local infrastructure.

- **Traffic and Safety Issues:**
 - Increased density will overwhelm narrow residential streets, especially in Shaftesbury Precinct, heightening risks of vehicle-pedestrian collisions.
 - The proximity of four school zones exacerbates safety concerns, particularly for children.
 - The lack of comprehensive traffic modeling, including the impacts on Victoria and Shaftesbury Roads, is a significant oversight.
- **Environmental Risks:**
 - High-rise development poses flooding risks, particularly in areas with aging water and sewer infrastructure.
 - Insufficient green space and biodiversity planning will negatively affect community health and environmental sustainability.
- **Insufficient Green Space:**
 - The proposed plan provides only 0.67sqm of green space per additional resident, far below the Council's stated goal of

10-15sqm.

- Small "pocket parks" are poorly designed, offering limited functionality and failing to meet the community's recreational needs.
- Existing open spaces are insufficient to accommodate the projected 9,000 additional residents, leading to overcrowding and diminished amenity for all residents.
- Overshadowing and Noise:
 - The proposed 102m towers will create significant overshadowing, negatively impacting smaller buildings and single-storey homes nearby.
 - The Shaftesbury Precinct's proposed density and heights surpass those in the Burwood Town Centre, creating an unbalanced urban design.

4. LACK OF TRANSPARENCY AND COORDINATION

The Draft Masterplan lacks clarity, transparency, and coordination with relevant stakeholders.

- Unclear Objectives and Data: The Draft Masterplan estimates 3,600 additional dwellings, significantly exceeding the 1,500 identified in Council's earlier reports. This discrepancy undermines confidence in the data and planning process.
- No Collaboration with Inner West Council: Approximately half of Croydon Station's 400m radius lies within Inner West Council's jurisdiction, yet there is no evidence of coordination between the two councils. Burwood is unfairly shouldering the development burden.
- Misleading Terminology: The plan is labeled the "Croydon Masterplan," yet most development is concentrated in Burwood. This misrepresentation confuses residents and undermines trust in the Council.
- Inadequate Multilingual Resources: Key documents and consultation materials were not translated into other languages, excluding large portions of Burwood's multicultural community from participating meaningfully.

5. BEST PRACTICES IGNORED

The Draft Masterplan deviates from global and local best practices for urban planning.

- Transport-Oriented Development (TOD): The TOD proposal better aligns with best practices by concentrating growth near transport hubs, reducing traffic impacts, and revitalizing key community spaces like The Strand.
- Sustainability and Livability: The Masterplan fails to prioritize sustainable urban design, such as adequate green spaces, biodiversity, and flood risk management.
- Heritage Protection: While the TOD respects heritage conservation areas, the Draft Masterplan unnecessarily excludes these zones, missing opportunities for balanced growth.

In conclusion

Engagement Outcomes – Redacted Formal Submissions

The Draft Croydon Masterplan fails to deliver equitable, transparent, and sustainable urban planning. It unfairly concentrates development in Burwood, neglects community input, and risks long-term harm to residents and infrastructure. The Council should instead adopt the NSW Government's TOD proposal, which balances growth with livability and sustainability.

Signed by

A black rectangular redaction box covering the signature of the person.

From: [REDACTED]
Sent: Thu, 5 Dec 2024 18:34:17
To: [Burwood Council](#)
Subject: Feedback on TOD Plan
Importance: Normal
Sensitivity: None
Archived: Thursday, 12 December 2024 8:24:29 AM

Dear Burwood Council,

Firstly, thank you for your consultation on the TOD released by the state government. I found it very helpful.

Broadly, [REDACTED] supports the Burwood Council plan. It is far superior to the state government plan.

Secondly, I note two further matters:

1. Please ensure that in Burwood or Inner West or other areas that residents in six storey apartments cannot look into schools. [REDACTED]. We cannot afford to have poor planning laws allow inappropriate people to become voyeuristic in regard to school students going about their daily lives. The planning changes must not include properties adjoining schools.
2. Traffic on Young Street and Boundary Street is already busy. There are four schools near the proposed area for change. Awareness of the impact on traffic is essential.

Thanks for your consultation,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Thursday, 12 December 2024 8:24:39 AM

From: [George Mannah](#)

Mail received time: Thu, 28 Nov 2024 09:05:23

Sent: Thu, 28 Nov 2024 09:05:16

To: [Tommaso Briscese](#)

Subject: Fw: Request for a Meeting to Discuss the Masterplan and TOD Proposal

Importance: Normal

Sensitivity: None

Get [Outlook for iOS](#)


George Mannah

Deputy Mayor of Burwood

M: 0428 363 826

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From [REDACTED]

Sent: Thursday, November 28, 2024 6:03:15 PM

To: George Mannah <George.Mannah@burwood.nsw.gov.au>

Subject: Request for a Meeting to Discuss the Masterplan and TOD Proposal

Dear Councillor Mannah,

I hope this message finds you well. I am writing to request a meeting with you to discuss the Proposed Masterplan and the Transit-Oriented Development (TOD) proposal for our area. I am representing a number of local residents who will be directly impacted by these plans, and several of them are also eager to meet with you to share our concerns and explain why we favor the TOD over the Masterplan.

There are several key points we would like to address, including:

- * The reasons why we believe the TOD is a better fit for our community, and how it better aligns with the long-term needs of local residents.
- * Ensuring that feedback from local residents is validated and given proper consideration, particularly in contrast to external interest groups.
- * The limited opportunities for residents to speak at the upcoming Burwood Council meeting, and exploring alternative

Engagement Outcomes – Redacted Formal Submissions

ways to ensure broader community input.

- * The growing concern that the voices of those most affected by the Masterplan are not being adequately represented or considered in the decision-making process.

Given that many of the residents I represent share these concerns, we believe it is important to meet with you directly to discuss how the TOD proposal addresses the needs of our community in a more effective way. A face-to-face meeting would provide an excellent opportunity for us to present our reasons for supporting the TOD and to ensure that our voices are heard in the final decision.

Please let me know your availability for a meeting at your earliest convenience. Several residents are keen to attend as well, and we would be happy to accommodate your schedule to ensure that we can all meet at a time that works best for you.

Thank you for your attention to this important issue. We look forward to your response and hope for the opportunity to meet with you soon.

Regards

[Redacted]

[Redacted]

Engagement Outcomes – Redacted Formal Submissions

Archived: Thursday, 12 December 2024 8:24:42 AM

From: [REDACTED]

Sent: Monday, 9 December 2024 8:57:26 AM

To: [Burwood Council](#)

Subject: Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

OFFICIAL

Dear Council,

As a resident on Shaftesbury Rd, Burwood, I support the Draft Croydon Masterplan. It is a great Plan, well thought out. Highrise is where it should be, and low rise is just fine. Please do not change it. I have been a local member, [REDACTED] [REDACTED] Keep the Malvern Hills estate untouched.

Kind regards,

[REDACTED]

[REDACTED]

OFFICIAL

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:06:45 AM

From: [REDACTED]

Sent: Tuesday, 17 December 2024 4:24:15 PM

To: [City Strategy Admin Burwood Council](#)

Subject: Flyers and further resident response - Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[Flyers 17 Dec 2024.pdf](#)

Attn. City Strategy Team

Please see **attached** two (2) self-explanatory "flyers" I received in my letterbox today.

*Please note that I **strongly support** Council's proposed strategy for the reasons stated in my previous submission - see [copy](#) below.*

The spatial arrangement and dwelling typology shown in the precincts identified by the consultants is entirely logical with good accessibility from the proposed higher density areas to both Croydon and Burwood Stations.

The strategy proposals also allow for a logical extension of the types of residential development currently permitted within Burwood Town Centre.

The location of the areas proposed for increased housing densities in the strategy will also have a significantly lesser impact on Burwood LGA's heritage conservation areas (including Malvern Hill CA) compared to

the "simplistic" Croydon "TOD" proposals put forward by the Department/State Government which rely on a 400m "development radius" **unsupported by any prior planning studies.**

the "simplistic" Croydon "TOD" proposals put forward by the Department/State Government which rely on a 400m "development radius" **are unsupported by any prior planning studies justifying these proposals.**

The (first) flyer in the attachment opposing Council's strategy is, in my view, both simplistic and misleading. Heritage conservation areas including Malvern Hill CA will be adversely impacted if the TOD proposals are implemented..

Buildings within the proposed precincts identified by Council will also not be a uniform "30 stories" as appears to be the case stated in the opposing flyer - this is "scaremongering". Note that the maximum height of buildings incorporating

affordable housing component under the "TOD" proposal can be up to **8 storeys** (not 6) . This is not mentioned at all in the flyer opposing Council's Strategy.

There is also no mention in the "opposing" flyer of Council's commendable strategic initiative to retain areas of traditional low density housing which contribute positively to Croydon's desirable character.

Finally, there are significant impediments to development if the "TOD" Croydon option was adopted - e.g. PLC and Croydon public schools are significant barriers to development in the locality to the north of Croydon station.

I commend Council on its proposed strategy and hope that this will be adopted by Council in full as its response to the State Government's highly flawed "TOD" proposals for Croydon.

Adoption of the TOD proposals would be a travesty in terms of achieving a logical town planning outcome for the reasons stated above.

Kind regards



My previous (November) submission.

Attn. City Planning Team

Draft Croydon Masterplan – Resident Submission - 17 November 2024

Dear Sir or Madam,

Thank you for the opportunity to comment on the proposed Draft Croydon Masterplan.

*As a member of the Burwood and District Historical Society and as retired consultant town planner I am in basic agreement with the submission lodged by the Society (see **Attachment 1**).*

I would also like to add the following comments:

- ** The spatial arrangement and dwelling typology shown in the precincts is entirely logical with good accessibility demonstrated from the proposed higher density areas to both Croydon **and** Burwood Stations. The location of the areas now proposed for higher housing densities have excellent public transport accessibility and will have a lesser impact on Burwood LGA's heritage compared to the previous simplistic Croydon TOD proposals put forward by the Department/State Government.*
- ** The proposed "Croydon low density precinct" is supported given that this area has reduced accessibility to public transport and contains conservation areas, including immediately adjacent conservation areas located in Inner West Council (IWC) at Kenilworth Street and at Ranger Road. It is important that areas of detached dwellings are retained given that this dwelling typology will progressively become an "endangered species". The State Government's low rise housing proposals will further erode single dwelling representation in Croydon.*
- ** I do have some concerns concerning the taller buildings (15 and 25-30 Storeys) These types of tower buildings do not contribute positively to an attractive, active streetscape. I assume the proposals allow for sharing of the Croydon TOD uplift with IWC. The proposed dwelling densities and heights of buildings should reflect a shared Council responsibility. If a lesser number of dwellings needs to be provided (see comments if BDHS submission) then building heights and densities can possibly be reduced. A maximum permitted building height of 6-8 storeys is preferred as this would better integrate visually with lower density areas (see attached BDHS submission). If, however, some taller buildings of up to 15-20 storeys are deemed essential, then perhaps these can be provided in very restricted locations immediately adjacent to stations.*

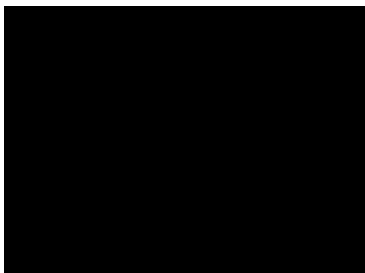
Note: Where taller structures are allowed then a lower “human scale” podium built form is essential at street interface level with the taller part of structures setback.

- * BDHS (see attachment) contends that increased housing density in Burwood LGA, beyond what has already been envisaged in other planning strategies - such as the Burwood North Precinct Planning Proposal, and the Parramatta Road Corridor Urban Transformation Strategy will inevitably lead to seriously reduced residential amenity in Burwood, primarily due to the lack of public open space and the lack of public infrastructure. I agree wholeheartedly that it is important that developers contribute adequately to both open space and community infrastructure such as schools, libraries etc. By way of comment, the 2% contribution for affordable housing is extremely low and is substantially lower than what is required in other countries such as the United Kingdom where up to **10% affordable housing component** in new developments is required.

See: <https://www.gov.uk/government/publications/new-homes-fact-sheet-9-what-is-affordable-housing/fact-sheet-9-what-is-affordable-housing>

Note: I received a “flyer” which I assume is from concerned residents affected by proposals for increased densities. Whilst I acknowledge concerns, the information contained in the “flyer” is somewhat misleading. For example, unsubstantiated statements are included asserting that if the “TOD” option were adopted the “majority of new dwellings” would be located “south of the railway line” (including the Malvern Hill Estate ?). The flyer also states (without providing any evidence) that there will be “minimal impacts” if a “TOD solution” were realised. In fact, the TOD proposals were overly “simplistic” proposals using circles drawn around stations to identify locations proposed to be rezoned via a State Planning Policy (SEPP). No proper planning studies or heritage studies of these areas to justify changes in zoning and built form were carried out. Additionally, as far as I am aware, the Department has not yet divulged any supporting study data justifying its original “TOD” approach for Croydon. The “flyer” also incorrectly asserts that inadequate consultation with residents has occurred. This is **arguably** misleading given the extensive ongoing consultation which has taken place to date and **can only be construed as an attempt to “muddy” the waters**. On the contrary, Council’s consultants and its officers are to be commended for taking the initiative to plan properly for additional housing potential in close ongoing partnership with its residents.

Thank you for the opportunity to comment on the draft proposals for Croydon. I do hope this submission contributes constructively to Council’s decision making process.



Confidentiality:

This e-mail and any attachments may contain confidential information. If you are not the named recipient, please do not:

Item Number 1/25 - Attachment 3
Engagement Outcomes – Redacted Formal Submissions

(a) disclose the content to another person, (b) use this e-mail for any purpose, or (c) store or copy the information in any media. Instead, please notify the sender by return e-mail and delete this e-mail including any attachments from your system.

Environmental Sustainability:

Please consider the environment before printing this email and/or any attachments.

CALLING ALL RESIDENTS OF THE NORTH

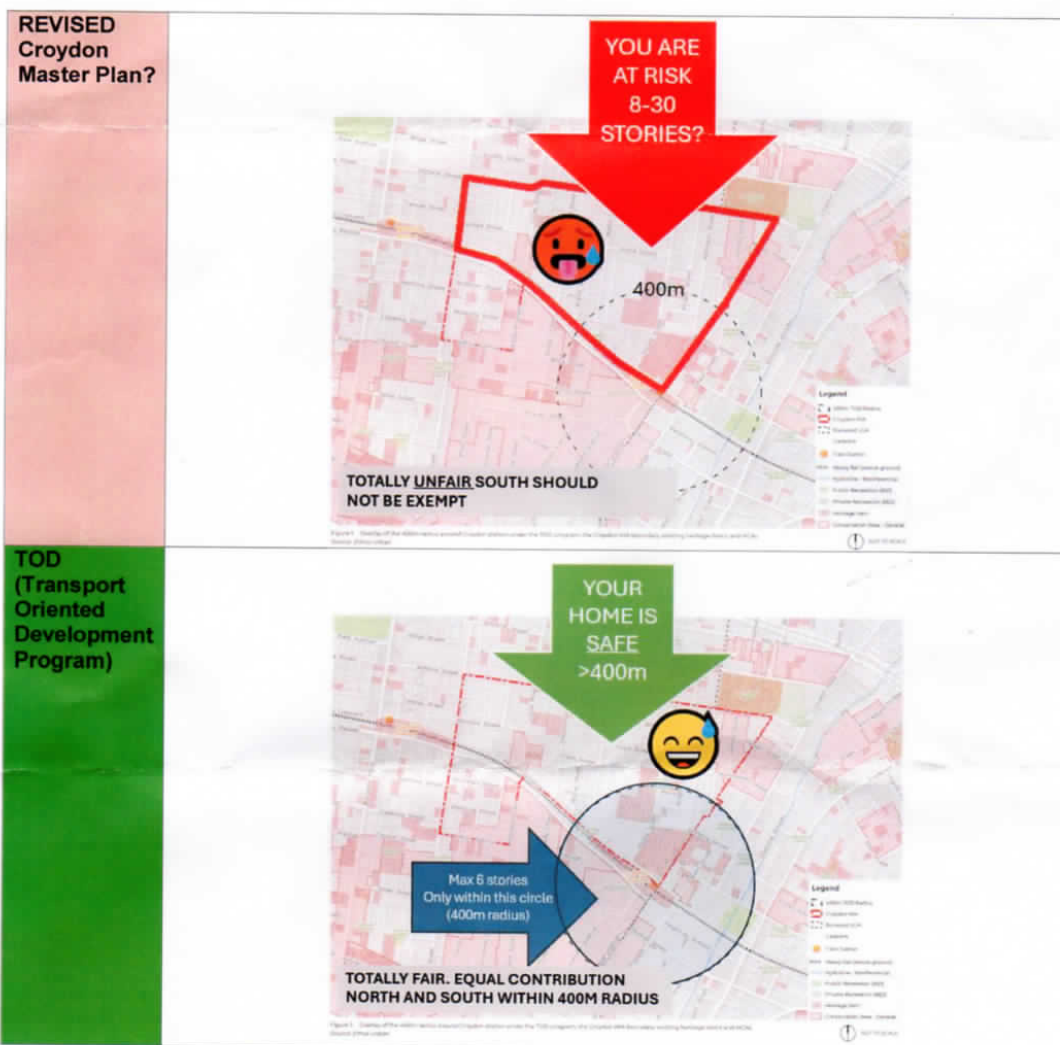
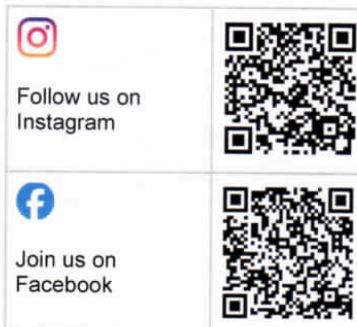
Following community backlash, Burwood Council is now working on revised plans¹ that target homes in the NORTH whilst **exempting**² homes in the Heritage Conservation SOUTH.

IF YOU LIVE NORTH OF THE RAILWAY YOU ARE AT RISK OF BEING INCLUDED IN THE REVISED PLAN 🗿

Burwood Council will vote on the revised plan on Wednesday, the 29th of January without further community consultation! 🗿

You can help **STOP** 🛑 the Croydon Master Plan in all its forms.

How? Email Burwood Council council@burwood.nsw.gov.au (last day is Sunday, the 22nd of December 🗿) clearly stating "YES to TOD" and "NO to any alternative plans". You can also include Burwood Councillors.



¹ Page 2, Point 5 https://burwood.infocouncil.biz/Open/2024/11/CM_26112024_AGN_AT_SUP.PDF

² As mentioned by the Burwood Council Planner at the drop-in session on Thursday, December 5th, 2024.

HAVE YOUR SAY ON THE REZONING OF CROYDON BEFORE IT'S TOO LATE!

Time is running out! The deadline to provide feedback on the Croydon Masterplan is **Sunday, 22 December 2024**.

This is your chance to protect Croydon from uncontrolled multi-story developments that could permanently alter the character of our beloved suburb and decrease the value of your home.

Why Speak Up?

- **Say YES to the Croydon Masterplan**
- **Say NO to the TOD (Transit-Oriented Development)**
- **Say NO to the combination of the Croydon Masterplan and TOD**

Support the Croydon Masterplan.

Contact Burwood Council Today!

See below how you can contact Council:

To engage online:

1. Search this address online: <https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area>
2. Scroll down to the two interactive tabs (*Study Area* and *Engagement*). **Click on the *Engagement* tab.**
3. **Have your say** – This where you right your support for the Croydon Masterplan.

You can also share your opinion with the **Mayor's office** and council's **Planning & Building Department** by calling in. The respective contact details are provided below:

Mayor's office:

Phone number: 9911 9916

Email: mayor@burwood.nsw.gov.au

Planning & Building Department:

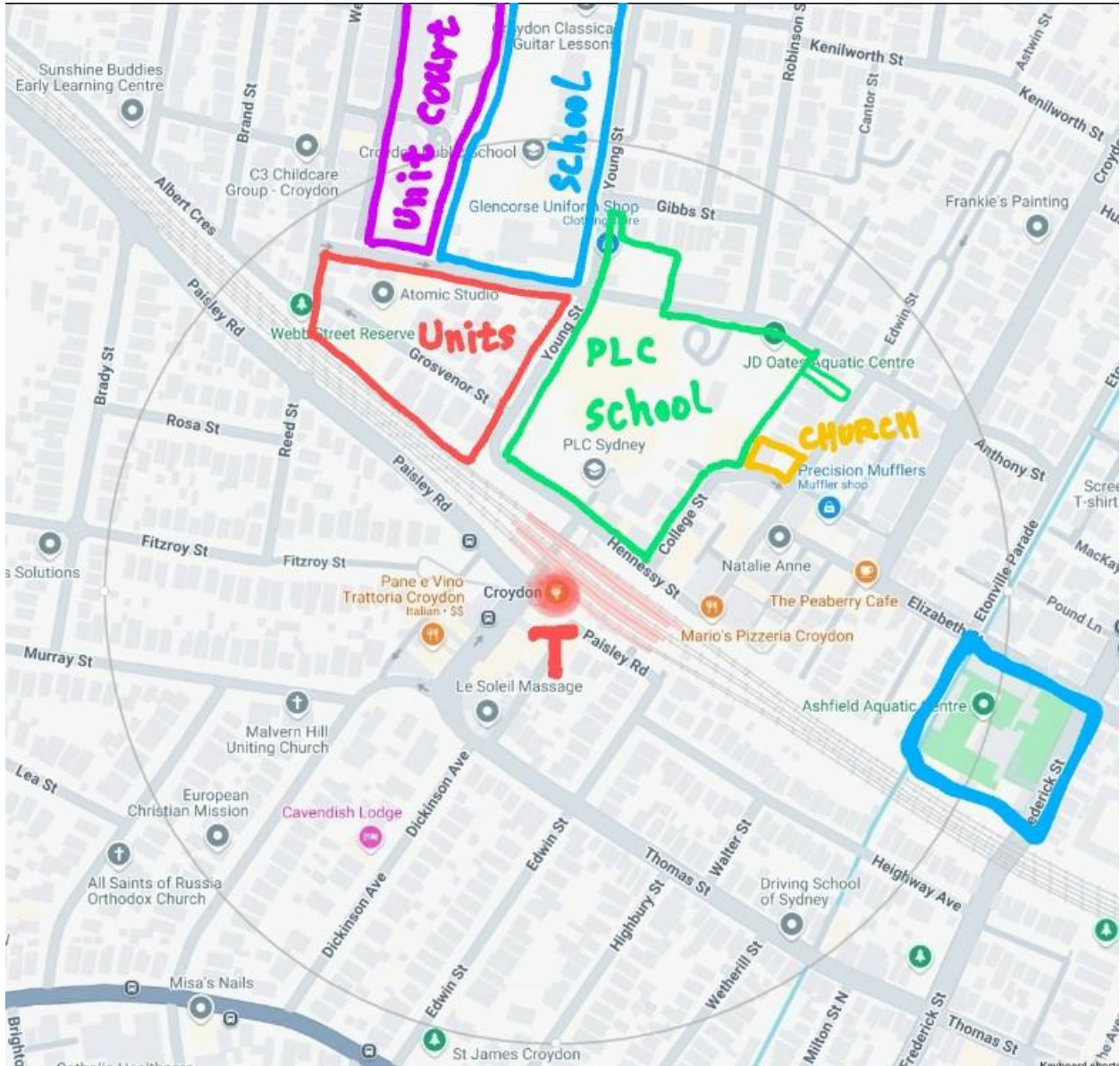
Phone Number: 9911 9911

Engagement Outcomes – Redacted Formal Submissions

Archived: Friday, 10 January 2025 7:37:49 PM
From: [REDACTED]
Sent: Tuesday, 10 December 2024 10:39:00 PM
To: [Burwood Council](#)
Subject: TOD plan not suitable for Croydon station
Sensitivity: Normal

To City Planning Team:

The TOD plan is not suitable for the actual conditions within 400-meter radius of Croydon train station.

**Northwest of Croydon Station:**

PLC Private School and Croydon Primary School occupy a significant portion of the area. Hampton Court (units and townhouses) is located next to the primary school. There is also a historical church on Edwin Street.

Between Boundary Road and the railway line, more than half of the buildings are already residential units— 2-3 storey older units and newer 7-8 storey units that have been built within the last decade.

East of Croydon Station:

The Ashfield Council Aquatic Centre is located in this area.

These challenging-to-develop areas already account for roughly one-third of the total area. The remaining area within a

Engagement Outcomes – Redacted Formal Submissions

400-meter radius of the station likely lacks sufficient space to accommodate the number of homes necessary to meet NSW government requirements.


Regards

Engagement Outcomes – Redacted Formal Submissions

Archived: Friday, 10 January 2025 7:39:53 PM
From: [George Mannah](#)
Sent: Monday, 16 December 2024 12:47:06 PM
To: [Tommaso Briscese](#)
Subject: Fw: heritage under TOD vs Masterplan
Sensitivity: Normal

George Mannah
Deputy Mayor of Burwood
M: 0477 551 536
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Wednesday, December 11, 2024 2:37:24 PM
To: George Mannah <George.Mannah@burwood.nsw.gov.au>; David Hull <David.Hull@burwood.nsw.gov.au>; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>
Subject: heritage under TOD vs Masterplan

Hi George & David ,

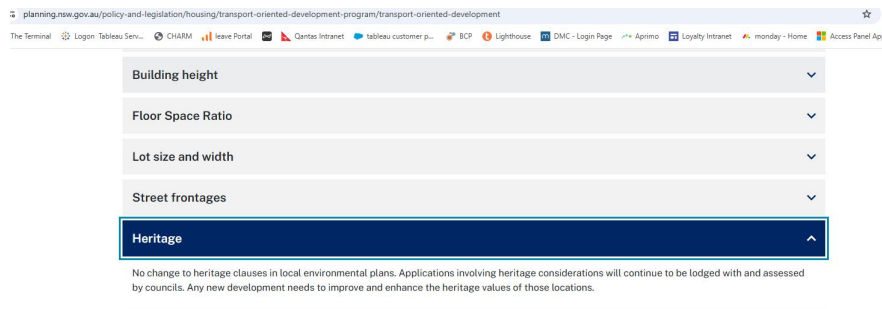
It was lovely to meet you both last night at the Burwood council meeting and it was very appreciative that you all took time to stay and listen to the residents' concerns .

The thing I mentioned with both of you is the misinformation about heritage and conservation which is dividing the community . There is a myth that the TOD will destroy the heritage and conservation and we will lose the character of Croydon and the Burwood website perpetuates this myth or fear to portray TOD is bad and Master Plan is good .

As my NSW state planning website and the information I have seen , the laws around heritage and conservation will not change , under the TOD the council still has the same approval process as it did .

Item Number 1/25 - Attachment 3

Engagement Outcomes – Redacted Formal Submissions



Currently on the burwood website : <https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area> does not mislead the reader even though the word 'potentially' was added . I am also sure this copy was recently changed as when I first saw it was quite alarming to see Burwood council website stating that the TOD 'may' **destroy** the heritage and conservation areas even when the approval process was the same and still dependent on Council approval .

By June 2024, Council endorsed a planning investigation area aimed at meeting the NSW Government's housing targets. This plan focuses on the northern side of the rail corridor between Croydon and Burwood Town Centres, while protecting heritage areas to the south.

The draft Masterplan seeks a balanced approach to development, emphasising heritage preservation. It prioritises the protection of The Strand, Malvern Hill, and Cintra Heritage Conservation Areas, while higher density development is concentrated near the Burwood Town Centre. The plan recommends changes to land use zones, building heights, and density within the Croydon Masterplan Investigation Area. It also aims to improve the public domain by expanding open spaces, ensuring appropriate setbacks, planting street trees, and enhancing parking and active transport facilities.

Community and stakeholder engagement is open now.

Information about the draft Masterplan will be communicated to the public, utility providers, emergency services and state agencies through notification letters, the Councils e-newsletter, and Participate Burwood website. Community members can also attend one of the 10 scheduled drop-in sessions at The Strand and Burwood Library, contact the Council during business hours to speak with a planner, or submit written feedback.

It should be noted that the NSW Government requires any alternative masterplan to meet or exceed the housing density targets set out in the TOD plan. The final documentation must be submitted to the NSW Department of Planning, Housing and Infrastructure by January 2025. If these requirements are not met, the NSW Government may enforce its State Environmental Planning Policy (SEPP) TOD provisions, potentially affecting The Strand, Malvern Hill, and Cintra Heritage Conservation Areas.

After the exhibition period, all submissions will be reviewed and considered. A further report will be presented to the Council potentially including recommended changes resulting from the Community Consultation process.

The final decision on the Masterplan's implementation will be made by the NSW Government and the NSW Department of Planning, Housing, and Infrastructure.

It would be good to provide clarity based on facts of the treatment of heritage and conservation under both TOD and the masterplan .

Regards



18 December 2024

Burwood Council
2 Conder Street
Burwood NSW 2134

By email: council@burwood.nsw.gov.au

Dear Councillors and Burwood City Planning Team

Croydon Housing Investigation Area (HIA) - Draft Croydon Masterplan

We have read the following documents and write to provide feedback.

- a) *Croydon Housing Investigation Area (HIA) Draft Master Plan Report (Prepared by Ethos Urban For Burwood Council 22 October 2024, 2240417)*
- b) *Council_Report_130224_Council_Submission_on_Transport_Orientated_Development_TOD_Program_-_Croydon*
- c) *Interim_Submission_-_TOD_SEPP_-_Croydon_Precinct, 31 January 2024*

Executive Summary

- 1. We object to the proposed Draft Croydon HIA Masterplan.
- 2. Burwood Council should adopt the NSW State Government's TOD with suggested revisions to the 400m radius.
- 3. Burwood Council and Inner West Council should work collaboratively for the purposes of the TOD program.
- 4. Future housing for Burwood and Croydon should focus on good quality low- and mid-rise housing as demonstrated by Planning NSW.
- 5. The TOD objectives seem to have been wilfully disregarded.

Croydon in Tier 2 NSW Government's Transport Oriented Development (TOD)

Croydon was selected by the Department of Planning, Housing, and Infrastructure (DPHI) for obvious and valid reasons. The Croydon railway station is very under-utilised.

Unlike Burwood, Strathfield and Ashfield, The Strand, Malvern Hill, and Cintra Heritage Conservation Areas have few stately homes or mansions of major historical significance.

The Strand shops are poorly maintained by owners and in urgent need of an uplift. There is currently insignificant 'pedestrian foot traffic' and stores are of little retail interest. The "Interwar Service Centre" is an historical anomaly with no architectural significance. Croydon residents typically shop in Burwood, Ashfield or Summer Hill.

The Croydon Precinct is unrepresentative of the wider Croydon demographic. It lacks the broader cultural diversity of the suburb.

Resistance to Change

It appears Croydon Precinct residents are taking a very insular and NIMBY position. They are stubbornly and unnecessarily resisting change which other suburbs are embracing and enjoying the benefits of.

A vocal minority of private residents and commercial stakeholders mobilised quickly against the TOD and as a result, we have a “plate scrape” of the TOD objectives onto Burwood, thoroughly endorsed by Burwood Council’s development mission.

These residents and Burwood Council have completely lost sight of the point of the TOD: it is a “**transport orientated**” development focused on using currently available infrastructure such as Croydon railway station.

Future Burwood residents will not travel to Croydon railway station via the proposed works to improve the Paisley Road and Albert Crescent corridors.

Sydney will continue to grow irrespective of the blinkered and myopic views of some. Change is inevitable and the Croydon Precinct will not be able to avoid it forever.

Croydon residents and Burwood Council should embrace this as an opportunity for well-designed low- and mid-rise housing projects which will contribute positively to their neighbourhood character, streetscape and future viability. Examples abound across NSW.

It is disappointing that Croydon Precinct residents and Burwood council did not adopt a more sensible, positive and flexible response to the TOD by modifying/revising the current 400m radius where it captures ‘important’ heritage homes to extend to other areas with less significant housing stock still close to railway station.

Croydon Precinct residents should not fear an influx of new residents perceived as ruining their suburb and amenity. Croydon has great potential to continue as a quality and desirable place to live through quality urban renewal and design excellence. There are many good examples of heritage and new housing successfully co-existing through adaptive re-use whereby the facades of heritage buildings are preserved, extended and re-purposed.

Croydon HIA Masterplan

What is the purpose of the “beautification” of the Croydon Low Density Dwelling Residential Precinct? How does this address “transport orientated” objectives of development?

Why would The Strand be considered an area for “Future Investigation” in the Masterplan and not now?

Burwood has and continues to be over-developed with varying degrees of quality and success. Burwood residents understand the need for the Burwood North Precinct development as a response to the future Metro line.

However, the current proposal for multiple residential towers along Shaftesbury Road at up to 30 levels is ludicrous and has left residents in utter dismay and vehemently opposed. This cannot be considered a serious proposal as an ‘alternative’ to the Croydon TOD.

Burwood Council communications on this matter have been misleading. The Draft Masterplan, street signage banners, your website, and letters to residents refer to “Croydon Housing Investigation Area”. This is obviously not an accurate description of a most important subject matter affecting Burwood residents.

However, we have noticed a map on Council’s website (“*Figure 1: Croydon Housing Investigation Area - showing the 400-800m walking catchments*”) is an accurate title “*North Croydon to Burwood Housing Investigation Area - Proposed*”⁽¹⁾

To date, the explanation received for this “anomaly” by council staff at a December 2024 information night has left us unconvinced and disappointed.

Burwood is a relatively small suburb. Most long-term residents are from a non-English speaking background and live in single dwelling homes as opposed to apartments. Therefore, many are either unable or feel nervous writing to express their objections.

We have firsthand experience and accounts from neighbours of developers already door knocking offering to buy homes which appear to be key sites for future rezoning and high-rise development. This leaves residents worried and feeling left in the dark as to the future of their neighbourhood.

We note that our Eurella Street, Selborne Street, and parts of Lucas Road have been marked for “future investigation”. What are residents to make of this? Does this mean development will progress further north to Parramatta road at some point?

It appears that only the southern part of Burwood is to be largely saved from high-rise development.

Future housing for Burwood and Croydon should focus on good quality low- and mid-rise housing as demonstrated by Planning NSW.⁽²⁾

Building design and quality appears better overall in the low- and mid-rise projects than in the high-rise projects completed to date in Burwood. For example, the development on the corner of Wilga Street and Shaftesbury Road, is of an appropriate scale and choice of external materials. The so-called ‘blue bus’ tower in Mary Street and the towers along Railway Parade west with the ‘monotone perspex’ looking facade are universally hated and derided by residents of Burwood and beyond.

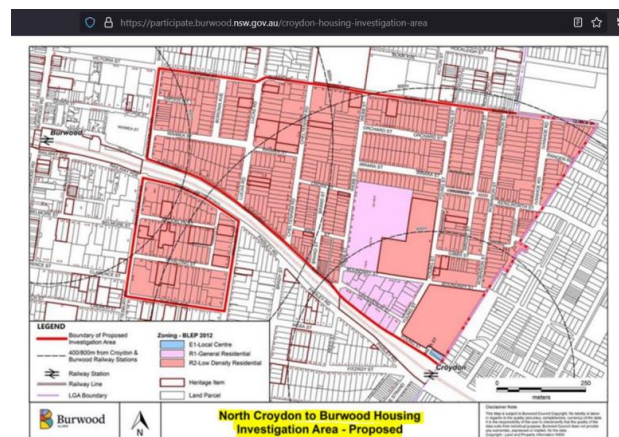
Thank you for the opportunity to provide feedback on a very important matter affecting Croydon and Burwood residents.

Yours faithfully,

[Redacted Signature]

References

- (1) <https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area>



- (2) <https://www.planning.nsw.gov.au/government-architect-nsw/housing-design/good-design-for-housing>

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:07:01 AM

From: [REDACTED]

Sent: Thu, 19 Dec 2024 12:38:37

To: [Burwood Council Mayor](#)

Subject: Croydon Housing Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[20241219 Draft Croydon Plan Response.pdf](#);

Please see attached my opposition to the proposed changes to Croydon housing.

[REDACTED]



Burwood Council
City Planning Team
PO Box 240
Burwood NSW 1805
Email: council@burwood.nsw.gov.au

19 December 2024

RE: Croydon Housing Investigation Masterplan

To whom it may concern,

I am writing to voice my opposition and concerns regarding the above-mentioned plan.

As a resident of Croydon, most of my life, as a child and now adulthood, I am gravely concerned for our suburb to change from a friendly local neighbourhood that trusts and looks after each other to one of strangers who care nothing about what is going on around them.

I have raised two sons in Croydon specifically for their safety, access to great schools, access to parks and wildlife. I did not choose to live in Croydon to be surrounded by skyscrapers, see no sun and live in a ghetto type of situation.

I feel the NSW Government has taken a blanket approach to housing without considering the impact on locals and now I also believe that the Burwood Council has done the same. The Council is proposing that heritage is more important than the livelihood of other residents that live in Croydon. My house too, was built in 1920, yet is not heritage, but has history. The impact on the proposed changes wipes out my house history.

Specifically, the impact on these changes has an adverse effect on:

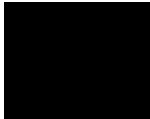
1. Safety of children – there will be an increase in crime, cars and pollution placing a risk the health and safety of children that live in the area.
2. Pollution increase – with the huge number of extra residents proposed that will increase pollution through rubbish, cars and traffic.
3. Parking – as it stands today, parking in Croydon is already stretched, increasing the huge number of extra residents will inhibit the ability to park safely near our home.
4. Street traffic – Croydon has many small, skinny streets, with the increase on the proposed extra residents this will make our streets dangerous impacting our children, property and animals.
5. Crime – with the increase in residents this will create additional crime.
6. Property prices – with the proposed changes, this will negatively impact my investment in my home.
7. Privacy – with the proposed changes, having skyscrapers will impact my family's safety and privacy.

8. Wildlife – building all the proposed skyscrapers will negatively impact our wildlife to a point where we may not even be able to hear a bird sing or sit and watch animals in our area.
9. Trees – no doubt with the building of these skyscrapers, our long standing, heritage trees will be removed. This removes our ability to not only breathe fresh air, but also impacts our wildlife.
10. Schools – with additional residents, our local schools will not be able to support them. This will adversely affect children going to school in their local area.
11. Hospitals – like schools, our local hospitals will also struggle with additional residents in the area, in top of a system that is already struggling.

I strongly oppose the changes in both formats and feel that utilising zoning in Burwood and areas surrounding the new metro line may be more suitable than what is proposed for Croydon.

If you have any questions or require further clarification, I can be contacted through the above avenues.

Yours sincerely

A solid black rectangular box used to redact the signature of the person who wrote the letter.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:07:04 AM

From: [REDACTED]

Sent: Fri, 13 Dec 2024 10:50:01

To: [Burwood Council](#)

Subject: Re: Croydon Master Plan for Voting

Importance: Normal

Sensitivity: None

Dear Sir/Madam

I vote NO to the Croydon Master Plan. The proposal for high-rise apartments of 20-30 storeys will destroy the Burwood and Croydon residential landscape. This proposal will exponentially increase traffic on our streets, which are already heavily congested.

I vote YES to TOD.

Thank you

Best Regards

[REDACTED]

Archived: Wednesday, 8 January 2025 10:08:12 AM

From: [REDACTED]

Sent: Mon, 16 Dec 2024 01:35:44

To: [Burwood Council](#)

Cc: information@planning.nsw.gov.au jason.yatsenli@nswlabor.org.au Sally.Sitou.MP@aph.gov.au [Pascale Esber](#) [Mayor George Mannah](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)

Subject: Further feedback re. Croydon Housing Master Plan - flaws in resident engagement submission process.

Importance: Normal

Sensitivity: None

Hi,

Re. Croydon Housing Master Plan

I would like to raise the following concerns with regarding how the Burwood Council have derived the Croydon master plan.

1. Concern 1: I have attended multiple discussions with GM, planner and the mayor, I still haven't been able to get a clear answer why Burwood Council rejected the NSW TOD and instead spending tax payer and rate payer money to work on the master plan?
2. Concern 2 : if the reason is to protect the heritage in the Croydon south, then why the Croydon Master Plan doesn't protect the heritage in the North of Croydon? According to my reading of the TOD planning policy, HCA is still subjected to the normal HCA rule and policy and ultimately will be determine by the council.
3. Concern 3: why couldn't council provide an accurate number of housings imposed by the state government and be transparent with the resident ?
4. Concern 4: after the submission period was extended and vigorous feedback by the residents, there were council workers (council employees and contractor) knocking doors ...but during working hours where not many people at home. The survey questions were not intending to explain the differences between TOD and Croydon Master Plan, instead they were straight to the Croydon Master Plan and no mention of TOD. Was this door knocking being done just to illustrate the council was consulting the resident? My observation of the door knocking people didn't appear to have any context and background to be able to explain the differences.
- 5 Concern 5 : it appears there weren't accurate analysis, analytic to derive the Croydon master plan, on the top of this neither time was given to work on the plan. We have been asking what was the brief given by the council as part of the external planner consulting firm engagement ? Looking at the plan I don't believe there were enough math and science artefacts to support the current Master Plan.

Based on the above concerns, I would again request the council to reject the Croydon Master Plan.

Thank you.

[REDACTED] resident of Cheltenham road, Croydon.

Sent from my iPhone

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:08:19 AM

From: [REDACTED]

Sent: Thu, 19 Dec 2024 10:11:08

To: [Burwood Council](#)

Cc: [Deyi Wu](#) [David Hull](#) [Sukirti Bhatta](#) [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Mayor](#)

Subject: YES to TOD, Big NO NO to CMP

Importance: Normal

Sensitivity: None

Hi All,

We've been the ratepayer & voter from [REDACTED]

We're 100% against any forms of original / revised CMP (Croydon MasterPlan), instead we're for TOD initiative because it's FAIR and SIMPLE. Every resident within TOD precinct shares the SAME load for housing supply.

To build mid-rise on both sides of the Croydon Station makes the overlook of Croydon town centre nice and even. While as high-rise on the North of Croydon would get slum-looking due to the narrower streets and smaller lands if comparing to the southside. Believe everyone in Burwood has experienced the winter tunnel winds along the 1-3 railway parade, that's because of the high-rise built on the narrow street. We don't want that happens to our Croydon!

Except those few money-oriented residents, most residents don't want their street to be affected in CMP so they dropped pins on other streets, which was actually a selfish gesture, results in the disharmony of the community. So we wouldn't like to suggest any other streets to be on CMP but to go for TOD to save the money, effort and time involved. As ratepayer, we feel like our money towards Burwood Council is wasted in such unnecessary CMP!

The state government aims to create more AFFORDABLE housing while as the CMP would make the South of Croydon more expensive to own / rent and North more crowded as slum with LESS large green space, LESS full day sunshine, LESS free street parking, etc. Again, that causes the community disharmony and unbalanced. I'm sure Burwood council will become richer as parking metres & fines creates revenue but residents of the North will be struggling on the higher rates, pricey levies and hunting for parking all the time. Actually, look at my street and neighbour streets, we've already had the difficulties in parking our cars in front of our house in the daytime. Whileas the South has plenty of street parking.

According to "guidance to TOD" published by NSW DPHI in May, 2024, HCAs in the South of Croydon shouldn't be an excuse asking for CMP. Applications involving HCAs are continuing to be lodged with and assessed by councils. So council is still in control and you can advise the South the same as you advised the North that it's not a compulsory acquisition!

Btw, we are well aware that my street will be within TOD Tier 2 800 meters, that's okay, won't be affected a lot as there are already terraces / semihouses on [REDACTED]. Most importantly, we support State government TOD initiative and would share the SAME load.

We do wish you as our voted councillors (especially Labor ones) could make a conscience vote after discretion. Thanks for your time!

Regards

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:05:33 AM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 22:45:20

To: [Burwood Council](#)

Cc: [Mayor Jacqueline Tafokitau](#) [John Faker](#) [George Mannah](#) [Deyi Wu](#) [City Strategy Admin](#) [Ryan Cole](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#)

Subject: Croydon Masterplan Submission

Importance: Normal

Sensitivity: None

Attachments:

[Submission 22 Dec 2024.pdf](#);

Dear Burwood Council,

I lodge my submission against the Croydon Masterplan through this email. Please refer to the attached document for my submission.

I feel it is important that all Councillor's hear directly from people in the community about the issues the Masterplan raises, hence cc council representatives.

Regards,

[REDACTED]

Submission from [REDACTED] on [REDACTED] – Resident of Croydon impacted by Croydon Masterplan

Date: 22 December 2024

I am for the TOD.

I am against Croydon Masterplan.

I earned every dollar to buy my home in Croydon through my own hard work ethic. I have achieved the Aussie dream and now I am penalised by the prospect of losing privacy, losing sun, reduced safety, health deterioration, inability to create significant green energy on my land year round, strained relationships with others in my community with alternative views on the unfair Croydon Masterplan. I don't even fully understand why I face this prospect as my questions are either unanswered or I am told it is confidential information.

I am also concerned for residents included and excluded in the Masterplan rezoning and their level of knowledge of the impact a plan for high rise in close proximity to their property will have on their property value. Real estate agents will tell you that you will lose significant value in this situation purely from a loss of privacy. This is not a fair outcome and does not represent good building design in the Croydon community.

Issues I have with the proposed Masterplan:

1. I understood that the additional time for feedback was to allow for further open and transparent information flow to residents to make informed views on what is being proposed for our suburb. However, many of my questions were not answered at council drop-in session I attended in December. In some cases, the answer being told to me was responding to something I didn't even ask. **Process has not been open and transparent.**
2. I do not believe the line of questioning asked by the unexpected door knocking team in December was set up for strategic planning. Being asked where I would put development just **enhances the community divide** – “do it to them and leave me alone”. Whilst I have received messaging that community divide is not desired, it continues to be promoted by people in Council with the line of questioning to residents about where they would put the density.
3. I attempted to make sense of the **“black box” confidential numbers for what housing is actually needed** to be achieved in Burwood LGA. I started back at the NSW target from the National Housing Accord. It **doesn't add up**. My analysis does not show any need for building apartments above 6 levels.
4. Burwood North Masterplan allows for significant increase in dwellings within Burwood LGA close to metro transport. Based on my calculations, Croydon within the Burwood LGA could be left out and housing numbers still be met. I believe **Burwood LGA is overcompensating the housing requirement significantly, unfairly penalising those who worked hard to achieve the original Aussie dream to have a house with land for the kids to grow up in.**
5. Masterplan is a **poor housing design**. Flow from high rise to residential home is not appropriately addressed. The good design for low-and-mid rise housing guidelines, as outlined on government planning website www.planning.nsw.gov.au, are not met.
6. Masterplan **does not meet the Government TOD objective** to enhance dwelling density close to Croydon Station.

7. **Decision to go ahead with a Croydon Masterplan** was made based on 82 individuals adding pins to a map stating where they wanted development to go. This equates to 0.8% of total Croydon population of 10,755 people (Census 2021). Even if you divide population by 2 (allowing for Inner West LGA component of Croydon) the decision was made **based on 1.5% of estimated Burwood LGA Croydon population.**
8. **Traffic concerns** – Croydon already has excessive traffic around peak hours in the area.
9. **Safety concerns** – for my children on roads that are busier, for my family given people living very close in apartments can look into my home and backyard given their height and location to my land.
10. **Privacy concerns** – apartments looking into my backyard and home. My home needs private outdoor space as a calming strategy.
11. **Increased heat** – from air con use in apartments.
12. **Solar panels useless** for future green electricity as shadow from poorly thought through developments removes sun from existing homes at key times of the day. Whilst I don't have solar yet, it was always a plan for future – high rise changes that.
13. **Health concerns** – I have asthmatics in my household and concern for shadow creating mould problems in the home. Air quality will reduce in development phase and continue for an extended period for large scale developments. Noise pollution will continue through development phase. Air and noise pollution I expect would also increase after development phase when compared to current levels.
14. I have travelled a lot. What is being proposed reminds me of locations that I would never have expected Australia to become like. We are a highly regarded country with AAA credit rating. **What is proposed for Croydon is unnecessary and takes away the charm of the suburb I chose to raise my family.**

Archived: Wednesday, 8 January 2025 10:05:36 AM

From: [REDACTED]

Sent: Mon, 16 Dec 2024 05:29:11

To: [Burwood Council](#)

Subject: Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Council,

Thank you for the work you have done re Croydon Masterplan

It is a vast improvement on the State Government's proposed flattening of the North side of the suburb.

How do I and others let the State Government know we support Councils plans?

Cheers,

[REDACTED]

Archived: Wednesday, 8 January 2025 10:05:39 AM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 23:53:48

To: [City Strategy Admin](#)

Cc: [Deyi Wu](#) [George Mannah](#) jaqueline.tafokitau@burwood.nsw.gov.au [John Faker](#) [Mayor Pascale Esber](#) [Ryan Cole](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) jo.haylen@parliament.nsw.gov.au londonderry@parliament.nsw.gov.au summerhill@parliament.nsw.gov.au woollongong@parliament.nsw.gov.au portstephens@parliament.nsw.gov.au heffron@parliament.nsw.gov.au Rockdale@parliament.nsw.gov.au rose.jackson@parliament.nsw.gov.au scott.farlow@parliament.nsw.gov.au jodie.harrison@parliament.nsw.gov.au [REDACTED]

Subject: Regarding the proposed Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Committee,

**No to The Master Plan
Yes to Croydon TOD**

Burwood Council have sent people around to our house, without warning, to find out what we think should happen to The Croydon Master Plan.

Aside from this belated 'survey', which was clearly run as a farcical, predetermined tick box exercise, should it be the job of residents to 'Plan' a suburb without information about infrastructure etc.? Furthermore, when a plan is to be made, doesn't it **require the planners to have knowledge of what the goal is**, what it is they are trying to achieve?

Yet time and again when there have been attempts made to find out why Croydon was chosen for this 'project', but there has been **no transparency**.

Time and again when we try to find out what number of residences the Croydon Transport Oriented Development (Croydon TOD) were supposed to be accommodated in our Local Government Area (as half the TOD is in the Inner West Council area) we have been told, **that number is confidential**. From who? Our most recent Government Information (Public Access) Act 2009 (GIPA) response had this to say, "Consultation conducted with Burwood Council revealed that **Council objected** to the release of the information in Document 14A...**Document 14 A** contains information regarding Croydon TOD assessment, opinion, advice and recommendation which was provided by Burwood Council to DPHI (NSW Department of Planning, Housing and Infrastructure) **in confidence**."

That's one public funded body giving another public funded body information that they are keeping from the good, conscientious citizens that are paying their taxes and council rates to fund those bodies.

This is not about matters of state security, nor is this commercial in confidence public/private contract information, this is information which forms the **basis for plans** that Burwood Council (and sanctioned by the NSW State Government) is **asking** its resident citizens to formulate.

This is an **appalling** and **absurd** state of affairs that shows the **farcical, chaotic** nature of the way very important, **very expensive decisions** are being made in this state for the sake of obscure political 'optics' which just so happen to feed their support through grand developer greed.

This is not about solving a housing crisis, this is about lining the pockets of political parties and their cronies. The instigators of this **'Master Plan' are hiding from the public** that are expected to pay for it.

The Croydon Master Plan has continued to follow that lead with dubious **divisive**, unqualified methods being used to deceptively impose unnecessary over-development and a huge loss of earned cultural value.

It is shameful that our 'Leaders' have gone to the inexcusable depths of playing one section of their constituency off against another to try and make **their own personal will prevail**. The arbitrary, shoddy 'Pindrop' method of planning the imposition of \$100's millions of dollars of development, not only lacks any proper planning considerations, it has had the effect of pitting neighbours against each other. It has deliberately and cynically divided a community at the time of the Christmas Holidays. A time that is supposed to be about coming together as a community, a time to sing in **harmony**.

Isn't this a shameful, deceitful and **cynical** way to try and resolve a very serious issue for the community?

In the name of decency;

Do not pass any so-called Croydon Master Plan. This needs to go back to the drawing board and begin with an **open set of numbers** that allow all to know what it is we are trying to achieve. Anything less is the black void of dictatorship, as one neighbour said, "This is like living in Ceaușescu's Romania!"

Yours sincerely,

A black rectangular redaction box covering the signature of the author.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:07:17 AM

From: [REDACTED]

Sent: Mon, 16 Dec 2024 17:30:20

To: [Burwood Council](#)

Subject: Objection to the proposed Croydon Master Plan

Importance: Normal

Sensitivity: None

To Whom It May Concern,

Being residents and owners in Brand Street Croydon, we strongly concur to vote YES to TOD and NO to any alternative plans.

Please acknowledge receipt of this email confirming our vote.

Regards,

[REDACTED]

Croydon

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:07:20 AM

From: [REDACTED]

Sent: Tue, 17 Dec 2024 15:15:12

To: [Burwood Council](#)

Subject: YES to TOD. NO to alternatives

Importance: Normal

Sensitivity: None

Hello

I am a Croydon resident in the Burwood Council area.

I am supportive of the Transport Oriented Development Plan, and against any alternative plans.

Kind regards

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:07:23 AM

From: [REDACTED]

Sent: Thu, 12 Dec 2024 02:12:39

To: [Burwood Council](#) [Burwood Council](#)

Cc: [REDACTED]

Subject: Draft Croydon Masterplan - [REDACTED]

Importance: Normal

Sensitivity: None

Attachments:

[242059.6L.pdf](#);

Dear City Planning Team,

We are town planners acting on behalf of [REDACTED]

Please accept the **attached** letter as a formal objection to the Draft Croydon Masterplan.

Should you have any questions please feel free to contact us on [REDACTED]

Kind regards,

[REDACTED]





DESIGN COLLABORATIVE
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BTP (UNSW)
Registered Planner (PIA)

Director
David Rippingill
BEP (WSU)
Juris Doctor (UNE)
Registered Planner (PIA)

26 September 2024
Ref: 242059.5L
Ryan Cole
Director City Strategy
Burwood Council
Via email: ryan.cole@burwood.nsw.gov.au

Croydon Housing Investigation Area Submission – [REDACTED]

Dear Ryan,

We are town planners acting on behalf of [REDACTED] We have prepared this letter at the direction of CEO Andrew Anderson as a submission to the Croydon Housing Investigation.

[REDACTED] are the owners of [REDACTED] located [REDACTED] as well [REDACTED]
Burwood (**the Subject Sites**). The Subject Sites comprise 10,386sqm and are located within the south-western corner of the Croydon Housing Investigation study area.

[REDACTED] has recently attained approvals to facilitate the transfer of the current [REDACTED] to a new location on [REDACTED] [REDACTED] are presently investigating opportunities to redevelop the Subject Sites for the purposes of medium-density housing in the form of residential flat buildings.

We have reviewed the development standards applicable to the Subject Sites under the *Burwood Local Environmental Plan 2012* and have determined that current zoning, height and floor space ratio controls are not sufficient to facilitate the above outcomes.

With consideration to this context, we request Council consider the following points of submission in relation to the Croydon Housing Investigation.

1. BRSL are in support of the Croydon Housing Investigation and its aims to facilitate increased medium density housing across the study area. It is requested that Council focus part of their investigations on the Subject Sites as areas for potential uplift in the draft masterplan.
2. We request that the Council consider amending planning controls at the Subject Sites as follows.
 - i) Re-zoning from 'R2 Low Density Residential' to permit the use of **residential flat buildings** per the following two options.

- (a) To 'R3 Medium Density Residential', should Council intend to adopt 'Low and Mid Rise Housing' reforms and the mandatory standards proposed by the State Government, on the basis that **residential flat buildings** will be permitted in this zone as a result of the reforms.
- (b) To 'R1 General Residential' should Council seek to reject or delay the 'Low and Mid Rise Housing' reforms, on the basis that **residential flat buildings** are already permissible in this zone per the *Burwood Local Environmental Plan 2012*.
- ii) Adopt maximum height to 16m and maximum floor space ratio to 2:1.
3. That the proposed development controls are consistent with the aims of the Croydon Housing Investigation to facilitate 'careful uplift of zoned density', as well as other Council policies and controls including the Burwood Housing Strategy, the *Burwood Local Environmental Plan 2012* and the *Burwood Development Control Plan 2012*.
4. That any impacts to existing heritage and low-density character within and surrounding the Subject Sites are capable of mitigation through the adoption of suitable built envelope controls in terms of setbacks, building separation and maximum frontages.
5. That Council consider conducting further studies on heritage items located on the Subject Site and within the immediate vicinity along [REDACTED] to validate whether the suggested development standards are acceptable from a heritage perspective.

Further discussion of these submission points is provided below.

Subject Site and Surrounding Area

The Subject Sites comprise 8 separate adjoining lots. Combined they comprise a total approximate site area of 10,386 sqm, with a 99m frontage to [REDACTED], a 103m frontage to [REDACTED] and a 100m frontage to [REDACTED]. The Subject Sites are shown in **Figure 1** below.

The Subject Sites are located within the 'R2 Low Density Residential' zone and primarily bounded by low density residential development to the north, south and east. The Subject Sites are partially comprised of heritage items located at [REDACTED]. They are also located within the [REDACTED]. They are in close proximity to a number of heritage items located along [REDACTED].

To the west of the Subject Sites is the Burwood Town Centre (the BTC) which comprises a mixture of medium to high density residential development and commercial development. The Subject Sites are highly accessible by public and private transport, being located within approximately 650m walking distance of Burwood Train Station and associated bus services. The Subject Sites are adjacent to [REDACTED].

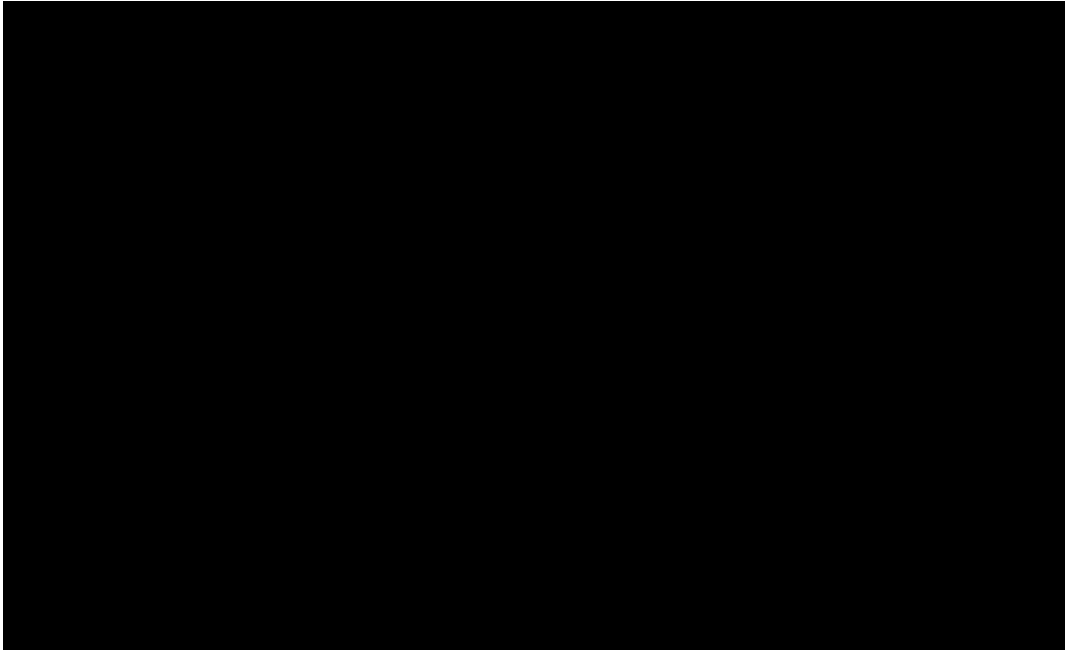


Figure 1. Subject Sites

[Croydon Housing Investigation: Overview](#)

The Croydon Housing Investigation is commissioned by Burwood Council in response to the Transport Oriented Development Program (**TOD Program**) and Low and Mid Housing Reforms proposed by the NSW Government on 7 December 2023. The reforms identify Croydon Station as a designated TOD Precinct.

Council identified in preliminary investigations that the mandatory standards proposed as part of the TOD Program may be capable of delivering up to 1,500 dwellings for the Burwood LGA side of the Croydon TOD Precinct. The figure is however variable due to constraints around Croydon station including existing heritage items and heritage conservation areas as well as the presence of existing land-uses unlikely to be developed in the immediate future including educational institutions and residential flat buildings.

The purpose of the Croydon Housing Investigation is thus to determine whether there are additional opportunities beyond the Croydon TOD Precinct to deliver housing across the study area, and consequently develop a draft masterplan plan as a compromise to the mandatory development standards advanced by the NSW Government as part of the TOD Program. The study area is shown in **Figure 2**.

The ultimate aim of the Croydon Housing Investigation is extracted below for reference.

*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.*

As noted in Burwood Council Meeting Minutes dated 13 August 2024, a key concern of Council and the community during the preparation of the draft masterplan for the Croydon Housing Investigation shall be the treatment of land in proximity to heritage items and heritage conservation areas located [REDACTED], to which the Subject Sites are adjacent.

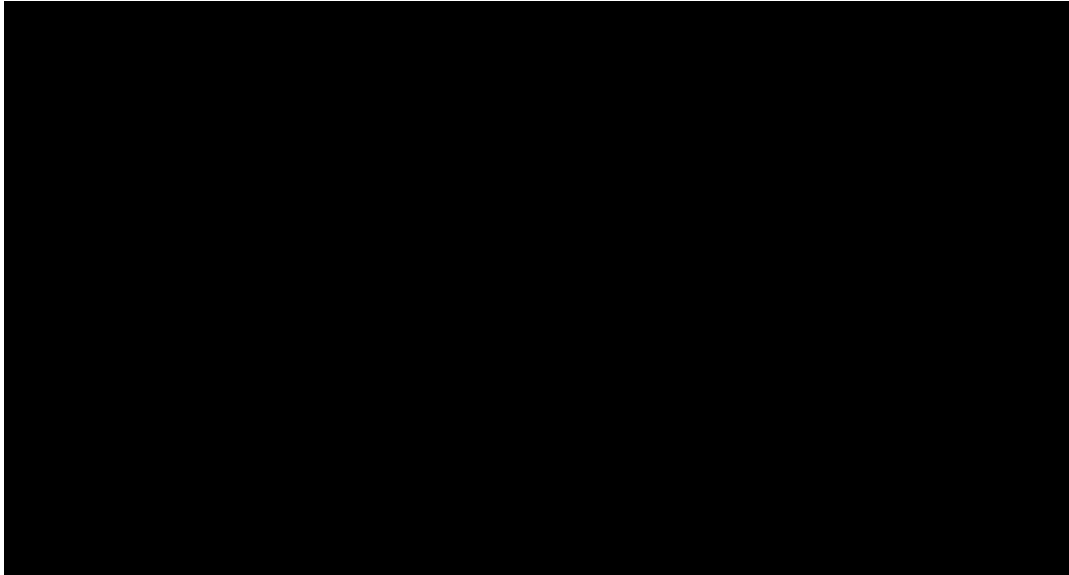


Figure 2. Croydon Housing Investigation study area showing location of Subject Sites.

[Croydon Housing Investigation: Submission in Response](#)

It is requested that Council focus part of their housing investigations on the Subject Sites as areas for potential uplift in the draft masterplan, and further that Council consider amending planning controls the Subject Sites as follows.

- i) Re-zoning from 'R2 Low Density Residential' to permit the use of **residential flat buildings** per the following two options.
 - (c) To 'R3 Medium Density Residential', should Council intend to adopt 'Low and Mid Rise Housing' reforms and the mandatory standards proposed by the State Government, on the basis that **residential flat buildings** will be permitted in this zone as a result of the reforms.
 - (d) To 'R1 General Residential' should Council seek to reject or delay the 'Low and Mid Rise Housing' reforms, on the basis **residential flat buildings** are already permissible in this zone per the *Burwood Local Environmental Plan 2012*.
- ii) Adopt maximum height to 16m and maximum floor space ratio to 2:1.

Based on preliminary studies we have conducted in relation to development potential of the Subject Site, we are of the opinion the above controls would facilitate a considered uplift of the Subject Sites to provide diverse and economically feasible housing, whilst also managing surrounding constraints such as heritage and low density residential.

Proposed Building Envelopes and Block Studies

As part of our preliminary studies we have generated basic building envelope and block studies for the Subject Sites to illustrate likely building foot prints, developable areas and development yields with consideration to controls under the *Burwood Local Environmental Plan 2012*, the *Burwood Development Control Plan* and the *Apartment Design Guidelines*.

These are shown in **Figure 3** and **Table 1** below.

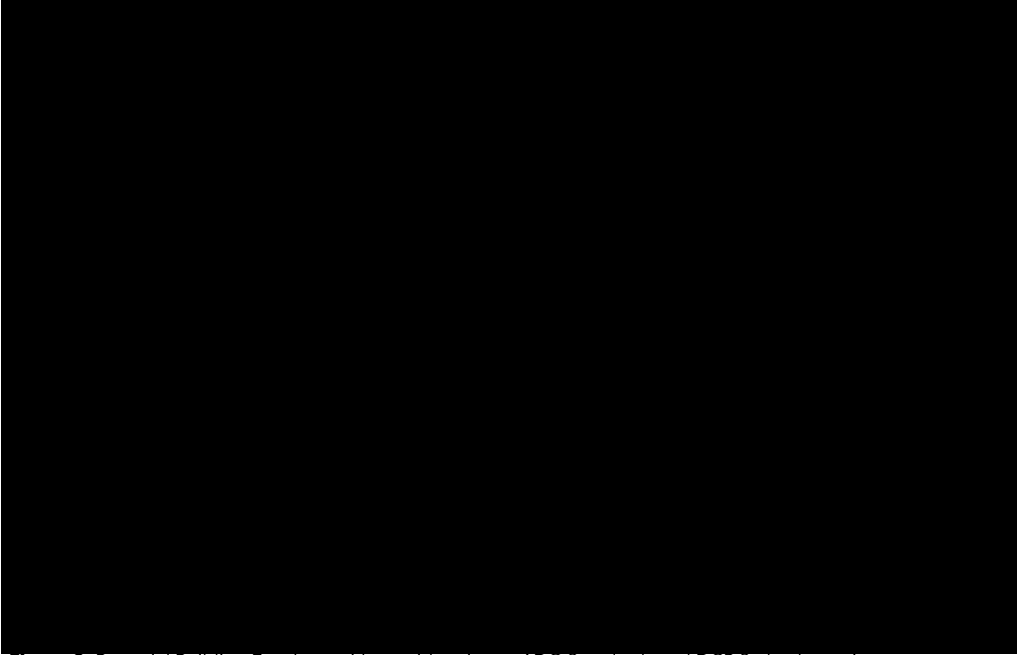


Figure 3. Potential Building Envelope with consideration to ADG Standards and DCP Setback requirements.

Development Potential					
Lot Reference	Developable Area (sqm)*	Building Footprint (sqm)**	Potential Gross Floor Area in Storeys (sqm)***		
			3	4	5
Lot 1	1,153	887	2,661	2,839	3,549
Lot 2	1,212	893	2,679	2,859	3,573
Lot 3	1,009	764	2,292	2,433	3,054
Lot 4	1,188	786	2,358	2,515	3,144
Lot 5	804	669	2,007	2,142	2,678
TOTAL	5,366	4,000	9,599	12,651	15,553
Estimated Maximum Apartment Yield			137	180	221
21% studio			28	37	45
34% 1 bed			47	62	77
37% 2 bed			51	67	82
8% 3 bed			11	14	17

Table 3. Development Potential

* With consideration to compliance with minimum setback requirements

** With consideration to Apartment Design Guidelines building separation requirements

*** Calculated as 80% of total building footprint

It is estimated that with consideration to the development standards advanced by this submission and building envelope controls, the Subject Sites are capable of yielding five storey development with 221 dwellings of mixed tenure. This would comprise 15% of the dwelling capacity that Council has estimated shall be delivered per the Croydon TOD Precinct.

It is noted that [REDACTED] have been excluded from the potential developable area above, as these sites are not capable of re-development due to existing heritage designations. Furthermore, development of [REDACTED] is subject to heritage advice identifying whether the buildings are contributory to the [REDACTED] or not.

Nonetheless, these preliminary investigations illustrate that the Subject Sites present a significant opportunity to deliver medium density housing within the study area, and contribute to supplementing that required within the Croydon TOD Precinct. Further justification for the proposed controls and consideration to existing constraints is provided below.

Justifications for 'Careful Uplift'

The Subject Sites should be considered by Council as crucial opportunities to deliver 'careful uplift of zoned density' within the Croydon Housing Investigation area for the following reasons.

- i) The Subject Sites comprise a significant site area on a corner block of land with adequate primary and secondary frontages (in excess of 20m) to facilitate multiple medium density housing developments, with capacity to provide good amenity and public benefit outcomes;
- ii) The Subject Sites are all under single ownership with ready potential to be consolidated and housing development uptake. The Subject Sites do not face the same implementation constraints to be expected of unconsolidated, single dwelling lots which comprise the majority of the study area;
- iii) The Subject Sites are co-located with the required infrastructure to provide medium-density housing, including within 650m walking distance of Burwood Train Station and adjacent to Burwood Town Centre and the Shaftesbury Road strategic transit corridor.
- iv) The Subject Sites are identified within an area for potential increased housing density and re-zoning to R3 Medium Density Residential per the Burwood Local Strategic Planning Statement and the Burwood Housing Strategy.
- v) The Subject Sites are immediately opposite Burwood Town Centre 'perimeter' area (30m height limit) in which high density development is permitted. The Subject Sites provide an opportunity to facilitate a balanced transition zone between the Burwood Town Centre and low-density residential development to the east (8.5m height limit).

Consideration of Existing Constraints

We acknowledge that the Subject Sites face the following key constraints which are to be addressed in adopting any changes to planning controls to facilitate density uplift.

- The prevailing local character to the north, east and south of the Subject Sites is low density residential. These areas are typically characterised by a mixture of low-density housing types comprising between one to two storeys with regular narrow subdivision patterns.

[REDACTED] Croydon Housing Investigation Submission

- The properties located at [REDACTED] are identified as items of local heritage significance. The properties located at [REDACTED] are within a Heritage Conservation Area, but are not identified as heritage items. In addition, there are several heritage items located within the immediate vicinity of the Subject Sites along [REDACTED]

However we do not consider these constraints as a barrier which preclude the adoption of standards proposed in this submission.

It has been demonstrated by Councils planning proposal dated 30 June 2021 for the 'Livingstone Street' Local Character Investigation Area (which shares similar constraints and opportunities to the Subject Sites), that a maximum height of 17m and floor space ratio of 1.8:1 is feasible and adopted without adverse impact on heritage and low-density residential. So long as there is due consideration paid to building envelope controls to manage bulk and scale impacts.

The building envelope suggested by this submission adopts a 6m setback from adjoining heritage items and heritage conservation areas as a baseline. This is consistent with controls for residential flat buildings per 4.1 of the *Burwood Development Control Plan 2011* and building separation requirements of the *Apartment Design Guidelines*. Moreover primary frontages are limited to approximately 30m to control the bulk and scale of the sites.

Further heritage studies would be required to determine if any variations are required to these controls submitted above, with consideration to i) the relative significance of adjoining heritage items and conservation areas, as well as their contribution to local heritage and ii) whether those controls are sufficient to mitigate the potential impacts of that significance.

It is requested that Council consider undertaking these further studies to validate if the suggested development standards are acceptable.

Conclusion

In summary, we request that Council consider potential uplift of the Subject Sites as part of the Croydon Investigation Area draft masterplan in accordance with the above submission. We also request that the [REDACTED] be provided with further opportunities to make a submission when the draft masterplan be placed on public exhibition.

Should you wish to discuss the contents of this letter further, please contact [REDACTED]

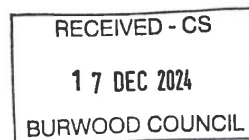
Yours faithfully,
DESIGN COLLABORATIVE

[REDACTED]
[REDACTED]

DESIGN COLLABORATIVE
242059.5L

7

RE: Regarding Homes NORTH (New URBAN PLAN)
RE [REDACTED]



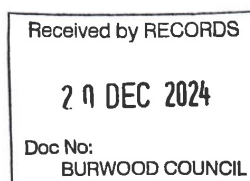
I [REDACTED] hereby in writing (due to
No Email) ~~am~~ am voting (at council@burwood.
nsw.gov.au) I am voting

"YES to TOD"
AND

"No to any alternative plans"
many Thanks

Kind Regards
[REDACTED]

THANK YOU



CALLING ALL RESIDENTS OF THE NORTH

Following community backlash, Burwood Council is now working on revised plans¹ that target homes in the NORTH whilst **exempting**² homes in the Heritage Conservation SOUTH.

IF YOU LIVE NORTH OF THE RAILWAY YOU ARE AT RISK OF BEING INCLUDED IN THE REVISED PLAN

Burwood Council will vote on the revised plan on Wednesday, the 29th of January without further community consultation! 🗳️

You can help **STOP** the Croydon Master Plan in all its forms.

How? Email Burwood Council council@burwood.nsw.gov.au (last day is Sunday, the 22nd of December 📅) clearly stating **“YES to TOD”** and **“NO to any alternative plans”**. You can also include Burwood Councillors.



Follow us on
Instagram



Join us on
Facebook



¹ Page 2, Point 5 https://burwood.infocouncil.biz/Open/2024/11/CM_26112024_AGN_AT_SUP.PDF

² As mentioned by the Burwood Council Planner at the drop-in session on Thursday, December 5th, 2024.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:07:26 AM

From: [REDACTED]

Sent: Mon, 16 Dec 2024 08:00:48

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: RE: [REDACTED] - Queen Street Croydon.

Importance: Normal

Sensitivity: None

Good afternoon

"Yes to TOD"

"NO to any alternative plans"

Note I am [REDACTED]
everybody knows who I am,
including the Mayor.

Regards

[REDACTED]

Thank you

Sent from [Outlook](#)

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:07:29 AM

From: [REDACTED]

Sent: Tue, 17 Dec 2024 03:57:19

To: [Burwood Council](#)

Subject: YES to TOD, NO to Croydon Masterplan

Importance: Normal

Sensitivity: None

Good Afternoon Burwood Council.

I am a resident Of Burwood and currently reside at [REDACTED]

I wish to write 'YES' to TOD and that 'NO' to the alternative Croydon masterplan alternative.

Homeowner and Resident

[REDACTED]

Kind Regards

Archived: Wednesday, 8 January 2025 10:07:32 AM

From: [REDACTED]

Sent: Tue, 10 Dec 2024 02:14:43

To: [Burwood Council](#)

Subject: Feedback - NSW Government TOD Initiative for Croydon

Importance: Normal

Sensitivity: None

Please find below my views for the NSW Government TOD Initiative for Croydon.

I absolutely hate developments, but I believe you have chosen the best areas.

Due to some of these areas already having units around them or they are right across from the railway line, it's the most logical solution.

But, there should be a law where really old homes that have historical items attached to the home - these items should not go to landfill.

If these plans change, I hope that you do not consider Gibbs Street, Croydon for the development. The main reasons are:-

- being a small street.
- huge safety issues for parents and children, as there are two schools surrounding the street.

Thank you for your time in reading my views.

Kind regards

[REDACTED]

[Yahoo Mail: Search, organise, conquer](#)

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:07:35 AM

From: [REDACTED]

Sent: Mon, 16 Dec 2024 14:17:03

To: [Burwood Council](#)

Subject: Croydon Masterplan

Importance: Normal

Sensitivity: None

Attn: City Strategy Team

As a resident of the northern part of Croydon, I, along with my neighbours (whom I have consulted and represent), have voted **YES** to the Masterplan.

However, the residents of Young Street, Robinson Street, Wright Street, Gibbs Street, MacGregor Street, Ranger Street, and Ivanhoe Road stand firmly **against the TOD**. We wish to reaffirm our position against the TOD and respectfully request that no developments associated with it be approved in the final submission to the State Government.

While we support the overall Masterplan, we oppose the TOD for several key reasons:

1. **Traffic congestion:** The streets in this area are already narrow and currently struggle to accommodate existing traffic flows, particularly due to the schools and weekend activities in the vicinity.
2. **Safety concerns:** The area is home to several schools, including Burwood Public, Holy Innocents, Croydon Public, and PLC. These schools generate a large number of children walking to and from school. Increased traffic and developments in these streets would significantly heighten safety risks for these children.

We understand and appreciate the Council's intent to protect the heritage and character of Croydon. However, it is important to honour the purpose of seeking an extension from the State Government, which was to carefully investigate and plan for development that is sustainable and suitable for the suburb. Council's previous advice was to avoid developments in these specific streets, and we urge you to honour that recommendation. Additionally, it is unfair for residents in the northern part of Croydon to disproportionately bear the impact of these developments.

We kindly request that the TOD be excluded from these streets in the final submission, ensuring fairness and preserving the safety and liveability of our neighbourhood. The representative residents of these streets are happy to meet with the mayor to discuss our concerns further.

Kind Regards

[REDACTED]

Sent from my iPhone

Archived: Wednesday, 8 January 2025 10:07:38 AM
From: [REDACTED]
Sent: Thu, 19 Dec 2024 07:22:06
To: [Burwood Council](#)
Subject: Voting regarding revised plan for croydon master plan
Importance: Normal
Sensitivity: None

Dear sir/madam,

We like to express our concern on change croydon Master plan

We do NOT wish to have any change to any revised plan .

We accept TOD option.

Our [REDACTED]

[Yahoo Mail: Search, Organize, Conquer](#)

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:06:13 AM

From: [REDACTED]

Sent: Thu, 12 Dec 2024 17:05:50

To: [Burwood Council](#)

Subject: Croydon master plan and TOD

Importance: Normal

Sensitivity: None

To whom it may concern,

I would like to voice my concerns and opposition to your proposed plans.

I'm saying **NO** to the Croydon master plan.

However , I'm saying Yes to TOD.

Regards [REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:06:15 AM

From: [REDACTED]

Sent: Wed, 18 Dec 2024 12:02:14

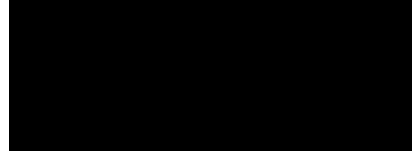
To: [Burwood Council](#)

Subject: YES to TOD

Importance: Normal

Sensitivity: None

Burwood Councillors
2 Conder Street, Burwood 2134



Dear councillors,

I am writing to you regarding “NO to any alternative plans “.

I support “YES to TOD”. In fact, traffic on Shaftesbury Road is very heavy now and if 8-30 storeys are allowed to be built in this area, it will cause even more traffic congestion!

I look forward to hearing from you

Yours sincerely,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:06:18 AM

From: [REDACTED]

Sent: Thu, 19 Dec 2024 04:35:40

To: [Burwood Council](#)

Cc: londonderry@parliament.nsw.gov.au portstephens@parliament.nsw.gov.au heffron@parliament.nsw.gov.au contactrose@parliament.nsw.gov.au George Mannah charlestown@parliament.nsw.gov.au office@sharpe.minister.nsw.gov.au wollongong@parliament.nsw.gov.au jason.yatsenli@nswlabor.org.au [Mayor Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#)

Subject: Transport orientated development program: NO to any alternative plans (unless it involves NO development)

Importance: Normal

Sensitivity: None

Hello,

I would like to express my opposition to the proposed 'Croydon master plan'. The project name is extremely misleading and deceptive as it primarily impacts Burwood residents and due to the misleading project name, many local Burwood residents have not paid attention to the plan to destroy the community and line the pockets of local council people. The impacted area is full of family homes, many who have lived in their residence for decades. The plan to destroy the fabric of the community and turn the area of Burwood into a sea of high-rise buildings is very sad to see.

I am extremely disappointed that Burwood council are not protecting the quality of life for residents in Burwood and trying to push through this atrocious plan which will demolish the lives of many long-time Burwood residents - many of whom are in retirement age and would lose a considerable quality of life by having to relocate later in life.

To repeat, I am AGAINST the 'Croydon master plan' or any alternative plans to the transport orientated development program (unless it involves NO development).

Thanks,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Tue, 17 Dec 2024 20:07:28
To: [Burwood Council](#)
Subject: Croydon Master Plan
Importance: Normal
Sensitivity: None
Archived: Wednesday, 8 January 2025 10:06:21 AM

YES to TOD!

[REDACTED]

Archived: Wednesday, 8 January 2025 10:06:29 AM

From: [REDACTED]

Sent: Thu, 12 Dec 2024 17:00:05

To: [Burwood Council](#)

Subject: Croydon master plan and TOD

Importance: Normal

Sensitivity: None

To whom it may concern,

As a property owner in Burwood I would like to express my concerns regarding the proposed developments.

I absolutely **reject** the Croydon master plan, **NO NO NO** to the Croydon master plan.

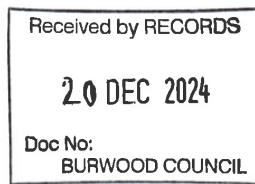
The TOD program would be a better option, so I would say yes to this.

Regards

[REDACTED]

17 December 2024

Burwood Council
PO Box 240
Burwood NSW 1805



Dear Burwood City Planning Team and Councillors

Croydon Housing Investigation Area (HIA) - Draft Croydon Masterplan

Summary

1. We object to the proposed Draft Croydon HIA Masterplan.
2. Burwood Council and Inner West Council should work together to achieve TOD objectives to revive and uplift Croydon.
3. Adopt the NSW State Government's TOD program after revising the 400 metre radius from a merit-based assessment of relevant contributory heritage buildings.
4. Burwood Council and Croydon residents opposing TOD have completely missed the point of TOD for Croydon.

As European immigrants arriving in Sydney during the 1970s, our niece and nephew have helped us with our submission after we found out the full extent of the changes proposed for Burwood and Croydon in Council's draft Masterplan.

Burwood has over-achieved in development and continues to do so with the proposed Burwood North Precinct development as a response to the future Metro on Parramatta Road.

The current proposal in the Croydon HIA Masterplan for multiple residential towers along Shaftesbury Road at up to 30 levels is preposterous and has left us shocked and distressed at the scale and bulk of this proposal. We are bitterly disappointed with Burwood Council and strongly oppose the development proposal for the Shaftesbury Road Precinct.

We do not understand why Burwood Council has labelled this housing review as "Croydon" while Burwood Council's Masterplan, devised as an alternative to TOD, clearly extends into Burwood. We feel that Burwood Council has not been genuine and transparent in its handling of this review with Burwood residents.

The NSW state government selected Croydon along with several other suburbs for very good reasons: its proximity to the city, its underutilised railway station and Croydon's great potential for urban renewal, retail uplift and family living desirability due to the number of surrounding quality schools.

It appears Croydon Precinct residents are resisting any form of change because they fear becoming like Burwood – overdeveloped and overcrowded and have decided, apparently with Burwood Council's full support, that Croydon's new housing targets can easily be absorbed into Burwood unchallenged.

Burwood Council and Croydon residents opposing TOD have completely missed the point of the TOD and why Croydon meets the NSW Government's eligibility criteria.

A great opportunity lies before Croydon for urban renewal and design excellence, however they have greeted the TOD initiative with negativity, resistance and what appears as contempt for Burwood and the "lesser" parts of Croydon.

Croydon precinct residents should not be fearful of a massive influx of new residents as the TOD proposal is for low to medium rise housing not high rise towers. Croydon should embrace diversity that comes with inevitable change.

A more mature, sensible and positive response to the TOD is to carry out a merit-based assessment of relevant heritage buildings in the 400m radius catchment and revise this radius together with the Inner West Council to extend to other areas in Croydon with old housing stock, still close to the station and suitable for development.

Thank you for the opportunity to provide feedback on this important matter affecting the residents of Croydon and Burwood.

Yours faithfully,

[Redacted Signature]

[Redacted Signature]

[Redacted Signature]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:06:32 AM

From: [REDACTED]

Sent: Wed, 18 Dec 2024 03:15:50

To: [Burwood Council](#)

Subject: TOD and Croydon Master Plan

Importance: Normal

Sensitivity: None

To whom it may concern

I'm a resident of Croydon, residing in [REDACTED] Though located in the Inner West Council area, we are on the local government boundary and Burwood Councils planning will directly affect us and impact our amenities to all resources.

I can understand the need for increasing density around transport hubs but neither master plan or TOD mention additional resources.

Increasing population by 3,000 in this area should be in parallel with doubling size and modernising both burwood girls and concord high schools. Should also include a minimum of 2 full size playing fields, netball courts and dedicated cycleways connecting to both croydon and burwood railway stations.

Council should commit to a masterplan detailing upgrade and increases to community resources. Without planning both options will be a developers free for all resulting in a less than desirable neighbourhood.

Therefore I reject councils masterplan as currently presented. To replace a pleasant neighbourhood of quality detached housing with a concrete jungle is not acceptable.

Any questions please call on [REDACTED]

Regards

[REDACTED]

Sent from my Galaxy

Engagement Outcomes – Redacted Formal Submissions

From: [REDACTED]
Sent: Tue, 10 Dec 2024 20:04:51
To: [Burwood Council](#)
Subject: Submission
Importance: Normal
Sensitivity: None
Archived: Wednesday, 8 January 2025 10:06:35 AM

[REDACTED]

I would like to submit my support to the Master Plan for development.

[REDACTED]

Sent from my iPhone

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 10:06:38 AM

From: [REDACTED]

Sent: Thu, 12 Dec 2024 12:55:03

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#) Sally.Sitou.MP@aph.gov.au strathfield@parliament.nsw.gov.au information@planning.nsw.gov.au

Subject: The Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Burwood Council,

I'm writing regarding an interaction I had with a team I assume was from the council on Lucas Road last week whilst they were door knocking with a survey.

Firstly the survey questions were clearly directed to support the Masterplan without questioning views of the TOD, that was a survey that was not transparent and appeared not to be in good faith to actually determine what people actually wanted to see in their suburb.

Secondly,

At one point I said that Albert Crescent has a problem with two cars passing each other when there is a parked car so with further development and density it would be very difficult, their response "well that would be addressed by the setbacks." Well that seemed a Not so well thought of stock response, (I thought that suggested widening of Albert Cres). My initial thought was well it only takes one house not to sell and that plan is pointless. However after looking at the Masterplan document it doesn't suggest the setbacks would widen any road, only the distance of the building from the street and in some cases widening of the foot paths. The plan for Albert crescent suggests a 6 m setback, i.e. 2m of footpath and 4m of landscaped setback . This does in no way widen the road. In fact it is a much smaller setback that currently exists for most of the houses on the street. My own house is 7.8m setback from the street on one side and 12.5m on the other. A 15 storey block set back 6m from the street would be claustrophobic and the traffic density would be horrendous, not to mention that the traffic at the western end of Albert Crescent still can only turn left onto the railway bridge which is already very very congested at many times a day, there are at least 4 peak periods, work and school pick up and drop offs, Westfield closing times etc. In essence making a bad traffic congestion problem many many times worse.

The Masterplan has many many flaws to which I have yet to hear any reasonable response to. I fully support the NSW TOD plan for Croydon.

Signed by

[REDACTED]

Archived: Wednesday, 8 January 2025 10:06:41 AM

From: [REDACTED]

Sent: Mon, 9 Dec 2024 23:34:28

To: [Burwood Council](#)

Subject: Fwd: Submission on draft Croydon Housing Investigation Area Master Plan

Importance: Normal

Sensitivity: None

Attachments:

[Submission on Draft Croydon Housing Investigation Area Master Plan - 2024_11_17.docx](#);

Please ignore my last email of Tuesday 26 November 2024, which was sent prematurely by accidentally (but not ignore my original submission).

Further to my original submission, again attached, I am raising additional submission matters.

I understand, Inner West Council (IWC) have not raised issues or requested and prepared an alternative Master Plan (MP). It appears Burwood Council (BC) and IWC have not been able to work together regarding this joint Croydon TOD in a coordinated response, to ensure the best planning outcome, instead of the poor generic State imposed planning. I consider this will lead to poor ad-hoc highly impactful disjointed planning outcomes. This must be rectified as a matter of urgency, to ensure coordinated strategic planning occurs around the Croydon Station.

It appears there is strong opposition to the Croydon MP, equally as there was opposition, and is ongoing opposition, to the TOD within BC. This is principally, and I agree, because it would have a catastrophic impact on the important heritage on the Malvern Hill Estate and Cintra Estate heritage conservation area (HCA)s south of the railway line. This includes The Strand. It would be a travesty if The Strand was allowed for major development, ruining one of the central aspects of the heritage and local character of Croydon. I don't want to see demolitions or 6+ storey development sticking above the parapets if the front was kept, if it happened at all. It would be very hard to coordinate with fragmented properties and would likely not be financially feasible anyway. But if it did happened, it would be piecemeal, destructive to the fabric and would not yield that many dwellings anyway. Therefore, my view is that BC needs to completely avoid any major development of The Strand with an alternative Master Plan approach. I strongly oppose the inclusion of The Strand as "Areas for future investigation" in the Structure Plan in the Croydon MP and request that this be removed.

I have become aware of a crucial piece of information, that the number of dwelling capacity that the Croydon TOD could achieve is about 1500 for the area within BC. It is very strange that BC would be proposing 3600 dwellings in the alternative Croydon MP, which is so much greater than under the Croydon TOD, when the requirement is only to be equal or exceed the capacity under the TOD controls. This Croydon MP has caused incredible anger, division and mistrust in the Croydon community, between residents in the Croydon MP area being against or for the Croydon MP / Croydon TOD. Also between Croydon residents north and south of the railway line, with objectors north of the railway seeing that people through blatant self-interest have manipulated Council to favour the richer grander south areas over the poorer north area, instead of a fair approach under the TOD, 400m around the Croydon Station. It has also caused a great deal of anger and mistrust of BC (as well as with the State and Federal Government). While precipitated by the imposition of State Government, and such major planning requiring changes to private dwelling properties is intrinsically a fraught, complicated and adversarial process, BC should be managing the process to minimise this. BC should also be minimising the overall impact (including strong advocacy with the State Government, given the heavy lifting BC is already doing, as previously raised, with Burwood North MP) and ensure a fair and reasonable affectation across the Croydon and Burwood communities.

While I agree with BC proactively progressing a targeted MP approach, I can't agree with the Croydon MP providing any greater number of dwellings than under the Croydon TOD.

It seems the reason for this excess capacity is to make the case to not apply the 'Low and Midrise' (LMR) State controls about to be determined for 400-800m around Croydon Station, again to protect the HCAs. However, the maximum 2 storey development for R2 zoned properties under the LMR controls, which allows dual occupancy; terrace; multi-dwelling housing or manor house land uses, will have limited impact on the heritage of the HCAs and I think could be successfully managed, compared to the completely incompatible 6+ storey residential flat buildings within the 400m TOD area.

After further reading heritage studies and understanding better the evolution of Croydon, I would also like to reiterate the equal importance and mostly earlier Victorian phase of the evolution of Croydon on the northern side of the railway line:

- * Webb Street connection with the very earliest phase of Croydon with it evolving from the 1st track connection between Sarah Nelson's Farm to Parramatta Road as shown in the c1814 map of the study area titled 'The Farms of Old Burwood'.
- * After the Court case allowing Thomas Rowley's estate to be regained by his emancipated convict wife and heirs, the subsequent subdivision in 1834 of the Mary Rowley and husband John Lucas portion for small farms and 'gentlemen's' farm residences over the next decades. One of these estates is Henry Webb's (corner of Webb St and Queen St), with one of the earliest surviving residences from estates of this period, 'Cicada' built 1863.
- * With the first Croydon Station in 1875 accessed at the level connection to Edwin St, the growth of the first Croydon village on the northern side of Edwin St and precipitation of the rapid urban subdivision growth of Croydon, particularly on the northern side, as a commuter suburb.
- * The establishment of Anthony Hordern's estate in 1868 centred around construction of his 'Shubra Hall' residence (later bought for PLC) and later urban subdivision of Highbury Estate in 1882 (mostly marketed for middle class dwelling houses) – creating commercial lots on Edwin St and Elizabeth St and residential properties on Grosvenor St, Boundary St, Young St, Meta St, Anthony St, Edwin St and Croydon Rd.
- * The establishment and long operation of brick pits and brick making in Croydon from 1870s to the 1970. These are in Webb St operated by Anthony Hordern (with small lot Haviland subdivision surrounding for small workers cottages - reflected in Hampton Court residential complex) from mid-1870s to 1930s; where Centenary Park is from the mid-1870s to end of 1910s and where Wangal Park is from mid-1910s to 1970.
- * From 1880s onwards, the rapid growth of many urban subdivisions of earlier estates:
 - * Larger lot subdivisions marketed for the middle class for fine free standing dwelling houses, such as 'Windsorville' in 1887 next to Croydon Public School (established in 1884).
 - * Smaller lot subdivisions, marketed for the lower middle class for terraces, semis and much more modest detached dwellings, such as in Hordern Pde and Railway St; Grosvenor Estate (centred around Brand St and where our property is located); Haviland subdivision (surrounding Hordern's Webb St brickworks) and what seems latter subdivisions of the Etonville subdivision.

I strongly emphasise that it is not just the large lot grand pretty garden suburb Malvern Hill and Cintra Estates that have heritage significance, it is also the simple workers houses that are equally important to the historic heritage evolution and to the character of Croydon. In particular the modest Victorian workers cottages are increasingly rare and vulnerable. I note that Grosvenor Estate represents one of these more modest Victorian subdivisions. In Webb Street there is only limited examples of the earlier Victorian period cottages and the fabric is highly altered. However, there is a group of reasonably intact very modest Victorian terraces and likely former corner shop at 3-15 Albert Cres from this period, two Victorian cottages to the west and ten other Victorian period dwellings in Brand Street, which are reasonably intact. As previously noted, Brand Street has a significant number of intact dwellings representing the evolution from the Victorian, Federation and inter-war periods.

It is also noted that these smaller dwelling house lots in Croydon (like our 316 sqm house) also play an important role in more

Engagement Outcomes – Redacted Formal Submissions

affordable dwelling houses for service workers, such as myself a Council town planner and my wife who is a midwife, whereas most lot sizes are and even were prohibitively expensive even 15 years ago. While more flats would allow more people into the area, a mix of housing types would be best, although currently seems unfeasible to build the 'missing middle' housing. An option could be within each required amalgamation area to require some midrise, especially at transition areas, such as adjoining Lucas Rd HCA, if it is retained.

Accordingly, while supporting the provision of fair share of housing uplift to contribute to address the housing crisis in an Alternate MP, I now reject the approach of providing this all north of the railway line and request the Croydon MP be altered to only accommodate the equal 1500 dwelling number of the Croydon TOD.

If significant reduction of dwelling numbers can occur to only 1500, the identified most constrained areas affected by flooding, subterranean infrastructure, small and narrow lots and heritage significance should be removed from the Croydon MP.

The areas that a Croydon MP should focus on is areas already predominantly altered with detracting built form, where original dwellings have been replaced with apartments, recent dwelling and substantial detracting additions. This is the case in the blocks between Boundary St, Young St, Grosvenor St and Webb St and the block between Albert Cres Shafesbury Rd, Victoria St, Boronia Ave (and continuation to Albert Cres). These also have the closest connection to the Croydon and Burwood Stations and Centres. There is the opportunity for these areas to have significant uplift to suitably compensate dwelling houses to be redeveloped and be financially feasible to occur quickly (to avoid people being left in limbo) and renew some older apartment stock. Although retaining equivalent quantity of truly affordable housing in these redevelopments is crucial for social equity.

If major reduction of the Croydon MP numbers can not occur, then as discussed in my original submission around my house and neighbourhood either the heritage listings should be removed and ensure adequate density for development to be feasible to enable people to be reasonably compensated and be able to sell and relocate or if the heritage listing is to remain, reduce the height and density to an appropriate scale of 3-4 storeys.

I would also like to add to my submission that it is poor and disappointing that the Croydon MP package also does not have a traffic study and does not quantify the required increased capacity of State infrastructure, especially primary and secondary schools that will have a major local impact, and how and where this would be accommodated. This should have been achieved from expected discussions and negotiations with Department of Planning, Housing and Infrastructure, Department of Education and other State agencies and must be coordinated with surrounding Councils (who also are having uplift). Before any rezoning / uplift occurs resident need to have certainty that there will be a commitment from State Government for the required infrastructure.

Regards,




----- Forwarded message -----



Date: Sun, 17 Nov 2024, 3:28 pm

Subject: Submission on draft Croydon Housing Investigation Area Master Plan

To: <council@burwood.nsw.gov.au>

Please find attached submission on the draft Croydon Housing Investigation Area Master Plan for owners and residents of 

Submission on Draft Croydon Housing Investigation Area Master Plan (Master Plan)

By [REDACTED] – Owners and resident of [REDACTED]

Contact – [REDACTED]

Overall Support of Council's TOD and corridor strategic planning

Overall we are supportive of the Council-initiated Master Plan to facilitate achievable provision of housing as an alternative approach to the State Government imposed Transport Oriented Development (TOD) controls, centred on Croydon Station, which will protect the most significant heritage of Croydon south of the railway line. While supporting the principle of TOD around stations as the key way forward to addressing Sydney's housing crisis, the generic way it has been imposed by the State Government is poor strategic planning, other than expediting action by councils to facilitate increased housing. A targeted approach, with the State Government setting dwelling numbers and allowing Council to work with the community to tailor the best solution for the LGA and to minimise impact, is a far better approach. The generic TOD controls would have been highly unlikely to have realised a significant amount of housing in Croydon, given the heritage constraints and low generic development controls and would have created a terrible outcome with piecemeal highly impacting developments.

This targeted Council-led approach will allow Council to actually facilitate housing being developed and is strategically positioned much better, with the highest density housing, as mixed-use, being located adjacent to and as an extension to the already high-density Burwood Strategic Centre. This will allow residents close pedestrian access to the major railway and bus transportation hubs, as well as access to food, retail, business, entertainment and community services available in the Centre and to the major Burwood and Wangal Parks, which will support sustainable living.

This should give Council a lot of leverage negotiating with the State Government to accept what is put forward in terms of realisable number of dwellings, rather than simply theoretical capacity, especially given the negative feasibility conditions at the present. In my opinion it should allow significant room for adjustments (reduction of yield) if it was required from the Draft Master Plan and still argue it will deliver vastly more dwellings actually being built than under the generic TOD controls. Also, Burwood Council has significant leverage with the State Government, given it has very positively progressed the targeted Council-initiated Burwood North Master Plan, which again is implementable with high property owner support, to actually deliver significant housing, doing a lot of the 'heavy lifting' for the Inner West of Sydney.

Burwood Council, working with neighbouring Councils, should also progress other development along the Parramatta Road Corridor, supported by rapid public transit along the corridor to make it a great boulevard with extra housing, with reduced private vehicle capacity and improved public domain and pedestrian prioritisation. Councils and the State Government should together to honour what was promised in the Parramatta Road Corridor Urban Transformation Strategy I worked on, now that WestConnex is opened, to achieve this rather than allowing traffic to just continue to expand traffic with induced traffic flows.

Development and protection of heritage

I am a strong advocate of the importance of heritage and its protection, and have extensive experience involved with heritage planning work. However, I believe we need to prioritise protection of the most important heritage in the Croydon suburb and balance protection of

heritage with enabling new development to be realisable, to get the housing supply happening. Again, the overall approach of providing an alternative to the imposed TOD controls to protect the most significant heritage of Croydon should be kept in mind in the decision-making of the Council-initiated Master Plan alternative to the generic TOD controls, to achieve the overall best outcome for Croydon.

A fundamental consideration with significant scaled redevelopment is deciding which heritage to protect and which to let go, considering the importance of particular heritage, or if retaining heritage listing, that the heritage significance is properly protected, by not destroying the setting of the heritage. With significant-scaled development, as proposed, is not possible to enable good compatibility with neighboring low-scale residential heritage. If heritage is properly considered this will appropriately impose a major restriction on the scale of development in its setting.

For example, considering the controls in the neighborhood around our property, the proposed controls will not properly protect the heritage when having 15 storey apartments all in its setting behind as well as causing extreme and unreasonable impact on the amenity of remaining residences. This is the case with the interwar houses in the Lucas Road Heritage Conservation Area, and heritage Items within this (Items 79 and 80), Victorian terraces heritage item (Item 167) at 31-33 Webb Street and the former shop heritage item (Item 139) at 23 Brand Street.

However, while having some heritage significance, I do not see that the listed heritage items and area are of great or particular importance, like State significance, of importance to the historic origin or evolution of the study area, associated with an early settler or being rare. I consider there are other properties in Brand Street with equivalent heritage significance and collectively Brand St is as good an example of a contributory street providing an understanding of the key development phases of the study area. Collectively they are relatively intact and demonstrate the late nineteenth / early twentieth century evolution of the area. It will be sad seeing the heritage of Brand Street, the heritage items and Lucas Road Heritage Conservation Area gone. However, hard decisions need to be made about which areas to allow development and accordingly not protect the existing heritage.

It is critical in such a substantial redevelopment phase of an area that a clear decision is made to have significant development uplift to enable development to be feasible and implementable, to avoid an area and residents being caught in limbo. Retaining the heritage listing places a double impact on owners of heritage listed properties and those adjoining by reducing development potential and consequently land value (and likely mean they would be of no interest to a developer acquiring), while simultaneously massively reducing the amenity as a dwelling for owners (or renters) to remain in these dwellings. Council could try to force developers to include the heritage and adjoining buildings in developments but this is fraught with complication. I see only the former shop (Item 139) at 23 Brand Street would be logical to be integrated into a comprehensive redevelopment turning the current heritage item into a café adjacent to the plaza, however other options as part of the development could achieve this commercial activation.

On balance, if the scale of development, probably required to be feasible, is to occur to deliver the required housing, I think these heritage listings should be removed, including those in Lucas Road and they be integrated as part of the Master Plan. If the heritage listing is removed, which I interpret as the main reason the controls have been mostly limited to 2.5:1, this would allow for the opportunity to increase the development controls to ensure development is feasible and implementable. This needs to be properly tested but it seems it could allow a greater extent of 3:1 FSR and 54m (15 storey) in the southern part of this area,

but transitioning to 2.5:1 and 32m (8 storeys), and 14m (3-4 storeys) at sensitive direct interfaces, to be a compatible scale with the retained surrounding low scale R2 zoned residential.

Appropriate scale if heritage listing is to remain

If Council will not remove the heritage listing, I consider the heritage listing should require the scale of development to be significantly reduced to be compatible in the heritage setting and also ensuring ongoing compatibility for the amenity of residents remaining in dwelling houses, with surrounding new development, particularly privacy and protecting solar access. For these heritage listed properties and the adjoining properties forced to be retained through the 2 storeys controls (meaning a developer won't buy their property) it is totally unacceptable to then have a 15 storey apartment buildings all looking into the backyards of retained dwelling houses and in the case of Webb Street properties adjacent to the Cross Street development will obliterate their winter solar access.

In my assessment the development surrounding these heritage listed properties and those with 2 storey controls would need to be reduced to a compatible scale of 3-4 storeys. However, this will significantly undermine the feasibility and realising increased dwelling supply.

Appropriate scale for development north of Cross Street

Even if the heritage listing is removed (allowing the current heritage item and 2 storey controlled properties to be equally developed), an east-west component fronting the north side of Cross St and the north-south components should be guided by achieving acceptable solar access to the south (as should with other development), but transitioning down at the north interface to have a compatible scale of 3-4 storeys adjoining the retained low scale R2 zoned dwelling houses outside of the Master plan area.

No solar access modelling and testing included to support the Master Plan

There is no solar access modelling and testing included to support the Master Plan. This is completely unacceptable, as what is the appropriate built form must be based on demonstrating compliance with the Apartment Design Guide including solar access (as well as showing this for the new open spaces. The Master Plan and LEP controls must not be progressed until it is demonstrated that it is achievable under usual design guidelines and so future residence will have satisfactory solar access amenity, including any greater density between Lucas Road and Webb St if the heritage listing constraint is removed.

If heritage listing is to remain (and low controls for adjoining dwellings), meaning residents will be stranded, solar access is especially sensitive, in which case development must be constrained to ensure acceptable winter solar is maintained for these residences.

No feasibility testing included to support the Master Plan

It is also noted that there is no feasibility testing, which is also poor. As above, it is critical that significant development uplift enable development to be feasible and implementable, to avoid an area and residents being caught in limbo. Property owners need confidence that redevelopment will be feasible. Talking to other property owners it seems that the 2.5:1 32m (8 storey) may only be marginally feasible or unfeasible for smaller properties. Or looking at it another way, for some property owners the price a developer would be willing to pay would at best be equivalent value or they would be worse off, including all the expense and hassle of relocating.

Council must get approval in principle from Sydney Water that development can build over and adjacent to stormwater and sewerage pipe infrastructure and within flood identified properties

While the Master Plan allows redevelopment in flood affected areas and properties with trunk stormwater pipes and sewerage pipes running through their properties, with the building forms shown as building over these, affected properties must get assurity from Sydney Water that they will allow this development before it is rezoned. This is needed so there is confidence that it can be developed and not be stranded with apartments around but affected properties not being able to develop.

Our property at [REDACTED] is one of the worse affected properties in this regard in the Master Plan, given it has a diagonal curving stormwater pipe that runs under the middle of our property, as well as being a flood identified property. We are in the process of getting approval for dwelling extension to build over the trunk stormwater pipe and it has been an extremely complicated and massively expensive process. From the guidelines and discussions with Sydney Water, the general position was that Sydney Water would not allow building over the stormwater pipe, but as it currently runs under the house it seems will support for a house extension. However, there is uncertainty if Sydney Water will approve a major redevelopment building over this stormwater pipe. Affected properties need certainty regarding this. Council must obtain from Sydney Water an approval in principle for the Master Plan before the rezoning proceeds.

Public domain enhancements and needed open space

We strongly support Council's initiative for public domain enhancements, seeing these as the greatest priority. This is to enhance active transport connectivity and safety and enhance the tree canopy, to significantly increase greening, biodiversity and ecosystem services, provide greatly needed shade and providing much more attractive streetscapes. This is especially important with significantly scaled development to enable large canopy trees to be planted to soften the development. Also critical is achieving traffic calming to make streets safer by slowing traffic by visually narrowing in the street. These street public domain works are what will really transform the street amenity and over time make developed areas attractive instead of overbearing built form and hot environments. When major new developments are proposed, having outlook and close connection to a reasonable sized pocket park is also needed. In particular, we strongly support the following.

- We strongly support the inclusion of the high standard dedicated east-west contraflow cycleway up Albert Cres. and Grosvenor St, which will be brilliant for local and regional cycle connectivity. Lucas Road should also be upgraded with cycle treatments as a key local and regional primary route northwards.
- We strenuously support the extensive provision of trees within blisters to create Green Streets as proposed, especially along the narrower streets such a Webb St. Webb St currently suffers majorly from the narrow verge (the worst being from Albert Cres. to Cross St), severely limiting provision or healthy environment for large canopy trees. The large Eucalyptus trees in Webb St, between Orchard St and Irrara St would benefit from blisters to create larger tree pit area for currently squashed roots. Other streets with the greatest priority for this are Albert Cres., Cross St and Weimea St (between Cheltenham St and Lucas St).
- We highly recommend undergrounding of power lines throughout the Master Plan area (combined with blisters where needed) to enable planting and healthy growth of large canopy trees, such as along the west side of Webb St to Cross street to enable trees on the western side, and overall enhancement of the streetscape.

- We fully support the need for the new open space as part of high-density development adjacent to Simpson Ave.

The idea of a plaza space on the corner of King and Cheltenham Streets with I imagine would be a food and drink premises activation as part of a comprehensive development is a nice but not essential and I question the overall benefit requiring 15 storeys (I assume the colour should be red for 15 storeys – not shown correctly on Figure 37 Building Height) as a trade-off for the open space, based on the principle that this would not come from general developer contributions but from the extra uplift as 3:1 incentive FSR. I also think it will be very difficult for developers to get all 11 properties to agree to do as one development. 15 storeys will be very dominant built form if there is slow transition of the area. However, we acknowledge that it is well located adjacent north of the railway lines to not cause any shadowing and minimise visual bulk and streetscape impacts and 3:1 and 15 storeys in the area may be workable if the heritage listing and 2 storey restrictions are removed.

Similarly, even more problematic is the impact of 15 storeys for Key Sites 11 and 12. I assume again there is an error and Key Site 11 also allows 15 storeys through the 3:1 incentive FSR if required amalgamation and the open space public benefits is provided. I even more strongly question the benefit of the open space through-site green link if that is as a trade-off for allowing 15 storeys instead of 8 storeys, especially given it is not a vital link to get east-west connection, with Cross Street just adjacent. I appreciate the more direct and visually connected link, but it should either be achieved as part of general contributions (without the 15 storey trade-off). Or alternatively it could be achieved through a more minor shared zone lane or through-site link path, as part of vehicle access to basements or path on the edge or in the required setback area. This could be within the main development lots, not requiring the 3 other properties, with right of pedestrian way easement connection as part of the development, which would be sufficient to achieve the main objective of this link. This wouldn't impose a significant cost and could just be negotiated in a planning agreement as part of the normal developer contributions.

The other pocket parks (and even the King St plaza) are less of a priority or benefit. Alternatively, one larger space in a central location, such as around the corner of Cheltenham and Cross / Waimea St could be provided, which could also include a small commercial space for food and drink premises and neighbourhood shop.

Car Parking

The constrained maximum car parking rates are fully supported to be consistent in supporting the whole strategic basis for TOD approach to planning – focusing living around the use of public transport / centre hubs. For a city the size of Sydney now and as it grows into the future, it must continue to create a full transport network across hubs and fully utilise these hubs. This is the only way Sydney can continue to function, thrive and be competitive as a global city.

Constrained maximum car parking rates will also significantly reduce the cost associated with developments by limiting the prohibitive cost of basement excavation, that can often make development financially unfeasible to be realised.

Other broader key public domain active transport connectivity initiatives

Looking at Figure 40. Green Street Connectivity and Broader Active Transport Network and Figure 41 Active Transport Network, I make the following recommendations and observations on broader key public domain active transport connectivity.

With significant uplift happening developer contributions should also be used to achieve opportunistically key links that are missing in the area. A critical one is getting access into Wangal Park from the south and east. While dwellings on Blair Avenue are a heritage conservation area, some dwellings have been severely altered at the western end and purchase for Park access would not impact the heritage significance.

The Cheltenham St corridor Crossing Parramatta Rd and Queens Road is important and a great connection. However, as a long-term resident and active cyclist and walker, I see the most significant regional connection north-south for both cycle and pedestrian connection, with high amenity, is the new crossing of Parramatta Rd and awesome new link as part of the Concord Oval redevelopment and pathway on the edge of Cintra / St Lukes Park and heading north to the fantastic long recreational active transport route around most of Hen and Chicken Bay. This is coming from south heading north along Lucas Road or from the east heading west along Monash Parade. The upgrade of Concord Oval link and new Parramatta Rd crossing has made this link happen, however there is opportunity for improvement through the acquisition of property for better active transport linkages to get to Luke Avenue. This could be through a purchase of dwellings or as part of major redevelopment of properties along Parramatta Road. This would also advance active transport links to open up the current east-west impermeability.

I notice the connection to Burwood Station is via continuation along the current western part of of Waimea St on the Active Transport Network (Figure 41). Unfortunately, Council has misguidedly sold off the street with the poor outcome of allowing superblocking for relocation development of a new Burwood RSL Club, instead of maintaining this direct connection – which clearly is now desirable! In any case, the map is wrong and will need to detour around via George St or Deane St and needs to be corrected.

The Master Plan shows a number of new pedestrian crossing, however the most urgent pedestrian crossing is across Young St at the intersection with Grosvenor St (combined with traffic calming measures) to connect to and from Croydon Station. The most direct link is the desire line is along Grosvenor St, for Burwood Girls High School students, Hampton Court and other residents and increasing future residences from this Master Plan uplift. If it hasn't happened already, it is only a matter of time before someone gets hurt or killed trying to cross near the Young St bend, with cars 'flying' around the bend.

[REDACTED]

Regards

[REDACTED]

Archived: Wednesday, 8 January 2025 2:40:57 PM

From: [REDACTED]

Sent: Fri, 20 Dec 2024 05:22:40

To: [Burwood Council](#) [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#) Sally.Sitou.MP@aph.gov.au strathfield@parliament.nsw.gov.au information@planning.nsw.gov.au

Subject: Oppose the Draft Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Burwood Council,

We are a family of five living at [REDACTED] for over eleven years now, property owners and voters of Burwood LGA. Our names are listed at the bottom of this submission.

We are writing again to strongly oppose the Draft Croydon Masterplan and support the adoption of a more balanced and community-focused approach, such as the NSW Government's Transport-Oriented Development (TOD) proposal due to the following additional reasons:

- * The Draft Croydon Masterplan disproportionately focuses on already high-density development near Burwood Station. Neglecting opportunities for equitable development in Croydon for a fair urban distribution.
- * Masterplan proposes buildings up to 30 storeys in Croydon, compared to 6-storey limits in the TOD proposal. These extreme heights are inconsistent with best planning practices and unfairly burden specific areas.
- * Despite positive community feedback supporting the development along The Strand and Liverpool Road which was overlooked, proposals with less support were prioritised.
- * The Masterplan stretches as far as 1.2km from Croydon Station, far exceeding the TOD's suggested radius of 400m excluding more suitable areas nearer the station.
- * The Masterplan will negatively impact on the quality of life for residents and will worsen the already strained local infrastructure such as follows: a) the proximity of four school zones exacerbates safety concerns especially for children; b) increased density will worsen traffic on the narrow streets

particularly on Shaftesbury, Victoria and Waimea roads heightening risks of pedestrian-vehicle collisions; c) high-rise development poses flooding risks specifically in areas with aging water and sewer infrastructure; and d) the proposed towers will create significant overshadowing, negatively impacting smaller buildings and single-storey homes nearby.

- * The Transport-Oriented Development (TOD) original government proposal better aligns with best practices by concentrating growth near transport hubs, reducing traffic impacts, and revitalizing key community spaces like The Strand.

The Draft Croydon Masterplan threatens to pose long-term harm to more residents and infrastructures by unfairly concentrating more development in Burwood.

The Council should instead adopt the NSW Government's TOD proposal, which balances growth with liveability and sustainability.

Signed by

A large black rectangular redaction box covering the signature and name of the person who signed the document.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:41:00 PM

From: [REDACTED]

Sent: Sat, 21 Dec 2024 22:18:32

To: [Burwood Council](#)

Subject: Croydon Masterplan Submission from [REDACTED]

Importance: Normal

Sensitivity: None

Dear Burwood Council,

I am writing to make a submission of approval of the Croydon Masterplan only if the following conditions is met:

- when the developers come and buy our lands it must be bought together with our [REDACTED] neighbours and with the price to be negotiated with the owners jointly with the developers rather than at a set price.

Thanks.

Owners of [REDACTED]

Archived: Wednesday, 8 January 2025 2:41:02 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 21:49:28

To: [Burwood Council](#)

Subject: Feedback regarding Croydon Master Plan

Importance: Normal

Sensitivity: None

Dear Burwod Council,

I hope this email finds you well. I am one of the residents of Lucas Road, north of Waimea Street, Burwood. I am writing to express my concern and opposition to the current Croydon Master Plan:

1. **Privacy, Sun rights, Noise, Safety, and Environmental concerns.** According to your current masterplan, there will be multiple Maximum 30 storeys height buildings on the west of Lucas Road, and three 8 storeys height buildings [REDACTED]. I strongly believe that our lives will be affected seriously by the potential impacts of rubbish, views, noise, sunlight, and especially privacy concerns. It is unacceptable that someone can monitor my family, and my house from a higher floor. Both the physical and mental impacts are immeasurable and it put us in a difficult position.

2. According to the current Croydon Master Plan, our locations, which are on Lucas Road within the masterplan area are surrounded by plenty of 8-30 storeys buildings. I feel like we are trapped within a **BIRDCAGE** by these hundred-meter-tall buildings. It is **NOT FAIR** for us to be treated like that.

Regarding the two main concerns above, here are some of my feedback on the current Croydon Master Plan:

1. Either **take the whole block** between **Boronia Avenue and Lucas Road** for the new buildings or **not take the block at all**. Having a street/road between the existing houses and buildings is significantly better than having the building right behind or next to the house.

2. **Lower the height of the surrounding buildings.** There are community voices talking about it, which they call TOD (Transport Oriented Development Program).

I urge the council to reconsider or revise the Croydon Master Plan to ensure that any future developments are in harmony with the needs of local residents and are aligned with the long-term sustainability of the borough. I would appreciate it if you could take my concerns into account and provide a fair response regarding how the council plans to address them.

Thank you for your time and attention to this matter. I look forward to hearing your thoughts.

Kind regards,
A resident of Lucas Road

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:41:05 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 14:57:24

To: [REDACTED] [Burwood Council](#)

Subject: Fwd: Oppose Croydon Masterplan; Support the TOD

Importance: Normal

Sensitivity: None

To Burwood Council,

I wish to register my strong opposition to the Croydon Masterplan and my support of the TOD.

The rushed approach to the Masterplan has introduced risk to the wellbeing and safety of Croydon residents - current and future - given the risk to the success of incorporating the proposed additional dwellings within education, roads, sporting and health infrastructure. For example, Croydon Public School has had construction work to increase it to a maximum capacity for the school's footprint - there is no capacity to accept the additional primary-school-aged children that would result from the proposed development.

There has been insufficient consultation, both in terms of time to comment and communications with residents in affected areas. The affected areas entail two councils - Burwood Council and Inner West Council and there appears to have been no collaboration between the two. This may result in

The Masterplan's proposed density is beyond that required within the TOD and there is no explanation for this.

The proposal for 15 storey units in Cross St, Croydon would mean students of three schools are visible to residents of those units while they are within the school grounds. The schools are Holy Innocents, Burwood Girls High School and Croydon Primary School. High rise in other parts of the proposed northern precinct would allow views to within PLC Croydon also. This is a very negative unintended consequence of the Masterplan and evidence that it has not been thought through properly.

Significantly increased pedestrian and vehicular traffic resulting from the proposed Masterplan would increase the risk of accidents in an area with a large proportion pedestrians being schools students at school drop off and pick up times.

The inequity of the Masterplan is apparent in the allocation of density to areas, leaving the areas south of the railway line relatively unaffected and intensifying extra dwellings on the north side. The basis of this is heritage areas including the Malvern Hill estate, however there are heritage areas on both sides of the railway line. The masterplan will create division within Croydon.

Sincerely,

[REDACTED]

--
[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:41:08 PM

From: [REDACTED]

Sent: Sat, 21 Dec 2024 20:43:11

To: [Burwood Council](#)

Cc: [Tommaso Briscese](#) [George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) gm@burwood.nsw.gov.au [Deyi Wu](#) [David Hull](#) [Mayor](#) information@planning.nsw.gov.au strathfield@parliament.nsw.gov.au sally.sitou.mp@aph.gov.au jason.yatsenli@nswlabor.org.au scott.farlow@parliament.nsw.gov.au wollongong@parliament.nsw.gov.au kogarah@parliament.nsw.gov.au

Subject: Croydon Masterplan Feedback

Importance: Normal

Sensitivity: None

Attachments:

[Letter from \[REDACTED\] 1.docx](#); [Letter from \[REDACTED\] 2.docx](#);

Good evening all,

Please find attached my initial letter of feedback dated 20 November 2024 and my new and subsequent letter dated 21 December 2024.

Thanks,

[REDACTED]

Brand Street, Croydon

Dear Burwood Council,

This is my second letter written to council following my initial letter dated 20 November 2024.

One month on from my initial letter and my position has not changed. I reject the Croydon Masterplan (CMP) and am a strong supporter of the NSW State Governments TOD proposal for Croydon.

Burwood Council have been abhorrent in handling community consultation and concerns regarding the CMP which I have outlined in my first letter. Since then, Burwood Council have been scrambling to be seen to be doing something about the lack of consultation. Burwood Council have invited community members to information nights along with conducting door to door visits. Some community members received letters in the mail, some did not.

The issue is the persons being paid by Burwood Council to meet with the community haven't got the slightest clue and are unable to answer the majority of questions the community have. Some brave souls have attempted to answer questions and due to their lack of knowledge are spreading misinformation throughout the community.

I am sending this letter one day before the cut off on 22 December and the community have still not been told what the official amount of density Burwood Council are planning to shove into a small pocket of Croydon. How on earth is this considered honest and fair community consultation when crucial facts are being withheld.

What is even worse is the pro Masterplan influence Burwood Council staff are providing the community. There are currently three choices of action community members can choose from.

1. Support the TOD
2. Support the CMP
3. Make a suggestion of change to the CMP

Option 3 is the option Burwood Council at all levels have been driving throughout the community. This is bias consultation and is encouraging those who do not support the CMP to make a suggestion to change the CMP. Should a community member make a suggestion, then without even realizing they are coerced into supporting the CMP and in the same breath disregarding the TOD proposal. This is dishonestly swindling the community of Croydon to support the CMP and spreading misinformation.

Keeping in mind, our community is diverse and multicultural and it is not very difficult to coerce some of our vulnerable communities.

TOD is a trialled and tested development strategy utilised worldwide hence the NSW State Government using it to increase density surrounding chosen railway stations.

There is no reason why Burwood Council cannot strategize and provide influence for development in the areas which fall within 400m of Croydon Railway Station.

The Strand is in desperate need of an uplift and the community are missing out on updated amenities which could be located within a redeveloped town centre. The majority of the properties making up the HCA's are privately owned residential properties which provide no service to the community at all. These homes are simply occupying space within a declared TOD area.

These homes located within the TOD area south of the railway line are the optimum location for added density. They are located on wide quiet streets with direct access to the Hume Highway and bus routes along the Hume Highway. And not forgetting within 400m from Croydon Railway Station.

Inner West Council do not have a problem with rezoning their side of Croydon on both sides of the railway line, so why would Burwood? Working with Inner West Council and implementing TOD would create a neat little pocket of density surrounding Croydon Railway Station fluid with areas located within Inner West Council. Not implementing the TOD will make the Croydon horizon appear uneven.

The moment Burwood Council chooses to propose development 400m outside of the TOD proposal then it no longer has anything to do with transport and everything to do with development. Now if we are talking development then this could happen anywhere. The CMP is in an area connected to no main roads and the narrow roads within are snookered by the train line. The worst place you could consider adding density to. And if we are talking development without the transportation element, then we also have to ask – why are we doing this at all?

Burwood Council have been very dishonest during this process. Prior to the recent local elections the newspaper headlines read, "Burwood Council reject TOD". Then not a great deal happened until the local elections. Mayor Faker was voted back in with the communities support thinking they were in safe hands. Post election the hardworking rate paying Croydon community members have the CMP thrown at them without proper and fair consultation.

As a result of treatment by Burwood Council upon the Croydon community, I have personally lost trust in a Labour government at all levels. Burwood Council have failed to uphold the safety and best interests of the Croydon community. All my future votes will be for Liberal candidates, and I am not alone.

I am aware of a small group within the community who no longer wish to reside in Croydon for various reasons, whom are in support of the Masterplan. This group are hoping to sell their properties to developers for an inflated price and I wish them well. I would be wary of these people as they will inevitably sell up and leave the area. Further they have zero interest in the quality of future for the Croydon community. The community members who are against the CMP are the families who are heavily

invested in the area and are unlikely to leave. This group along with their families will be voting at the next local election.

Burwood Council's approach to the TOD proposal has destroyed community sentiment and divided the community depending on whether you live north or south of the railway line. This has forced likeminded community members to network and communicate daily. These groups will continue to communicate long after Burwood Council have cast their votes for or against the CMP. Burwood Council's appalling treatment of the Croydon community will never be forgotten.

Kind regards,



21 December 2024.

Dear Burwood Council,

I am a resident of [REDACTED] and I write this letter to inform you I do not support Burwood Council's draft Masterplan. After reviewing the Masterplan I am a strong supporter of the State Governments TOD proposal as it is far superior and impacts our community substantially less. Further the draft Masterplan has nothing to do with 'transport' it is just simply 'development'.

Whilst I am disappointed that Croydon has been selected by the State Government for TOD, I can see the benefits of adding density nearby transport hubs. This will allow more people in desperate need of housing to join established communities and enjoy convenient people movement between homes and transport hubs the TOD offers. Further TOD has been successfully tried and tested previously around the world.

During the investigation and community submissions / pin drop phase during May, June 2024, there were a high number of suggestions to redevelop and increase density along The Strand. The Strand is in desperate need of uplift and the TOD provides perfect opportunity to complete the uplift while adding density. Leaving it out of the draft Masterplan makes no sense at all. Increasing density along Liverpool Road and south of Liverpool Road was also popular due to minimal traffic impact upon Croydon's residential roadways and schools along with access to a main arterial roadway and bus route.

Burwood Council have neglected to consider all community submissions while creating the draft Masterplan raising concerns about its overall quality and suitability. I am further concerned that members of our community who are not technologically savvy or from non-English speaking backgrounds or of poor health, have been neglected and unable to voice their opinions/ideas - unlike a few people from the Malvern Hill community.

The majority of the community affected by the draft Masterplan were unaware of the online community submissions occurring and did not get the opportunity to have their say. Some who heard about the online investigation simply did not bother to share their opinions as the state governments TOD does not affect them. Had they been aware of the draft Masterplan, the investigation would have very different results. Burwood Council has failed to engage and be transparent with the Croydon community which has manipulated the results of the online investigation. This investigation is flawed and should be null and void.

There has been insufficient assessment of how the redevelopment will impact the health and wellbeing of Croydon residents. The potential effects on traffic, noise levels, and public safety have not been properly evaluated. This leaves the community vulnerable to unforeseen consequences that could degrade the value and community of Croydon.

There has been inadequate community consideration for residents who will experience potential disruptions, displacement and changes to community cohesion. This will cause stress to the mental health and wellbeing of our community, some of whom are already struggling and do not need the added stress. Should the draft Masterplan be implemented and some of these high-density buildings erected the community within will suffer years of construction noise, associated traffic / machinery issues, dust and debris. The rest and comfort of the Croydon community will be taken away from them.

Community members living alongside one of these buildings will lose privacy within their homes and yards from persons residing above. They will lose their ability to park their vehicles on the street, or those of family and friends within their support networks who wish to visit. Streets will be lined with an eye sore of rubbish bins and Ibis birds on rubbish collection day further negatively impacting streetscape, parking along with restricting pedestrian movement. Residents who fall victim to rezoning fearing the worst are likely to cease upkeep of their properties causing neighbourhoods to decay and house prices to plummet.

Some of the homes within the draft Masterplan are old workers cottages which are quite small and very reasonably priced. Given the price point, they allow for the 'missing middle' class families to buy into a good neighbourhood such as Croydon. These families I refer to hold positions such as; teachers, nurses, police officers who are fundamental in our communities. Our front-line workers and their families should be afforded the opportunity to own a home with a yard 10km from the city should that be their preference.

The draft Masterplan proposes density increases well outside the State Governments 400m proposal, with some as far as 1000m. Due to the distances being some 2.5 times the distance proposed by the State Governments, the draft Masterplan does not support the State Governments vision of the TOD and is a demonstration of Burwood Council going rogue at the expense of vulnerable and middle-class Croydon community members. Comparatively, the TOD only affects a small area of residential homes in Malvern Hill which are unaffordable multimillion dollar homes positioned on large parcels of land very suitable for development.

Within the draft Masterplan there are no free-flowing highways. Majority of the roads within the draft Masterplan are regular suburban streets with some very narrow streets where two cars cannot pass one another while travelling in opposite directions. To the south you have the railway line which is a roadblock for vehicle movement in and out of the proposed area. Adding 3000+ homes to this area will trap residents within their driveways as the streets will be inundated for hours during peak ingress and egress times.

Having thousands of extra vehicles utilising these small residential streets causes an exponential rise to the risk rating of injury during pedestrian movement and the thousands of students attending the four schools in the area. The likelihood of injury

caused by a vehicle vs pedestrian collision would increase to an unacceptable level. This is a quote from Burwood Councils Road Safety Officer Usha Arvind – ***“Pedestrians are extremely vulnerable road users. When hit by a car travelling at 50km/h, the chance of survival is 10%”***. This reason alone demonstrates negligence within the draft Masterplan. The TOD lessens the additional traffic impact upon Croydon roadways by sharing the impact evenly to the north and south of the train line, all within a smaller area of 400m.

The draft Masterplan will create detrimental environmental impact to areas which are already at risk of flood. Increased development and accompanied greater impervious surfaces and storm water runoff will cause a rise to the risk rating and likelihood for flood. In addition to this within the draft Masterplan there is a significant lack of green spaces, trees and opportunity for wildlife habitats to contribute to biodiversity and ecological balance.

The draft Masterplan will create unreasonable strain on stakeholders which serve our community. The schools in the area cannot possibly handle the potential thousands of extra families with children who may move into the area. As a parent of future students, I am greatly concerned about the safety and quality of schooling my children will receive.

As a resident of Croydon, I have experienced blackouts multiple times during winter and summer when the community are using extra energy heating and cooling their homes. With such a sharp increase in density blackouts will become a common occurrence year-round which is unacceptable. Further there is an electrical substation on Webb Street and the draft Masterplan replaces it with a multilevel building, with no mention of relocating it.

As a resident of Croydon, I have also experienced flooding along Albert, Brand and King roadways and homes. The underground Sydney Water assets currently struggle to service the community in its current landscape. Flooding will become a common occurrence with added density in this area which is once again unacceptable.

My home on [REDACTED] does not have a driveway and as a two-car family like many of my immediate neighbours, I rely on street parking. Within [REDACTED] I see different cars parked within the street daily taking up kerb side spots by persons who reside in neighbouring streets and their visitors. With the addition of 3000+ residences in the area, this situation would be exacerbated, and I fear I will have nowhere to park my vehicles anywhere nearby my house. I have two children under the age of 2 and I shouldn't have to experience the stressful impact and inconvenience of having nowhere to park my vehicles.

Should Inner West Council implement the State Governments TOD surrounding Croydon Railway Station then the continuity of density and the skyline would be disrupted causing potential impact upon preservation of character. It would make

more sense to work with Inner West Council ensuring continuity of density and use of suitable building designs.

Nowhere within the draft Masterplan was there mention of an exchange of information with Inner West Council regarding the TOD on their side of Croydon. I have received information that Burwood Council and Inner West Council are not communicating which is astounding. The community of Croydon trust Burwood Council to uphold our values and interests upon such topics as the TOD which will have significant impact on the community. This is an absolute failure by Burwood Council who should be demonstrating strong leadership and engaging in cooperative conversations with Inner West Council.

The State Governments initial TOD proposal impacts Croydon far less than the Burwood Council Masterplan. The TOD targets Boundary and Grosvenor to the north which already is zoned for density and can both handle further density in the future. The Strand is in desperate need of an uplift which will improve access to amenities and potentially further essential amenities to serve our growing community. The Strand could certainly handle heavy density via shop top housing which was very popular during the online community engagement. I also don't see the big deal about rezoning whatever else of Malvern Hill which falls inside the 400m. I've lived in Croydon for 10 years and I didn't even know Malvern Hill existed before the TOD was announced and a few people began complaining.

As stated in my opening paragraph my feedback as a member of the Croydon community is that the draft Masterplan is flawed for a multitude of reasons which has been outlined above. I am confident that a Town Planner would identify further issues which I haven't mentioned. For this reason, my suggestion is to implement the State Governments TOD proposal which is far superior and supported by the majority of the Croydon community, not 20 people from Malvern Hill.

Should the State Governments TOD be implemented, I would request that Burwood Council follow their usual practices ensuring the new building designs are suitable for the HCA and fluid with buildings within Inner West Council which will literally be a stone's throw away.

Thank you for taking the time to read my letter.

Kind regards,



20 November 2024

Archived: Wednesday, 8 January 2025 2:41:10 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 23:58:59

To: [Burwood Council](#)

Subject: Support for TOD & REJECTION of Burwood Council's Croydon Masterplan

Importance: Normal

Sensitivity: None

Dear Burwood Council City Planning Team,

Please find below my submission as a resident of [REDACTED] Croydon towards Council adopting the TOD & rejecting the Masterplan:

1. Conflict with State Government Policy

- *** Government Priority for TODs:** The NSW State Government has identified the Croydon area as part of a Transit-Oriented Development (TOD) zone. TODs are meant to concentrate growth around transport hubs to promote sustainable urban development, create vibrant, mixed-use areas near transport hubs, reduce reliance on cars, and increase access to public transport.
- *** Burwood's Masterplan vs. TOD Objectives:** Burwood Council's Masterplan does not align with the vision for TODs in the Croydon area, thus the Masterplan undermines the objectives of the State Government's policies. This can result in inefficient land use, congestion, and failure to capitalise on the transport infrastructure.

2. Inadequate Integration with Transport Infrastructure

- *** Poor Connectivity:** One of the central tenets of TOD is integrating land use with public transport. The Croydon TOD, as announced by the NSW State Government, should leverage the surrounding transport corridors to maximise access to public transit and minimise reliance on private cars.
- *** Burwood Council's Masterplan Inconsistencies:** Burwood's Masterplan does not adequately consider the proximity to Croydon's transit nodes & limits the capacity to fully integrate with public transport, thus resulting in poor connectivity between residential, commercial, and transport infrastructure. The Masterplan fails to promote a seamless, accessible, and integrated transport system that is vital for the success of a TOD area.

3. Lack of Density and Mixed-Use Development

- *** Underutilisation of Land:** TODs are typically characterised by higher densities of development around transit stations to maximise land use efficiency. Burwood's Masterplan does not align with the desired density targets set for the Croydon TOD area by the State Government.
- *** Mixed-Use Zoning:** TODs generally support a mix of residential, commercial, and recreational spaces to create vibrant, 24/7 communities. The Masterplan proposes a high proportion of single-use housing thus possibly creating a dead urban environment, with residents relying on cars for daily needs.

4. Environmental Sustainability and Green Space

- *** Inadequate Open Space:** TODs should provide adequate public open spaces, pedestrian-friendly streets, and green areas to support environmental sustainability, mitigate the urban heat island effect, and improve residents' quality of life. Burwood's Masterplan does not adequately incorporate green spaces & focuses too heavily on high-rise buildings with

minimal open areas. This could hinder the creation of a livable, sustainable environment.

- *** Sustainability Goals:** The Croydon TOD area should incorporate energy-efficient building designs, sustainable water management, and high levels of urban biodiversity. The Masterplan does not seem to address & prioritise these features, thus leading to a less sustainable long-term future for the suburb.

5. Community and Social Infrastructure

- *** Impact on Local Communities:** TODs should aim to improve quality of life by creating communities that are well-served by social infrastructure, such as schools, healthcare, recreational facilities, and affordable housing. Burwood's Masterplan does not adequately consider the existing and future needs of the local community, including the provision of these services, thus leading to social fragmentation and unmet community needs in the near future.
- *** Affordable Housing:** It is questionable whether the Masterplan will provide for affordable housing or aligns with the NSW Government's targets for affordable and diverse housing stock for a growing population in the Croydon TOD area. If this is not addressed, it could lead to increased housing stress for lower-income groups along with associated social issues.

6. Impact on Heritage and Character

- *** Heritage Considerations:** Burwood Council's Masterplan seems to favour preserving a specific Croydon area (eg Malvern Estate) that has local heritage, history, or cultural character, but does not recognise the uniqueness & diversity of the Northern area it proposes to develop.
- *** Integration with Existing Neighbourhoods:** The Masterplan does not integrate well with the existing neighbourhood, & the proposed new developments will overwhelm it with developments that are out of scale or incompatible with the surrounding environment

7. Failure to Address Future Growth Projections

- *** Anticipated Growth:** The Croydon TOD is intended to accommodate significant population growth and increase in demand for services, infrastructure, and housing. The State Government & Burwood's Masterplan both fail to address projected growth or plans for future population & infrastructure needs as they only intend to cover a five year (5) period to 2029. Planning policies for Croydon & NSW should be looking long term towards the **next 100 to 200 years** & not at such a short sighted objective.

In Concusion, It is considered that in the circumstances, the State Government TOD is a better short term alternative to Burwood Council's Masterplan.

Kindest regards,



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:41:13 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 20:29:37

To: [Burwood Council](#)

Subject: Develop SHAFTESBURY RD Sugestion

Importance: Normal

Sensitivity: None

尊敬的市议员和领导们：

我很荣幸作为 [REDACTED] 业主能够参与到此次关于CROYDON未来发展的意见咨询。

我们一家是于 [REDACTED] 日购买的房子，至今已有5年多，我们深深的感觉到靠近我们家门口的路 SHAFTESBURY RD非常拥挤，它从车站上面的桥那开始到RSL CLUB这段就变得很窄了，变成了往返的各1条线，更重要得是，每当我们从家里WYALONG ST转出去到SHAFTESBURY RD路时，在街边的停车却挡住了视线，而且这么窄的道路两边又有停车位来停车，就变得非常拥挤了，说明政府应该重视起SHAFTESBURY RD的交通问题了，应该改善并减少停车位，以及道路拥挤问题。

提到停车位，我作为 [REDACTED] 业主更要说一下我的门前这条街，WYALNG ST，众所周知我们靠近BURWOOD的COURT和警察局，几乎所有的律师前来上庭的都会把车停在这条街上，以及所有来BURWOOD CHINA TOWN吃饭的都会找到我们门口的这条街，导致我们业主进出家门都很困难，在路两边有了停车后，进出只变成了1辆车通行，要相互避让，我们经常遇到前后车都堵住，互动动不了。

我认为政府的TOD计划要以人为本，倾听老百姓的声音，当停车是问题，出行受阻碍时是否可以考虑开发来进一步改善百姓生活，我联合我家的前后左右邻居一同商议，如果政府能同意我们盖商住一体的高楼，增加地下停车场，我们愿意让出土地给政府拓宽马路，彻底改善交通状况，同时也改变整个社区的面貌。希望有更多的新移民来BURWOOD和CROYDON居住生活。

在SHAFTESBURY RD街对面就是高楼，我们几家联合起来盖高楼更是相互呼应，增加政府的税收，同时更能带动起周边的经济，我觉得是时候大力发展CROYDON了，它地点位置优越并且中心，去各个市区都比较方便，而且周边的私校云集，比如本区的PLC，开车10分钟以内MLC，TRINITY，只有开发了，才更吸引高端的人入住。

此致 敬礼

[REDACTED]

Dear city councillors and leaders:

I am honored to be able to participate in this consultation on the future development of CROYDON as the owner of [REDACTED]

Our family bought the house on [REDACTED], and it has been more than 5 years. We deeply feel that the road near our door, SHAFTESBURY RD, is very crowded. It becomes very narrow from the bridge above the station to the RSL CLUB, and becomes one line each way. More importantly, every time we turn from WYALONG ST at home to SHAFTESBURY RD,

Engagement Outcomes – Redacted Formal Submissions

the parking on the street blocks our sight, and there are parking spaces on both sides of such a narrow street, so it becomes very crowded. This shows that the government should pay attention to the traffic problem of SHAFTESBURY RD, and should improve and reduce parking spaces and road congestion.

Speaking of parking spaces, as a [REDACTED] owner, I have to talk about the street in front of my house, WYALNG ST. As we all know, we are close to the court and the police station in BURWOOD. Almost all lawyers who come to court will park their cars on this street, and all those who come to BURWOOD CHINA TOWN for dinner will find this street in front of our door, which makes it difficult for us owners to enter and exit our homes. After parking on both sides of the road, only one car can enter and exit, and we have to give way to each other. We often encounter traffic jams in front and behind, and we can't move.

I think the government's TOD plan should be people-oriented and listen to the voices of the people. When parking is a problem and travel is hindered, can we consider development to further improve people's lives? I have discussed with my neighbors in front, behind, left and right. If the government can agree to let us build a high-rise building integrating commercial and residential areas and increase underground parking lots, we are willing to give up land to the government to widen the road, completely improve traffic conditions, and change the appearance of the entire community. I hope more new immigrants will come to BURWOOD and CROYDON to live.

There are high-rise buildings across SHAFTESBURY RD. If we join forces to build high-rise buildings, it will echo each other, increase government tax revenue, and at the same time drive the surrounding economy. I think it is time to vigorously develop CROYDON. It has a superior location and is central. It is convenient to go to various urban areas, and there are many private schools around it, such as PLC in this area, MLC and TRINITY within 10 minutes' drive. Only after it is developed can it attract more high-end people to live in.

Sincerely,

[REDACTED]

Archived: Wednesday, 8 January 2025 2:41:16 PM
From: [REDACTED]
Sent: Sun, 22 Dec 2024 00:47:07
To: [Burwood Council](#) [Burwood Council](#)
Subject: Croydon Masterplan Submission (1 of 3 on 22/12)
Importance: Normal
Sensitivity: None

Good morning

The following (n black) is the first of three different submissions I plan to send today. I expect they can all be included as submissions to the Croydon Masterplan.

Kind regards

[REDACTED]

What the extended timeline and limited further engagement showed me is that: Council planners' conduct and output is discriminatory, unfair and their judgement has been poor throughout this process. Because of these failures, the Croydon Masterplan and any alternative Masterplan should be rejected outright.

1. 1.

Poor judgement displayed by Council Planners in explanation of Croydon Masterplan on 5/12

On 22/11 in a meeting with residents of the Shaftesbury Precinct, a Burwood Planner repeatedly stated that with the Croydon Masterplan in April/May 2024 that Burwood Council had “done the consultation the state government had not done” in respect of the TOD. It was a self-serving, self-regarding and self-congratulatory comment that the planner made at least *twice*.

It also lacked self-awareness - the planner delivered the line in a room with people who had deliberately *not been consulted* by Burwood Council. It was a private meeting based just on that - the poor engagement of residents in the Shaftesbury Precinct.

On 5/12 at the drop-in session, the planner delivered the same speech with a key change, they dropped the self-congratulatory line about ‘the consultation the state government didn’t do’.

This brief moment of awareness however, was undone later in the same presentation when Council planners confidently shared the “guiding principles” of the Croydon Masterplan, which are:

- *
- Conservation areas remain protected
- *
- Focused on transport corridors and walkable areas
- *

Planning for growth while maintaining Croydon's unique character.

The implication of these principles, is that Burwood:

- *
- has no unique character, and
- *
- No built-form worth protecting

These principles are galling in their arrogance and simple lack of fairness. The immediate question invited by these principles is why not also protect Burwood's unique character? Why is it the responsibility of the residents of Burwood to protect the so-called unique character of Croydon - a second rate HCA of limited architectural significance?

If these are their principles and Burwood Council and Burwood planners see no issue with them, then it speaks to the base judgement underpinning all their work. **It should all be thrown out.**

Burwood Council should be **embarrassed and ashamed** of this poor judgement which permeates everything about the Croydon Masterplan.

2. 2.

Burwood planners wasted time (9 weeks, conservatively)

On 5/12 drop-in Burwood Council shared key dates in the development of the Croydon Masterplan.

The following is a summary based on comments made by Burwood Council planners and a discussion with Ethos Urban:

- *
- January to April: nothing
- *
- April: state government devolved planning power to Burwood Council
- *
- 11 April to 17 May: narrow consultation with residents of Croydon (only)
- *
- 17 May to 25 June: preparation of HIA
- *
- 25 June to early August (5 weeks): nothing
- *
- August to late October: Ethos Urban engaged and working on Masterplan. Confirmed project timeline of only 12 weeks. And output only available 3 days before Council meeting to exhibit. Therefore engagement began in early August.
- *
- Late October to November: plan exhibited
- *
- November 26: original Council Meeting date for approval of the Masterplan
- *

November 26: public exhibition extended to 22nd December

From this timeline the two key questions are:

- *

Why did the preliminary engagement with residents of Croydon take 6 weeks in April and May? This compares to the 4 weeks provided to residents during the public exhibition of the plan in late October. If time was of the essence, couldn't this initial engagement have been run more efficiently?

- *

Why did it take 5.5 weeks to develop a HIA? Especially given that resident feedback was not used as an input into the design?

- *

Why was nothing done in the 5 weeks from 25 June till the time Ethos Urban started work in August?

The conclusion to be drawn is that Burwood Council wanted to manage the public exhibition of the Croydon Masterplan to fall after the Council elections in mid-September. **This timeline management was not in the interests of residents.**

Burwood Council has shown a lack of leadership and a lack of commitment in its own Masterplan to not put this before the residents of Burwood at the time of the Council elections. This lack of courage and confidence in its own work should not be rewarded by today's Councillors, most of whom are newly elected. And to Labour Councillors, these actions of the Council are in opposition to Labor principles of fairness and equity.

Burwood Council planners have complained and whinged about the compressed timeline that they were allegedly working under. The protestations of Burwood Council and Council planners should be ignored because:

- *

They agreed to the timeframe in April. If they did not have the means (even with \$0.6m+ of ratepayer money and professional consultants), they should not have taken planning control. The residents of Burwood are definitely poorer for Burwood Council's overestimation in the ability, organisation and judgement of its planners.

- *

Much of any time pressure appears self-inflicted. There are, at minimum, 9 weeks that could have been used more productively.

As far as I am concerned, Burwood Council planners should not have been given an opportunity to propose an alternative plan. They had their opportunity to deliver a range of options, declined this and put forward their 'best foot' in the Croydon Masterplan and should be judged on this alone.

3. 3.

Council planners ignored emails, in-person outreach and phone calls, and did not share materials or respond to requests for further information, despite making promises to do so.

The following is an email that I sent Burwood Council on the 6/12 - an email that no one in Council has responded to, despite a follow-up call to Council on the 19/12. The requested information was necessary for my submission. The email is as follows:

Good morning

I spoke to Ryan Cole and Sumathi Navaratnam yesterday at the drop-in session and asked again about the shadow analysis and if it can be shared with me. It would greatly help in my submission.

My family are in the extremely affected Boronia Avenue. I think it is a fair and a basic request from us to understand how the shadow diagrams affects light in our street at various times in the day.

I understand from speaking to Ms Navaratnam and the consultant from Ethos Urban that the analysis was done at a high-level - that is fine, it is no obstacle to it being shared. I understand it is also draft, again I understand this, and maintain my request for it to be shared.

This is a chronology of the times I have specifically requested this information from council.

- *

22 November asked about analysis at meeting with planners and asked if it could be shared. Director of City Strategy acted surprised it wasn't shared.

- *

23 November formal email to this email address asking for it to be shared, following meeting the day before.

- *

25 November call to Burwood council to follow up on my request, having had no reply.

- *

28 November call from Ms Navaratnam to discuss. I understood she would share the shadow analysis following this call.

- *

2 December asked door knockers/planners if they could follow up on my request. They said they would and recorded my name. I presume this was not followed up as promised, because I received no response from Burwood planners.

- *

5 December spoke with consultants and Ms Navaratnam and Mr Cole once again. I understood this information could be shared with me.

It has now been 2 weeks, I have repeatedly tried to access this information. I expect it can be shared today.

Thank you

Kind regards

To date I have received no reply or acknowledgement from Burwood Council. I sought to escalate this with Mr Briscese who also ignored my email and follow up phone call on 19/12.

The conduct of Burwood Council and Burwood planners is nothing other than a **professional embarrassment**. The transgression is now the lack of any response, its beyond the original request.

4. 4.

Poorly run drop-in session 5/12

The presence of three plus uniformed security guards on the 5/12 at the drop-in session at the Library for a handful of residents was excessive and can only have been intended to be intimidating to residents.

This offensive waste of ratepayer money to hire private security is a further mark of shame for a Council whose every action indicates that it holds its own residents in contempt.

The residents who attended the drop-in sessions on 5/12 are owed an apology for this latest act of disrespect their Council has visited upon them.

Burwood Council has the details of those in attendance, I hope to receive my apology in writing.

5. 5.

Summary

Burwood Council and its planners have damaged the trust of the residents so significantly, that the only fair response to the residents is to reject everything related to the Croydon Masterplan. Allow the TOD to proceed.

Archived: Wednesday, 8 January 2025 2:41:19 PM
From: [REDACTED]
Sent: Sun, 22 Dec 2024 01:16:09
To: [Burwood Council](#) [Burwood Council](#)
Subject: Croydon Masterplan submission (2 of 3 on 22/12)
Importance: Normal
Sensitivity: None

Good afternoon

The following (in black text) is the second of my three submissions to the Croydon Masterplan sent on 22/12. I expect this can be included in the submissions to the Croydon Masterplan.

Kind regards

[REDACTED]

The Housing Investigation Area was artificially contrived to dump density in Burwood, ignored feedback from residents, and because of this should be abandoned entirely. The Masterplan should be rejected outright. The TOD should be allowed to proceed.

The so-called Housing Investigation Area (HIA) is based on nothing other than ensuring super-high density towers in Burwood in the Shaftesbury Precinct.

This underhanded, unfair and rotten basis for redeveloping Burwood means there is zero value in the HIA and therefore there is zero value in any development proposed within it.

The underhanded contrivance, the artificial limitations put in place by Burwood Council, the secret origins of its idiosyncratic shape, were all intended to lead to a **predetermined planning outcome - high density development in Burwood, as far as possible from Croydon.**

1. 1.

There was no requirement for connection to transport in any alternative plan to the TOD - this is an artificial limitation put in place by Burwood Council Planners/Burwood Council

When the NSW government devolved planning authority to Burwood Council for an alternative to the TOD in April, the only condition was that it had to provide an equal number of dwellings.

It was the **choice** of Burwood Council Planners to give the veneer of adherence to the principles of the TOD (close access to transportation) to provide cover for their true intention to build high-density towers in residential Burwood.

This false requirement was further used to narrowly draw the boundaries of the HIA at Victoria Street. Extending this north boundary quickly gets you to Parramatta Road and the unsightly semi-abandoned, and under-utilised commercial buildings available for redevelopment there.

The adoption of the principles of the TOD were selectively limited to those convenient to Burwood Council Planners - the 6 storeys of the TOD were abandoned for 30, 25 and 8 storeys in a single block.

2. 2.

There was no requirement for an alternative to the TOD to be defined within a HIA - this was a deliberate constraint of Burwood Council Planners/Burwood Council

There was **no requirement for even a HIA to be proposed**. By creating an unnecessary area in which development was to be constrained, by placing this net over only residential areas, Burwood Council declined to fully investigate potential areas for additional density and uplift in the Burwood Town Centre and around commercial and other under-utilised areas in the LGA.

A narrowly defined HIA, **benefits Burwood Council planners' argument justifying high-density in the Shaftesbury Precinct**. Burwood Council Planners acted in every way to ensure high-density in the Shaftesbury Precinct.

How else can it be interpreted in the Croydon Masterplan that over 40% of the additional dwellings are proposed in 6% of the geographical area (this is only one block within the Shaftesbury Precinct)? Other than this was *always* the intention of Burwood Council Planners. The HIA was nothing but a smokescreen to hide 100m towers in residential Burwood.

3. 3.

Burwood Council Planners ignored resident feedback in developing the HIA. The majority of feedback supported development in areas not included in the HIA.

Seriously, how do Burwood Council Planners square majority popular feedback areas for development outside the HIA?

Council's 25 June report identified the following areas as having the highest support amongst residents included as part of the original consultation in April/May 2024:

- *
- South of Liverpool Road
- *
- The Strand

What was the point of collecting resident feedback? Why did it take so long to do so (6 weeks open consultation, 5.5 weeks to summarise only 200 points on a map)?

If resident feedback was always to be ignored as a basis for developing the HIA - why did it take so long to summarise feedback to Council? Could time not have more efficiently been used?

I know from discussions with Ethos Urban that their scope was always extreme density in the Shaftesbury Precinct. Again, what was the point of resident feedback if it was to be ignored? This is further evidence of Burwood Council Planners predetermined planning of extreme density in the Shaftesbury Precinct.

The only conclusion available is that resident feedback was inconvenient for Burwood Council Planners and therefore

was judiciously ignored by them. Burwood Planners had their fallback position of obfuscation.

4. 4.

Given Burwood Council Planners have already ignored resident feedback in defining the HIA - how can residents have any confidence that their feedback will be adequately responded to in any alternative plan prepared by the same Planners.

The simple conclusion available to residents is that it won't be.

The scrambling, knee-jerk, ad-hoc and chaotic actions of Burwood Council Planners and Burwood Council in late November and December can only (generously) be described as a mess.

And it is a mess of their own making. They should not be absolved of how poor their process and decision making was.

The ability of Burwood Council Planners to plan a simple visit was starkly on display when they elected to door-knock residents of Shaftesbury Precinct (who weren't forewarned) at midday on a 30+ degree sunny day. No one said they had to door knock on one of the hottest days of the year, and it was the same temperature in the Shaftesbury Precinct as when they left the office. Given they didn't tell residents they were coming, they could have easily held this over to a cooler day or a more sensible time, when more residents were likely to be at home. If this is the level of judgement exhibited by the planners then it does throw into question their ability to run or do anything.

5. 5.

Burwood Council Planners were not able to answer clearly how or why the HIA was developed. An inability to be transparent and truthful destroys trust with residents.

When asked who had responsibility for the design of the HIA, the Burwood Council Planners said Burwood Councillors (22/11 meeting).

When the Mayor was asked the same question in a meeting immediately preceding that with the Burwood Council Planners, he said Burwood Council Planners developed the HIA.

For the record, Burwood Council planners were given ample opportunity to explain how and why the HIA was developed - they neglected, obfuscated and avoided doing this at every opportunity.

The HIA is fundamental to the Croydon Masterplan. The origin of the HIA is a mystery and therefore should be rejected as a basis for any development.

6. 6.

The NSW state government could have elected Burwood station for the TOD, but they elected Croydon.

A Burwood Planner in a meeting with residents on 22/11 gave the impression of being surprised that Croydon was chosen by the NSW government and quote, "not Burwood, not Strathfield". This defies credulity, the answer was obvious to residents in the room - Burwood and Strathfield have had their fair share of development already.

It is difficult to understand the idiocy of the Planner's comment.

If the Planner's response to the Croydon TOD is taken at face value, then this is the level of professional expertise and insight available at high positions in Burwood Council - the residents can only be badly served.

If the Planner was being theatrical, then his lack of seriousness disqualifies him from a senior role in the Council - after all the unfair Croydon Masterplan concerns people's homes and their level of financial security. This is serious and it is personal.

For Burwood Council Planners to not even give a moment's consideration of the potential for uplift in Croydon, is further evidence that the answer was always going to be 30 storey towers in Shaftesbury Precinct.

The actions and responses of Burwood Council Planners go to the iniquity and unfairness of the HIA.

7. 7.

The NSW government's TOD is fair and proposes low density development within limited areas of existing access to transport. The HIA is ridiculous and extreme.

The TOD allows for 6 storey buildings within 400m of transport.

Not 30 storey towers 1.2km from Croydon station and more than 600m from Burwood Station.

A **child could understand the disproportionality** and scale of unfairness proposed by Burwood Council Planners.

It is disrespectful to the residents of Burwood and the Shaftesbury Precinct to propose *such* an extreme plan.

The Croydon Masterplan is so ridiculously and plainly unfair that it seems almost trite to have to continually point this out to Burwood Council Planners and Burwood Councillors.

The residents of Burwood are tired of smashing their heads against the wall to make Burwood Council Planners and Burwood Councillors see reason and act fairly.

Summary: The HIA has no basis in fairness or feedback. Burwood Council Planners choose not to reveal its mystic origin. Its origin hints at something darker. Therefore any Masterplan proposed within it is tarred with the same failings, and lack of fairness. The Croydon Masterplan and any alternative should be rejected.

Burwood Councillors should be alive to the risks created by Council's poor process, their limited capability and skill, and so reject anything prepared in a matter of weeks as being of sufficient quality to be acceptable to the residents of Burwood.

The actions of Burwood Council Planners and Burwood Council throughout this process multiply governance risks, and serious questions should be asked of how and why they made decisions. The only safe response is to reject the Croydon Masterplan and any poor cousin alternative the headless Planners propose.

Archived: Wednesday, 8 January 2025 2:41:23 PM
From: [REDACTED]
Sent: Sun, 22 Dec 2024 04:23:55
To: [Burwood Council](#) [Burwood Council](#)
Subject: Croydon Masterplan submission (3 of 3 on 22/12)
Importance: Normal
Sensitivity: None

ood afternoon

The following (in black text) is the third and final of my three submissions to the Croydon Masterplan sent on 22/12. I expect this can be included in the submissions to the Croydon Masterplan.

Kind regards

[REDACTED]

Council's inconsistent, unfair and disingenuous treatment of heritage

Protecting heritage has been the public justification for the need for the Croydon Masterplan as an alternative to the TOD.

Unsurprisingly like everything else about the Croydon Masterplan, this doesn't stand up to scrutiny.

Even on this one allegedly unifying theme, Burwood Council and Burwood Council Planners fail to thread a consistent message. Their failure to be internally consistent in their reasoning is damning and is further cause for the Croydon Masterplan and any alternative to be rejected.

Burwood Council Planners in the Croydon Masterplan treat heritage differently in three key ways:

1. 1.

Heritage in Malvern Hill is "first class" heritage and is worthy of ultimate protection and the sacrifices of other residents.

a. 1.

Burwood Council Planners see that all residents of Burwood should offer their homes for redevelopment to 'protect' Croydon and its heritage.

b. 2.

Heritage in Malvern Hill is so total and manifest such that neighbouring areas should also be protected from further development because of their "adjacency to Malvern Hill" (Draft Croydon Housing Investigation Area Masterplan: page 47)

2. 2.

Heritage north of the railway in the Lucas Road heritage conservation area (HCA) is "second class" heritage and therefore can be ring-fenced by 8 storey towers on all sides.

a. 1.

Even though, like Malvern Hill, Lucas Road is a designated HCA, it is "less than" because it is north of the

railway.

3. 3.
Heritage items south of the railway in Brooklyn and Wyalong Streets are “first class” and can have no surrounding development.
4. 4.
Heritage items in Lucas Road are “second class” and need only a tiny 3m setback from 8 storey towers in Boronia Avenue to be adequately protected.
5. 5.
A street, like Wright Avenue, with a potential view of a heritage school building is “first class” heritage and is worthy of ultimate protection
 - a. 1.
Burwood Council has proposed no development in Ivanhoe st
6. 6.
Finally, there are streets with heritage homes of “contributory significance” that because they do not carry the designation of a conservation area or item, but are still filled with houses more than 110 yrs old are “third class” and require redevelopment immediately to protect Malvern Hill.
 - a. 1.
Boronia Avenue in the Shaftesbury Precinct is one such “third class” street worthy by Council’s own estimation to only serve as a sacrifice for Malvern Hill.

Finally, the Croydon Masterplan is all for nought because the **TOD already allowed for suitable protection** for HCAs and heritage items. On the front-page of the TOD webpages, under the heading of 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.”

<https://www.planning.nsw.gov.au/policy-and-legislation/housing/transport-oriented-development-program/transport-oriented-development>

Therefore, there was **no threat to heritage ever, to say otherwise is to lie**. The text of the TOD from the NSW government could not be clearer.

All Burwood Council succeeded in doing in their gnashing of teeth in April 2024, was to turn a theoretical target for additional sensitive uplift in well-located areas into a hard target for additional dwellings, which they saw fit to dump in Burwood.

From the lofty heights of Malvern Hill, it’s hard not to see that the 30 storey towers in the Shaftesbury Precinct were *always* a twinkle in the eyes of some Councillors and Council Planners.

Archived: Wednesday, 8 January 2025 2:41:28 PM
From: [REDACTED]
Sent: Sat, 21 Dec 2024 17:41:48
To: [REDACTED] [Burwood Council](#)
Subject: YES to TOD _ from Burwood Waimea Street
Importance: Normal
Sensitivity: None

Dear Burwood Council

We are from [REDACTED], we want to vote YES to the TOD, and no to any alternative plans.

We were only informed of this by a letter and didn't even realise this relates to us, until our neighbour approached us.

This significantly impact on us and our future, and we are not even aware of this.

In addition, the proposed Burwood plans, just looking around, it will have material impact on the lives of the residents, from traffic issues, sunlight issues, years of construction and dust.

We want to voice our strong disagreement to the alternative plans proposed.

Thank you

[REDACTED]

Archived: Wednesday, 8 January 2025 2:41:31 PM
From: [REDACTED]
Sent: Sat, 21 Dec 2024 10:22:51
To: [Burwood Council](#)
Subject: Attention: City Planning Team - Croydon Masterplan
Importance: Normal
Sensitivity: None
Attachments:
[Waimea Street, Burwood .pdf](#); [Lucas Road, Burwood .pdf](#);

To whom it may concern,

My name is [REDACTED].

On behalf of myself and the residents of Waimea street Burwood please find attached a petition in this email in strong support of Burwood Councils proposed Croydon Master Plan.

We strongly support the masterplan in its current form and support council in approving the proposal.

We have also attached a petition from residents of Lucas Rd Burwood who have expressed support of the master plan and wish to be included in the rezoning process.

We ask that you take our petition and strong support of the masterplan into consideration as we would be more than willing to work alongside Burwood council in moving forward with this masterplan and what has been proposed.

Kind regards
Residents of Waimea St Burwood.

[REDACTED]

11 December 2024

Attention – Burwood Council – Planning

Re – Croydon Master Plan – Lucas Rd – Heritage Conservation Zone

We the undersigned Property Owners of Lucas Road, Burwood – between Waimea St and Albert Crescent have various opinions on the TOD and Croydon Master plan.

However, believe any Croydon Master Plan that is considered by council has the heritage restrictions lifted in Lucas Road – and included in the rezoning – and the masterplan updated.

Name	Address	Signature	Tel No

We strongly support the Proposed Masterplan in its current form and do not object to the proposed Density and Building heights proposed for Waimea St and Albert Crescent and strongly petition Council to also include our properties in the proposed Masterplan.

[illegible]

22/11/2024

ATTENTION: City Planning Team

To Whom it May Concern

We the undersigned Property Owners of Waimea St which back onto Albert Crescent between Shaftsbury Rd and Lucas Rd hereby present this petition in strong support of Burwood Council's Croydon Masterplan.

We strongly support the Proposed Masterplan in its current form and do not object to the proposed Density and Building heights for our part of the street and along Albert Crescent which is to the rear of our properties.

Name	Address	Signature

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:39:03 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 03:30:23

To: [Burwood Council](#) [Burwood Council](#)

Subject: Our say - Yes to TOD - No to any alternative plans

Importance: Normal

Sensitivity: None

[REDACTED]

Yes to TOD - No to any alternative plans

And thanks for ruining Christmas. The underhanded manipulation of the situation has resulted in no Chrissy decorations. Poor effort people. It really does beg the question, who are you serving?

Archived: Monday, 13 January 2025 1:08:04 PM
From: [REDACTED]
Sent: Thursday, 19 December 2024 2:10:46 PM
To: [City Strategy Admin](#)
Subject: Fwd: Submissions to Burrwood Council City Strategy Team
Sensitivity: Normal

Hi

I agree with [REDACTED] and his submission.

Regards

[REDACTED]

Attn. City Strategy Team

*Please note that I **strongly support** Council's proposed strategy for the reasons stated in my previous submission - see [copy](#) below.*

The spatial arrangement and dwelling typology shown in the precincts identified by the consultants is entirely logical with good accessibility from the proposed higher density areas to both Croydon and Burwood Stations.

The strategy proposals also allow for a logical extension of the types of residential development currently permitted within Burwood Town Centre.

*The location of the areas proposed for increased housing densities in the strategy will also have a significantly lesser impact on Burwood LGA's heritage conservation areas (including Malvern Hill CA) compared to the "simplistic" Croydon "TOD" proposals put forward by the Department/State Government which rely on a 400m "development radius" **unsupported by any prior planning studies.***

The (first) flyer in the attachment opposing Council's strategy is, in my view, both simplistic and misleading. Heritage conservation areas including Malvern Hill CA will be adversely impacted if the TOD proposals are implemented..

*Buildings within the proposed precincts identified by Council will also not be a uniform "30 stories" as appears to be implied in the opposing flyer - This is "scaremongering". Note that the maximum height of buildings incorporating affordable housing component under the "TOD" proposal can be up to **8 storeys (not 6)**. This is not mentioned at all in the flyer opposing Council's Strategy.*

There is also no mention in the "opposing" flyer of Council's commendable strategic initiative to retain areas of traditional low density housing which contribute positively to Croydon's desirable character.

Finally, there are significant impediments to development if the "TOD" Croydon option was adopted - e.g. PLC and Croydon public schools are significant barriers to development in the locality

north of Croydon station.

I commend Council on its proposed strategy and hope that this will be adopted by Council in full as its response to the State Government's flawed "TOD" proposals for Croydon.

Adoption of the "TOD" proposals would be a travesty in terms of achieving a logical town planning outcome for the reasons stated above and previously.

Kind regards

■■ ■■

(Croydon resident/town planner)

Previous (November) submission.

Attn. City Planning Team

Draft Croydon Masterplan – Resident Submission - 17 November 2024

Dear Sir or Madam,

Thank you for the opportunity to comment on the proposed Draft Croydon Masterplan.

*As a member of the Burwood and District Historical Society and as retired consultant town planner I am in basic agreement with the submission lodged by the Society (see **Attachment 1**).*

I would also like to add the following comments:

- The spatial arrangement and dwelling typology shown in the precincts is entirely logical with good accessibility demonstrated from the proposed higher density areas to both Croydon and Burwood Stations. The location of the areas now proposed for higher housing densities have excellent public transport accessibility and will have a lesser impact on Burwood LGA's heritage compared to the previous simplistic Croydon TOD proposals put forward by the Department/State Government.*
- The proposed "Croydon low density precinct" is supported given that this area has reduced accessibility to public transport and contains conservation areas, including immediately adjacent conservation areas located in Inner West Council (IWC) at Kenilworth Street and at Ranger Road. It is important that areas of detached dwellings are retained given that this dwelling typology will progressively become an "endangered species". The State Government's low rise housing proposals will further erode single dwelling representation in Croydon.*
- I do have some concerns concerning the taller buildings (15 and 25-30 Storeys) These types of tower buildings do not contribute positively to an attractive, active streetscape. I assume the proposals allow for sharing of the Croydon TOD uplift with IWC. The proposed dwelling densities*

and heights of buildings should reflect a shared Council responsibility. If a lesser number of dwellings needs to be provided (see comments if BDHS submission) then building heights and densities can possibly be reduced. A maximum permitted building height of 6-8 storeys is preferred as this would better integrate visually with lower density areas (see attached BDHS submission). If, however, some taller buildings of up to 15-20 storeys are deemed essential, then perhaps these can be provided in very restricted locations immediately adjacent to stations. **Note:** Where taller structures are allowed then a lower "human scale" podium built form is essential at street interface level with the taller part of structures setback.

- BDHS (see attachment) contends that increased housing density in Burwood LGA, beyond what has already been envisaged in other planning strategies - such as the Burwood North Precinct Planning Proposal, and the Parramatta Road Corridor Urban Transformation Strategy will inevitably lead to seriously reduced residential amenity in Burwood, primarily due to the lack of public open space and the lack of public infrastructure. I agree wholeheartedly that it is important that developers contribute adequately to both open space and community infrastructure such as schools, libraries etc. By way of comment, the 2% contribution for affordable housing is extremely low and is substantially lower than what is required in other countries such as the United Kingdom where up to **10% affordable housing component** in new developments is required.

See: <https://www.gov.uk/government/publications/new-homes-fact-sheet-9-what-is-affordable-housing/fact-sheet-9-what-is-affordable-housing>

Note: I received a "flyer" which I assume is from concerned residents affected by proposals for increased densities. Whilst I acknowledge concerns, the information contained in the "flyer" is somewhat misleading. For example, unsubstantiated statements are included asserting that if the "TOD" option were adopted the "majority of new dwellings" would be located "south of the railway line" (including the Malvern Hill Estate?).

The flyer also states (without providing any evidence) that there will be "minimal impacts" if a "TOD solution" were realised. In fact, the TOD proposals were overly "simplistic" **proposals** using circles drawn around stations to identify locations proposed to be rezoned via a State Planning Policy (SEPP). No proper planning studies or heritage studies of these areas to justify changes in zoning and built form were carried out. Additionally, as far as I am aware, the Department has not yet divulged any supporting study data justifying its original "TOD" approach for Croydon. The "flyer" also incorrectly asserts that inadequate consultation with residents has occurred. This is **arguably** misleading given the extensive ongoing consultation which has taken place to date and **can only be construed as an attempt** to "muddy" the waters. On the contrary, Council's consultants and its officers are to be commended for taking the initiative to plan properly for additional housing potential in close ongoing partnership with its residents.

Thank you for the opportunity to comment on the draft proposals for Croydon. I do hope this submission contributes constructively to Council's decision making process.

Kind regards



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Environmental Sustainability:

Please consider the environment before printing this email and/or any attachments.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:39:16 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 20:46:17

To: [Burwood Council](#)

Subject: Croydon master plan

Importance: Normal

Sensitivity: None

YES to TOD

NO to any alternative plans

Engagement Outcomes – Redacted Formal Submissions

Archived: Monday, 13 January 2025 1:11:54 PM

From: [REDACTED]

Sent: Sunday, 22 December 2024 9:49:02 PM

To: [Burwood Council](#)

Subject: Croydon master plan extended

Sensitivity: Normal

Dear Council,

I am writing to you as the owner of [REDACTED].
Also on behalf of the owners at the address below after speaking to them.

[REDACTED]

All within Railway Southern Presinct.

We are seeking to be included in the development uplift. As you are aware, shaftbury road currently is already experiencing heavy traffic during peak hours at the bridge. Should the changes occur only to the northern presinct, while the southern excluded, could further worsen the situation.

We are hoping to changes to the southern presinct to allow an extra lane.

[Yahoo ????????????????????](#)

Engagement Outcomes – Redacted Formal Submissions

Archived: Monday, 13 January 2025 1:18:36 PM

From: [REDACTED]

Sent: Monday, 23 December 2024 12:22:08 AM

To: [Burwood Council](#)

Cc: [Mayor](#); [George Mannah](#); [Pascale Esber](#); [Alex Yang](#); [Sukirti Bhatta](#); [David Hull](#); [Deyi Wu](#); Sally.Sitou.MP@aph.gov.au; strathfield@parliament.nsw.gov.au; information@planning.nsw.gov.au; [REDACTED] [REDACTED]

Subject: Croydon Masterplan Feedback - From [REDACTED]

Sensitivity: Normal

Burwood Council

I object to the proposed Croydon Masterplan. Which is fact based upon Burwood.

To do town planning using a compass and drawing a radius of 400m to 800m is ludicrous. Town planning is a bit more involved. I believe the Croydon Masterplan is flawed. It talks up the benefits of high density housing, without stating negatives. It is more of a Sales document with the language used.

I'm sure other submissions from [REDACTED] in Burwood have spoken about the negative aspects of the Masterplan. So I won't repeat them in detail here. Other than Burwood will have issues with increased traffic & noise, overcrowding, lack of privacy and stress on infrastructure. For a Council which states that heritage is a virtue, Burwood will have less heritage as a result of the plan.

If the Masterplan is passed, I implore the Council to include my residence, at [REDACTED] into the plan. Leaving this property out, together with the properties from [REDACTED] will disadvantage us. The Conservation listing will need to be lifted. However, I prefer the Masterplan is not passed in it's current form.

Thank you

[REDACTED]

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:39:27 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 13:17:16

To: [Burwood Council](#)

Cc: [Mayor George Mannah](#) [Pascale Esber](#) [Alex Yang](#) [Sukirti Bhatta](#) [David Hull](#) [Deyi Wu](#) Sally.Sitou.MP@aph.gov.au strathfield@parliament.nsw.gov.au information@planning.nsw.gov.au

Subject: Croydon Masterplan Feedback - From 95 Lucas Road, Burwood

Importance: Normal

Sensitivity: None

Burwood Council

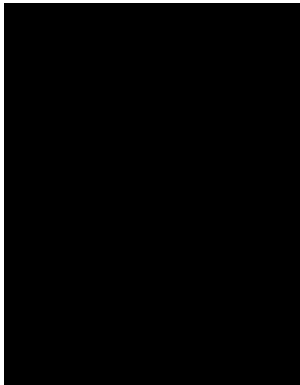
I object to the proposed Croydon Masterplan. Which is fact based upon Burwood.

To do town planning using a compass and drawing a radius of 400m to 800m is ludicrous. Town planning is a bit more involved. I believe the Croydon Masterplan is flawed. It talks up the benefits of high density housing, without stating negatives. It is more of a Sales document with the language used.

I'm sure other submissions from [REDACTED] in Burwood have spoken about the negative aspects of the Masterplan. So I won't repeat them in detail here. Other than Burwood will have issues with increased traffic & noise, overcrowding, lack of privacy and stress on infrastructure. For a Council which states that heritage is a virtue, Burwood will have less heritage as a result of the plan.

If the Masterplan is passed, I implore the Council to include my residence, at [REDACTED] into the plan. Leaving this property out, together with the properties from [REDACTED] will disadvantage us. The Conservation listing will need to be lifted. However, I prefer the Masterplan is not passed in it's current form.

Thank you



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:39:32 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 16:32:39

To: [Burwood Council](#)

Subject: Reject the Croydon Masterplan

Importance: Normal

Sensitivity: None

I urge all councillors to reject the Croydon Masterplan (CMP) and any alternative/ amended plan based on any element of the CMP.

I submit that any vote in favour of the CMP or any derivative plan is contrary to a Councillors collective responsibility, as detailed on Burwood Council's website.

As you are all aware, Burwood Councillors have a collective responsibility to ensure that the Council acts honestly, efficiently and appropriately. In preparing and promoting the CMP and any derivative plan the council has failed to act honestly, efficiently and appropriately.

Council Failed to act Honestly

Burwood council have never acted honestly, that is transparently or in good faith, in resident engagement or preparation and promotion of the CMP.

I note the following:

- Council ignored residents' recommendations on development (i.e. to place development near Liverpool Road or the Strand) and instead proposed their own pre-determined extreme high density plan in Shaftesbury Road, that they fully expected to sneak past the residents before the end of 2024.
- Council did not bother to engage with residents in the area most drastically affected by the extreme CMP (Shaftesbury Precinct) They still haven't. December's shambolic council door knocking can't possibly produce any data or information of any validity. Particularly as the questions were yes/no, infantile, slanted and loaded. The questions were proposed by the same Burwood planners who had already displayed openly their lack of transparency and evasiveness in previous community engagements. I suggest Burwood Councillors use their judgment and reject any claims by Council Planners that they have engaged or polled residents since the release of the plan. This process was disorderly, contrived and fundamentally dishonest.
- no party has claimed responsibility for setting the artificial boundaries of Croydon Housing Investigation Area (HIA). Not Mayor, not Councillors, not Burwood Planners and not Ethos Urban Consultants. All said the other party was responsible. Incredible. The transparency of Burwood council on full display! Although understandable, as the HIA was the genesis of the high density tower "solution" in the Shaftesbury Precinct. The boundaries of the HIA are so idiosyncratic and illogical that it is impossible to justify with any honesty. The choice of the HIA remains a mystery known only to the Council. The Council's lack of transparency and good faith on this issue alone should horrify Councillors and disqualify the CMP and any plan based on the CMP.

- the title of the CMP had the effect of disguising the extremity of the CMP from the residents most affected. What reasonable person would have thought Burwood Council's response to low density development 400 metres around Croydon ends up as a large cluster of tower blocks 1.2 kms from Croydon? After all Burwood Council didn't advise them. They had to rely on their neighbours.

Council Failed to Act Efficiently

Apart from the disgraceful lack of transparency and good faith displayed by Burwood Council in preparation and planning of the CMP, it has also displayed a significant lack of efficiency and wastefulness of ratepayers funds.

- The timeline of the preparation of the CMP presents significant periods of inactivity and time waste by the Council and Council planners. Why did it take from April to June 2024 for the Council to review the 200 odd submissions from the initial limited and narrow resident engagement and delineate the HIA? Particularly as the Council ultimately wholly ignored the residents responses and implemented its own pre-determined extreme density plan.

Further why did it take from late June 2024 to early August 2024 to engage consultants? Clearly the time in these periods could have been more efficiently used given that Council were aware of the NSW government's response date. It was a constant bleating and whinging refrain of the Burwood Council planners that they had to act within an onerous NSW government imposed timetable. However, the facts suggest they squandered the time available. They did not act with any efficiency. This lack of efficiency doesn't just speak to the planners poor work ethic, lack of leadership and professionalism, more importantly, it resulted in significantly reduced time for the residents affected to respond. A significant disservice of the Council to their own ratepayers. Although it has not passed unnoticed that the planners incompetent time management in preparation of the CMP produced a benefit for Councillors and Mayor, as the CMP did not feature in the September council elections. Most fortuitous for some Councillors and the Mayor!

- Burwood Council was unsuccessful in obtaining any Commonwealth funding for the CMP. If Burwood planners had a role in preparation of these submissions, I can appreciate why the Council submission met with no success.

I understand \$600,000 plus GST was required to prepare the CMP (for its first phase).

This sum has been clearly wasted by the council. The report prepared was extreme. It cannot be seen as a legitimate response to the TOD program.

The TOD was limited to 6 stories. The CMP includes a significant number of 30 and 25 storey towers, predominantly jammed into one in the Shaftesbury Precinct.

Significantly neither the Mayor, Deputy Mayor, Council or Council planners sought in any way to defend their \$600,000 plus GST CMP. All backed away from it instantly. The Council Planners similarly, despite the significant public expense required to prepare the plan, did not seek to in any way to justify their plan. Instead they and the Mayor, both likely unsettled by the residents lack of positive response to their extreme plan, commenced the farce of asking residents where they think the development should be! For \$600,000 plus GST residents get to choose their own development! You must hurry and make a decision though, because we have wasted all your time as well as your money! It cannot be said more clearly. Councillors would be abdicating their collective responsibility to ensure that the council acts efficiently by not voting against the CMP. The CMP that the Mayor and Council effectively suggested was worthless and recommended residents to come up with their own.

- a further and more damning example of waste of public funds was Council's request for consultants to prepare a subsequent alternative CMP. Why wasn't this done initially? Why weren't consultants initially asked to prepare 2 or even 3 alternative plans to provide to residents and ratepayers? Apart from being good practice and efficient, it would also be fair to present alternatives to ratepayers. It would provide them with alternatives to the very extreme CMP.

The rushed need to prepare an additional plan (or plans - Council, as is their usual practice have not been transparent about this issue) in a short space of time is exceedingly inefficient and costly. To put it plainly, it is a waste of council time and resources. In reality, it is a blatant and unforgivable waste of ratepayers money. Serious questions need to be asked why this money was wasted. The people who did this have disqualified themselves from their elected or employed role. At best it is incompetence.

For Council to not anticipate the need for an alternative plan(s), leaving aside fairness and good practice (clearly not usually practiced by Burwood Council), is an egregious waste of public money. Inefficiency at its most extreme and unforgivable.

Council Failed to act Appropriately

To act appropriately is to act suitably and properly in the circumstances. Councillors can use their judgment to appreciate that the council has not acted appropriately in the preparation and planning of the CMP.

Is it proper and suitable for the Council:

- to ignore residents' recommendations (contained in initial engagement in April 2024) and contrive the need for a “housing investigation area”. Then to contrive to place most of the extreme development in only a small part of that artificial area not originally consulted on?
- to favour Croydon residents and heritage, to the detriment of Burwood residents and heritage?
- to stagger/ delay the preparation of the CMP so it is delivered after the council election?
- to waste public money on what is obviously an extreme and unpopular plan and then disown it when residents point out its extreme and nasty nature?
- to limit communication of the plan in areas most detrimentally affected
- to treat residents with disrespect by failing to prepare a plan that properly responds to the NSW Government TOD program.
- to seek Burwood's exclusion from the TOD program yet not prepare a plan in response which accommodates the needs of all residents and meets the timetable required.

I urge Councillors to discharge their collective responsibility to ensure the Council acts honestly, efficiently and appropriately by voting against the CMP and any related or derivative plan. The derivative and alternative plans are based on the dishonest, inefficient and inappropriate foundations of the CMP.

[REDACTED]

Archived: Wednesday, 8 January 2025 2:39:35 PM

From: [REDACTED]

Sent: Fri, 20 Dec 2024 22:42:55

To: [Burwood Council](#) [Burwood Council](#)

Subject: Croydon Masterplan - submission

Importance: Normal

Sensitivity: None

Council's conduct is not transparent and is unfair and as a result the Croydon Masterplan and any alternative Plan should be rejected outright.

Planner Ryan Cole explained in a meeting with residents on 22/11 that the reason for such high towers (30 storeys) in the Shaftesbury precinct was because the Burwood RSL development on the western side of Shaftesbury Road in Burwood Town Centre was already approved.

This reason, the *main reason* offered by Mr Cole for the 30 and 25 storeys concentrated in such a limited geographic area, was nowhere in any of the Council published documents on the Croydon Masterplan.

This lack of transparency is damning and throws Council's entire credibility in developing the Masterplan and defining the Croydon Housing Investigation Area into question.

The Ethos Urban consultants confirmed on 5/12 their scope from Council was always to build high towers in the Shaftesbury Precinct. Ethos Urban confirmed their engagement began in August.

Therefore Burwood Council planners had from **May 2024 to August 2024** to inform and consult with residents of the affected Shaftesbury Precinct. Burwood Council planners failed in a timely way to inform the residents of the extreme high density being proposed where their homes are.

This is to say nothing of the chaotic and scrambling so-called 'consultation' that occurred in late November and early December. That is once *affected* residents became aware of the extreme Croydon Masterplan, and its sole idea to dump development as far away from Croydon as possible - in Burwood.

I use the word **affected** deliberately, because this is the word that Mayor John Faker used in his speech and Mayoral Minute to describe the residents of Shaftesbury Precinct. The use of this word clearly indicates that there is a good outcome for some and a detrimental impact for others. This is characteristic of Burwood Council planners approach to the Croydon Masterplan - language has meaning and this is recognition from the Mayor that the plan is deliberately to the detriment of and is unfair to the residents of the Shaftesbury Precinct.

Burwood Council planners in their Croydon Masterplan deliberately created 'affected' people in Burwood and 'protected' people in Croydon. The plan is by design, unfair. Given the rotten underpinnings of this failed plan it does not stand to logic, reason or fairness that any alternative plan could be developed by these same planners.

Council's planners have treated Burwood residents unfairly, and the Croydon Masterplan and any amendments Council proposes should be rejected by Councillors.

Councillors should put forward serious questions to Burwood Council Planners and Mayor Faker as to how the Croydon Masterplan came to be, why the initial engagement was so limited, why the subsequent engagement was so chaotic, and how any alternative plan could not suffer from these same failures, given it has the added insult of having no consultation with residents.

Councillors should not accept the responses of the Burwood Council Planners at face value given the many issues of transparency that have marked the process to date.

Questions Councillors should ask of the planners:

- *

Why was high density proposed in Burwood, given the Masterplan was ostensibly called the Croydon Masterplan?

- *

If high density was always proposed, why weren't 'affected' residents adequately and earlier consulted?

- *

Why was Council not transparent with residents that the approval of Burwood RSL development was the reason for high density in the Shaftesbury Precinct?

- *

How is the Croydon Masterplan fair to residents of the Shaftesbury Precinct?

- *

How can Burwood Council planners assure Councillors that the alternative plan, prepared in a matter of weeks, offers fairness to residents of Shaftesbury Precinct and how does this 'fairness' compare to that extended and graced to the residents of Croydon?

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:39:38 PM

From: [George Mannah](#)

Mail received time: Sun, 22 Dec 2024 02:32:49

Sent: Sun, 22 Dec 2024 02:32:36

To: [Tommaso Briscese](#)

Subject: Fw: Draft croydon masterplan

Importance: Normal

Sensitivity: None

Attachments:

[image150842.png](#); [image325724.png](#); [image141196.png](#); [image676090.png](#); [image306757.png](#); [image696717.jpg](#);


George Mannah

Deputy Mayor of Burwood

M: 0477 551 536

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Sunday, December 22, 2024 1:28:04 PM

To: George Mannah <George.Mannah@burwood.nsw.gov.au>

Subject: Re: Draft croydon masterplan

Hi George,
thank you for your email.

We know state TOD mean mandatory changes. We feel the current masterplan as it stands is detrimental to the suburb and ultimately years of complaints to all levels of government.

While we are not townplanners, we do know and love our suburb.

Some community members think that a more even spread of 6-8 levels buildings from croydon station, along young street to shafesbury road burwood and to Queens Street down to Westfield would be a better option. It still meet the increase in dwelling requirements of the TOD, but avoids the over concentrated and unsightly excessive height of buildings currently proposed. It will minimise traffic congestion (which we all hate) by utilising the areas wider roads, and new residents can walk to all transports, shops, schools and parkland.

Please ask the Council planning team to reconsider the masterplan

Regards
[REDACTED]

On Mon, 2 Dec 2024, 10:50 'a0pm George Mannah, <George.Mannah@burwood.nsw.gov.au> wrote:

Dear concerned resident

Thank you for sharing your feedback on the NSW Government Transport Oriented Development initiative, and Burwood Council's alternative draft Croydon Masterplan.

I have forwarded your comments to the General Manager and our City Planning Team, to be recorded as a formal submission.

As you might be aware, Council agreed to extend the consultation period until 22 December, and subsequently hold an extraordinary Council meeting on 29 January 2025 to consider the options informed by community feedback and finalise Council's response to the TOD Program, unless the NSW Government grants us a further extension.

In the coming weeks, Council staff will continue their comprehensive engagement program, which will include two additional drop-in sessions on 5 December 2024 and 11 December 2024 from 6pm to 8pm at the Library and Hub. I strongly encourage you to attend and speak with our planners to share your thoughts.

Burwood Council is committed to ensuring your voice is heard. Once again, thank you for contributing to this important discussion.

For further updates, please continue to check Council's website.

Kindest regards,

George Mannah

Deputy Mayor of Burwood

M: 0477 551 536

[2 Conder Street, Burwood, NSW, 2134](#)



Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

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From: [REDACTED]

Sent: Tuesday, November 19, 2024 10:19:08 PM

To: George Mannah <George.Mannah@burwood.nsw.gov.au>

Subject: Draft croydon masterplan

Dear councillor Mannah,

Thank you being our wonderful local councillor.
Many Croydon residents have concerns about the draft croydon masterplan.

While the council needs to meet the State requirements for Croydon TOD, There should be a better, more even and fair distribution of this burden across greater area of Croydon than the proposed plans.

I refer to the information on council website:

<https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area>

The draft plans unfairly places the burden of the required increase in dwellings to a very small area of Croydon.

There will be severe adverse effects on local traffic flows.

As any local road user will point out, the plan includes local streets that are very narrow and allow only one car to pass at any one time currently. Even if council plans to remove off- street parking (which would make residents worse off), these streets are much too narrow to cope with the proposed high density of planned dwellings.

These streets include:

Brand st

King st

cross st

waimea street between lucas and cheltenham

albert crescent

webb street between king street and albert crescent

Traffic congestion already occurs daily at the shafesbury road and railway parade, shafesbury road and waimea street junction. these are sites where local residents enter and exit shafesbury road.

This increase in traffic will worsen with this draft plan where the highest density blocks are concentrated to this corner of croydon and be detrimental to the flow of traffic along the already congested shafesbury road.

Crime

Crime rate along Albert Crescent and shafesbury, near this area is already higher than the suburb average.

By massively increasing the dwelling density to this small area, it will further deteriorate the public safety of the area.

Streetscape

There is a great UNEVEN distribution to the proposed building height in the draft plan. The proposed 25 level buildings are much too disproportionately tall for our quiet residential suburb.

In the draft plans, there are many sites of sudden changes in building height from 15 levels or 8 levels to the existing 1-2 storey dwellings. These occur along lucas rd, webb st and cheltenham st.

This is unsightly from streetscape point of view and EXTREMELY UNFAIR to the many long term croydon residents that will lose their privacy, forever. Imagine standing in your beautiful backyard and looking up at 8, 15 storey unit on the other side of your fence!

Alternative options

The current plans are detrimental to the prestigious Croydon area on many levels.

The TOD changes in density of dwelling for Croydon could be met by spreading out across a larger area of Croydon with lower height limits. This will still fulfill the state TOD increase in dwelling requirements for our suburb.

The current height limit of 8 storey for Croydon (boundary and grosvenor st) should be maintained throughout the whole suburb.

Council could consider to widen the increase in density area to an area bound by (queen st, young st albert crescent, shaftesbury rd)

This will make use of the under utilisation of the non heritage zones of Irrara and Orchard street.

Make use of these wider streets in the area to allow for the increased traffic (Queen, Webb, young, orchard, irrara, Cheltenham Rd). These streets are wide enough for 4 cars at any one time.

These changes will be better for streetscape, traffic flow, crime and for wellbeing to local residents.

By having more even building height limits and re- setting this wider area, which is clearly bounded by wider roads, it will improve privacy to residents.

More importantly, these changes allow residents affected by the TOD plans the option to amalgamate and relocate when their precious forever home is being approached by developers, rather than having to live with the nightmare of years of construction noise and pollution, and having hundreds of people staring into their homes from next door.

Most Croydon residents have been living here for a long time. They deserve to be treated fairly by the council that they have supported all these years.

As our local councillor, we would appreciate if you could ask the Council to please consider these options.

regards,

[Redacted Signature]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:39:43 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 13:34:30

To: [Burwood Council](#)

Subject: Croydon masterplan changes

Importance: Normal

Sensitivity: None

Hi Council planning team,

As long term residents, we know state TOD mean mandatory changes. We feel the current masterplan as it stands is detrimental to the suburb and ultimately years of complaints to all levels of government.

While we are not townplanners, we do know and love our suburb.

Some community members think that a more even spread of 6-8 levels buildings from croydon station, along young street to shaffesbury road burwood and to Queens Street down to Westfield would be a better option. It still meet the increase in dwelling requirements of the TOD, but avoids the over concentrated and unsightly excessive height of buildings currently proposed. It will minimise traffic congestion (which we all hate) by utilising the areas wider roads, and new residents can WALK to all transports, shops, schools and parkland.

It seems highly unfair and not make common sense when belmore St in the heart of burwood commercial area has height limit of 6-8 levels on the south side, while us in family suburb comprising of 1-2 levels homes may have to live right next to 10,15, 20+ apartments.

Please ask the Council planning team to reconsider the masterplan for all our sakes!

Thank you.

Regards
[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:39:45 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 00:10:09

To: [Burwood Council](#)

Subject: Croydon Master Plan

Importance: Normal

Sensitivity: None

To Whom It May Concern,

I am writing to express my concerns and objections regarding the Croydon Master Plan and the State Government's Transit-Oriented Development (TOD) proposal.

As a lifelong Inner West resident and [REDACTED] resident for 12 years, I strongly oppose the Croydon Master Plan as exhibited in late 2023. Its proposal for 10–30 storey high-rises is excessive and incompatible with Croydon's suburban character, particularly its heritage and The Strand high street. This level of development would permanently alter the area's charm and cohesion.

The consultation process has been patchy. Limiting notifications to directly affected residents and relying on feedback from just 80 people does not constitute adequate community engagement in my opinion. Subsequent processes have been well meaning but disparate, failing to address community concerns or provide clear reasoning behind development targets.

I believe the only viable path forward is adopting the State Government's TOD principles, capping development at six storeys and distributing density more equitably. This approach ensures compatibility with existing infrastructure while maintaining Croydon's character.

I urge the Council to prioritize thoughtful, well-designed developments and advocate for critical infrastructure upgrades to support any population growth.

Thank you for considering my submission.

[REDACTED]

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:39:48 PM

From: [REDACTED]

Sent: Sat, 21 Dec 2024 02:51:47

To: [Burwood Council](#)

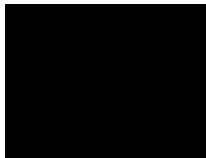
Subject: Croydon Master Plan

Importance: Normal

Sensitivity: None

Yes to TOD

No to any alternative plans



Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:39:50 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 23:54:42

To: [Burwood Council](#)

Subject: submission for Croydon master plan and TOD

Importance: Normal

Sensitivity: None

Dear Burwood Council,

I am a resident of [REDACTED] and I would like to state for the record that I prefer TOD over the Croydon Master Plan or any other alternatives.

Following my previous submission about the original Croydon Master Plan, I have concluded that a revised Croydon Master Plan when compared to TOD, would still be inferior to TOD. TOD is essentially mid-rise centred around Croydon Station which is optimal. Croydon Masterplan is not centred around Croydon station and will therefore suffer deficiencies like extraordinary building heights and discriminate targeting of residents which to social incohesion and other undesirable side effects ..

1. Division amongst neighbours has now become unsafe. A resident who is a supporter of TOD has had the banner in front of his house slashed with a knife. A police report has been filed. We need an impartial system where residents who are included or not included in the plan is not based on subjective data or favouritism. TOD achieves this with a blanket 400m radius. Burwood council mission statement and values about social cohesion are being subverted by the Croydon Masterplan.

2. The process for community consultation is failing. There is confusion around submission dates being extended twice and the website containing outdated information and still refer to original timelines. The planners who are seeking feedback from residents visit when most people are at work. Councillors, in particular Labor, are not willing to engage the community when asked. Mayor John Faker is the only Labor councillor willing to engage yet he is not able to vote due to a declared conflict of interest. I have lost confidence in the integrity of the process.

3. Council has not been transparent about dwelling targets nor can it explain what target belongs to the Burwood LGA vs InnerWest LGA. This should have been confirmed before the Croydon Masterplan was released for submission.

Council needs to urgently act and drop the Croydon Masterplan in favour of TOD so that the focus can be about helping the community to rebuild trust and reconcile the damaging division this has caused to residents.

Regards,


[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:39:53 PM
From: [George Mannah](#)
Mail received time: Sun, 22 Dec 2024 10:06:20
Sent: Sun, 22 Dec 2024 10:06:12
To: [Tommaso Briscese](#)
Subject: Fw: Croydon Masterplan
Importance: Normal
Sensitivity: None

George Mannah
Deputy Mayor of Burwood
M: 0477 551 536
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Sunday, December 22, 2024 3:44:10 PM
To: Burwood Council <Council@burwood.nsw.gov.au>
Cc: Mayor <Contact.Mayor@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; George Mannah <George.Mannah@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>
Subject: Croydon Masterplan

Dear City Planning Team,

My name is [REDACTED]

I believe very strongly that the draft Croydon Masterplan is a far better part of the solution to solving the housing shortage and affordability crisis in our immediate area, than the Croydon TOD. The reasons for my support for this alternative measure to help solve the current housing crisis, has been clearly set out in many of my previous submissions to council.

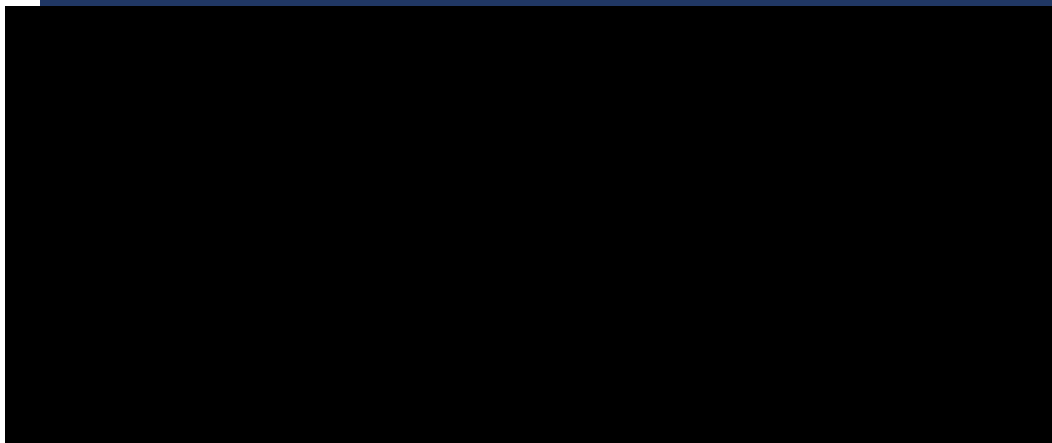
I, together with many of my likeminded neighbours in Brand Street and the immediate surrounding area who generally support the draft Croydon Masterplan, have joined together to form a group called the Croydon Masterplan Group. Our group of property owners are strongly of the belief that the Railway North Precinct and particularly the Brand St block enclosed by Albert Cres, Cross St, Webb St and Cheltenham Road, forms an integral part of the Croydon Masterplan. Of the many parts of Croydon and Burwood earmarked for change under the draft, the group considers that this block has many of the attributes stated by the NSW Government when it established its transit-oriented development (or TOD) accelerated housing delivery policy. Among these attributes, include being within 400 to 600 metres walking distance from Croydon Railway and Croydon shopping centre, three (3) primary schools and two (2) high schools, and two (2) reserves Blair Park and Wangal Park.

The map attached shows the Croydon Masterplan Group members and contact details who have joined our neighbourhood WhatsApp group. Additionally, we have supplied other property owners in our neighbourhood who are in favour of the Croydon Masterplan but would rather not join our group for various reasons.

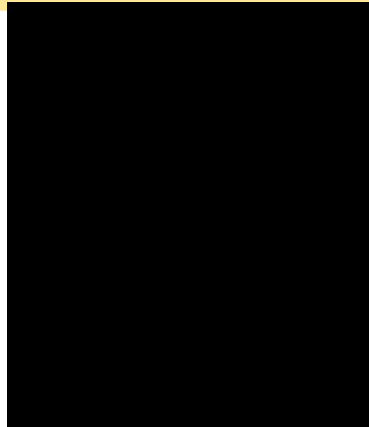
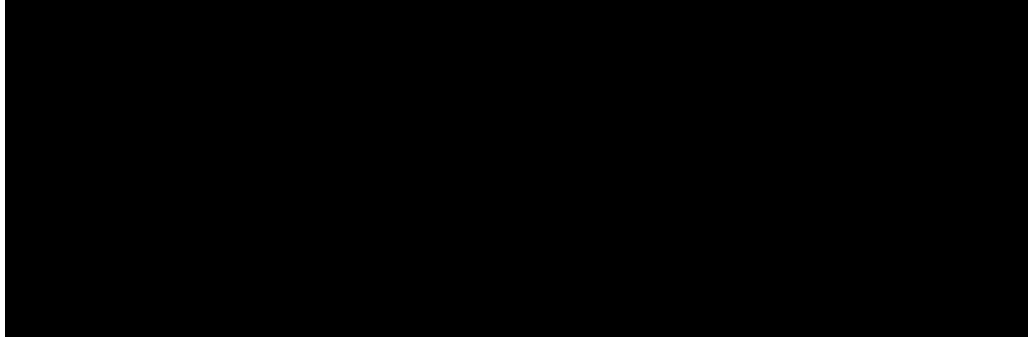
Croydon Masterplan Group



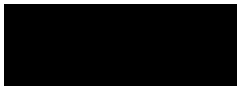
Croydon Masterplan Group (WhatsApp members)



Engagement Outcomes – Redacted Formal Submissions



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Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:39:59 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 08:22:22

To: [Burwood Council](#)

Subject: Croydon Master plan

Importance: Normal

Sensitivity: None

I wish to express my objection to the Croydon Master plan.

Our family home has been just that for past 50 years in [REDACTED]. Currently my elderly mother [REDACTED] the position suits her well as she is close to all services. If she is forced to leave her home, due to either being "forced" to sell to developers" or being surrounded by high rise, it will mean she will probably not be able to remain living in her home independently.

So both me and my family express a loud NO to the plan.

Regards

[REDACTED]

Item Number 1/25 - Attachment 3
Engagement Outcomes – Redacted Formal Submissions

Archived: Monday, 13 January 2025 1:42:45 PM

From: [REDACTED]

Sent: Sunday, 22 December 2024 8:28:05 PM

To: [Burwood Council](#); [John Faker](#)

Subject: Croydon Masterplan feedback and proposal tunnel Young St to Paisley Road Croydon

Sensitivity: Normal

Dear Sir/Madam

We live at [REDACTED] and we support the proposed master plan developed by Burwood Council.

We know 100 hundreds of people living in our vicinity where we live and they all support the proposal by Burwood Council to concentrate any new developments and zoning changes closer to the burwood town centre while preserving the immediate north from PLC Croydon area. We think this is a very wise planning solution and we want to thank Burwood council for taking on our planning feedback which will extend the areas to the south of Croydon station to the north of the station past PLC that already have unique older style homes.

I want to add further feedback that council could consider in the distant future to build a pedestrian tunnel under the railway line where Young Street meets the railway with Paisley Road on the other side. This will allow people to walk from any new developments to the station and shops along Paisley Road railway line side. See photos below that might provide more perspective to my proposal. This might seem controversial but with today's technology I think this is entirely feasible especially if funds are collected for any new developments along that area to Burwood Town centre. Let me know if this could be considered? to include a pedestrian walkway on the southern part of the Railway to the station on Paisley Road.

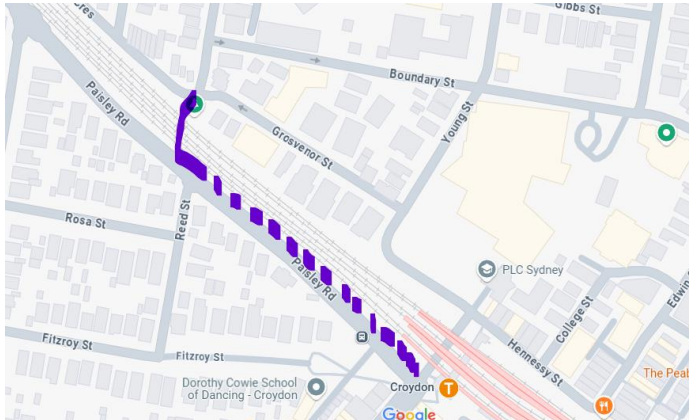
Kind regards

[REDACTED]

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Engagement Outcomes – Redacted Formal Submissions







Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:40:05 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 20:15:15

To: [Burwood Council](#)

Subject: Croydon Housing Investigation Area - submission

Importance: Normal

Sensitivity: None

Attachments:

[Croydon Response.pdf](#);

Please find attached my formal objection to the Masterplan.

Regards [REDACTED]

22 December 2024

Burwood Council
PO Box 240
Burwood NSW 1805

Attn: City Planning Team

Croydon Housing Investigation Area

I refer to the above matter and associate Masterplan documentation currently on public exhibition. Please accept this submission as my **formal objection to the proposed Masterplan for the HIA area** and my **support for the retention of the Croydon Transit Oriented Development (TOD) areas as originally released by the NSW Government.**

The reason for my support for the TOD is that the northern side of the rail corridor has already contributed its fair share to the provision of more affordable housing stock in Croydon. Further, the northern side contains far more of the affordable detached dwelling housing stock that houses many of our essential workers, being teachers, police, nurses etc. The purpose of the Government TOD program is to provide more housing supply and to unlock areas where the housing is predominantly unaffordable. The area in Croydon where unaffordable housing is located is purely on the southern side of the rail corridor, and as such, this is the area Council should be supporting for more housing and accepting the Governments 400m TOD.

In pure terms TODs are generally located within 400m of a transport node and the current proposal by Council to expand to 800m as per the Masterplan go against this pure principle. The 800m radii selected by Council, when actually walked following the current street patterns is closer to 900-1000m walking distance. This is not “transit oriented development”, it is just “development” made up of residential development and no other supporting uses.

We have heard many of the TOD affected residents in the Malvern Hill estate wanting development to occur on the northern side purely to save their area and claiming that this new development will assist in their own children being able to afford to stay in the area. This is hypocritical as they are not presenting themselves as YIMBYS but are in essence the fundamental example of NIMBYS as they want development but not in their side of Croydon. If they are so concerned to house their children they should cater for them on their side. It is unfair for those on the northern side to be pushed out of the area in order to house the children of those on the southern side.

It is ironic that many in the Malvern Hill estate are using the fact that their area is a HCA and thus needs protection from the TOD, but don't hesitate to complain when this exact listing impacts their need to extend or renovate their houses.

The Croydon TOD and Masterplan has clearly divided the community and in such instances it may be best to allow what the State Government wants and allow the TOD to proceed, and let the State Government deal with consequences. And if the Malvern Hill estate residents are so pro-development then let them accept the TOD and not finger point to areas on the other side of the rail corridor in order to retain their expensive unaffordable houses. Council should not be

swindled by their stance as we will end up with Croydon being split into a rich detached cottages side and a poorer apartment living side.

There is also the claim that we need to preserve shops in The Strand. Has anyone actually seen the state these buildings are in. Half don't have their original shopfront, their interiors have been gutted with no original features retained, awnings are rusting, no consistent signage, second storey balconies have been filled in and hardly any maintenance done to their exterior. This is what some are claiming need preservation? Having some shop-top housing above these shops will not detract from the essence of The Strand but make it more lively and a better urban centre. Retaining the facades and development above may also inject funds to restore and spruce up the existing buildings which have been deteriorating since at least the past 20 years.

But as a professional town planner I've put the emotional side of things to the side and assessed Council's documentation from a pure planning perspective. I have to say that the review of the exhibited documentation has found a high number of shortcomings which I have detailed in the following pages. The gaps in the documentation and the quality of some of the analysis I would personally not be lodging that for any of my clients as I know it wouldn't be accepted by the receiving Council, nor would it meet Gateway requirements in my opinion. I can't see how Council can rely on this documentation to make any decision to proceed with the masterplan as presented.

I am also concerned with the claims that Croydon has the infrastructure to cater for the increased population that this new development under the Masterplan will introduce. In order to make such a claim the evidence needs to be presented and be open to scrutiny. However, DPHI has refused to provide the basic level of data when requested under GIPA. How can any Council, and more importantly residents assess the adequacy of their suburb to cater for this increased population, and more importantly be able to assess and respond to what has been presented by Council.

I also question as to why Council has refused to let DPHI release under GIPA submissions it has made to it.

I note that Council's webpage states *"We've heard your feedback about the need for additional time to provide your views on the future of Croydon"*. How can residents make an informed submission if DPHI do not provide the fundamentals as to how Croydon was selected for TOD, and more importantly how can residents make an informed submission if Council is having confidential discussions with DPHI behind closed doors. The reluctance of both DPHI and Council to provide transparency in its decisions and discussions, and openness to providing access to all the relevant information make many people feel cynical about the current consultation process and that a decision has already been made.

As a professional Town Planner I hope this is not the case, and as such, I clearly hope Council takes the time properly assess my detailed submission in the following pages, along with the submission of all residents.

I am also concerned with the establishment of the new Housing Delivery Authority (HDA) and the fact that developers will be invited to submit EOIs to have their developments approved under SSD. The threshold is a low \$60million dollars which any 8 storey buildings proposed in the Masterplan in the current climate would easily meet. This new process will allow developers to exceed planning controls by up to 20%, but more importantly can exceed it by much higher if they do a joint DA and rezoning. Potentially, all the proposed development in the Masterplan can be potentially taken out of Burwood Council's hands and approved by DPHI under this new HDA SSD process with little community and possible Council input. This means

what Council and the community envisages for the Masterplan area may be substantially different/greater and thus changing the Croydon built landscape substantially, and with no increased infrastructure provision. This is a real risk for Council and the Croydon community, and another reason the Masterplan should not be adopted and let the Stage Government proceed with the original TOD. There is probably better chance of HDA saying no to SSD given the areas is largely in a HCA and leave it with Council for local assessment.

Regards

[Redacted Signature]

Croydon HIA response

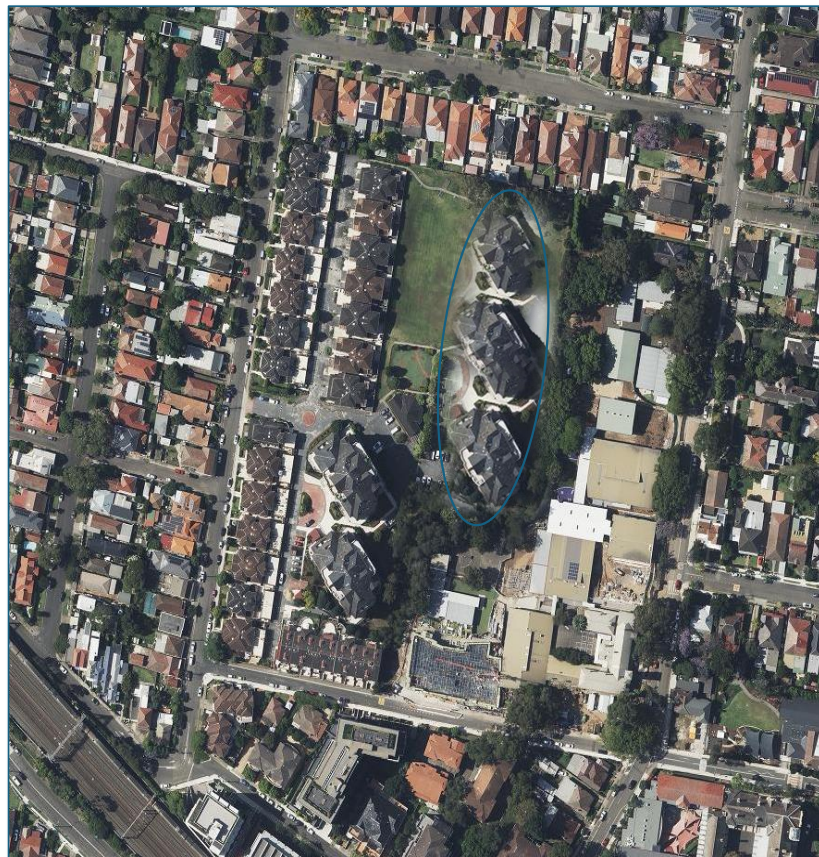
Draft Masterplan Report

Figure 19. Structure Plan (Page 41)

1. The Structure Plan provides schematic detail of areas of development with relevant FSR ratios. In addition the Structure Plan identifies several “*areas for future investigation*”.

Response:

- The potential for development in these “*areas for future investigation*” need to be assessed now in order to provide clarity and transparency as to what capacity Croydon has to meet the housing potential lost by excluding the Malvern Hill HCA which is within 400m of the Croydon Station. By assessing the areas for future investigation and finding they have capacity to provide housing, we may not need to rezone as much in Croydon as the Masterplan proposes. For example, Hampton Court forms one of the “*areas for future investigation*”. As it can be seen in the schematic below, it has the capacity to possibly accommodate 2 or 3 additional towers on the open space area (highlighted in red) that from discussions with locals is under-utilised.

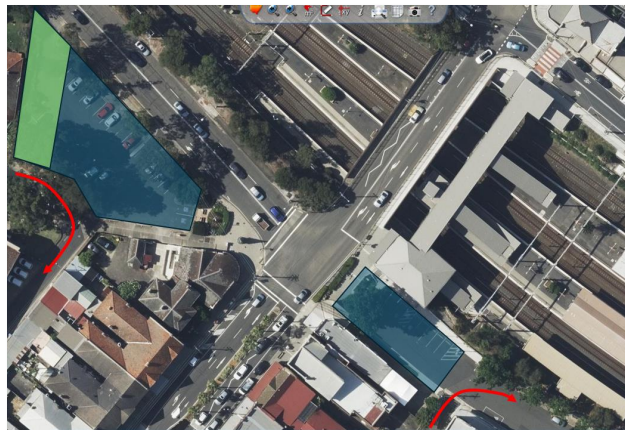


- There is also opportunity to provide more housing by going vertical rather than horizontal to meet the housing targets. For example, properties on the southern side of Grosvenor Street which adjoin the rail corridor could accommodate increasing heights as this would not create any overshadowing issues given they abut the rail corridor, but will also offset the higher cost of meeting rail standards and acquiring existing apartments which any developer would have to go through anyway in order to develop these under the current Masterplan.



Potential site amalgamation with increased development potential with signature building that could be considered adjoining the rail corridor on the corner of Grosvenor and Young Streets (example building viewed from opposite PLC with tallest part of building adjoining rail corridor).

- Council can also look at utilizing some of its assets to provide housing, such as the road reserve next to Croydon Station, and also the carpark next to the Old Post Office building. Council can still have its Council parking provided below ground.





Example of development on Council carpark land (above) and Paisley Road closure (below)



Shaftesbury Road Precinct

2. Page 43 of the Masterplan states *“retail uses and possible community uses at ground level will also provide an appropriate alternative use other than residential dwellings.”*

Response:

- In order for the Masterplan to propose such uses an economic and retail analysis should have been undertaken prior to such a suggestion. This precinct is in close proximity to Westfield and the Burwood CBD and as such retail uses may not be viable. Without an economic and retail analysis to support the above comment would make this Masterplan flawed.
-

Railway North Precinct

3. Page 44 of the Masterplan states *“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.”*

Response:

- The Railway North Precinct contains the original Excelsior Estate and Bungalow Estate which are two of the oldest estates in Croydon, and pre-date the other HCA's like Malvern Hill. The housing in these estate were developed at a time when Croydon was also a key employer with the numerous brickpits. These estates provided important and affordable worker housing and to this day these areas contain some of Croydon's most affordable housing given their smaller allotment size and various and modest housing typologies. The Masterplan should be retaining this pocket of affordable housing which helps meet the “missing middle” housing (as termed by the NSW Government) and provides entry level housing for those seeking to move into Croydon but require a house rather than an apartment.

Croydon Core Precinct

4. Page 24 of the Masterplan states *“this small precinct will include a street wall height of up to 6 storeys and tower development up to 15 storeys above”.*

Response:

- Given that this area already contains apartments which the community is generally used to, the opportunity to go slightly higher in order to retain detached housing in other areas (eg Railway North Precinct) should be considered. In particular the properties on the southern side of Grosvenor Street which adjoin the rail corridor. Increasing heights on these properties would not create any overshadowing issues given they abut the rail corridor, but will also offset the higher cost of meeting rail standards and acquiring existing apartments which any developer would have to go through anyway in order to develop these under the current Masterplan.

Railway South Precinct

5. Page 47 states “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 will remain in its current form.”
6. It is noted that the Council passed a resolution in its last meeting to exclude this area.

Response:

- This precinct is ideally located in close proximity to Burwood Station that has far more frequent rail services than Croydon Station. Further, it is close to the Burwood CBD, Westfield and future Burwood RSL at the old library site. In addition, once Burwood RSL moves to its new location, their current site is an ideal site to be redeveloped for housing given its proximity to the above mentioned facilities. Even with the heritage items located within this precinct and its proximity to Malvern Hill, a proper Masterplan which includes the current Burwood RSL could be prepared which retains and protects the above mentioned heritage but also providing housing closer to a more important railway station.

Stakeholder Engagement Plan

What we engaged on

7. The Plan makes the following two statements in 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.
 - Lower Heights near Croydon Station: Building heights will taper down nearer to Croydon station to preserve its heritage and suburban feel.

Response:

- The masterplan as exhibited fails to create ‘...a more suburban, fine-grain character near Croydon Station’ and ‘...preserve its...suburban feel’ due to the proposed heights, building typology and density proposed on the northern side of the rail corridor.

Council Agenda Item 31/24 TOD Program - Proposed Croydon Housing Investigation Study Area

Initial Community Engagement

8. The Agenda Item states that residents of Croydon were initially consulted between April and May 2024 (page 4). Residents were given the opportunity to also pinpoint where new housing should be located (page 5). The Plan generally states that there was support (with pin drops) for development north of the railway line.

Response:

- Discussions with people since the exhibition of the Masterplan indicates that the pin drops for development on the northern side of the rail corridor were people living in Malvern Hill Estate or other parts south of the rail corridor as a means to protect their

area. Most residents living in the areas outside of the Govt 400m TOD area on the northern side of the rail corridor believed that they were not affected and hence didn't provide a response. The adoption of the Masterplan as exhibited should solely be based on the support or rejection from those residents affected and not those living in areas unaffected by the Masterplan.

Heritage

9. The Agenda states the current Heritage Conservation Areas be excluded from the Croydon HIA as this *"...aligns with Council's Community Strategic Plan which aims to "protect our unique built heritage and maintain or enhance local character".*

Response:

- Croydon's built heritage isn't only found in those areas which are currently within HCAs. Other parts of Croydon have important historical and social significance, especially those areas (such as Grosvenor Estate and Bungalow Estate) that are actually older and more socially significant (eg early worker cottages) than, for example, Malvern Hill Estate. Our heritage shouldn't be limited simply to those buildings that a heritage architect thinks externally look "nice" to keep. Further commentary on heritage is provided in response to the Heritage Analysis Report by TKD Architects.

Existing Mid-Rise Housing

10. The Agenda states that *"existing mid-rise housing is a constraint to new development as the cost of redeveloping to increase the number of dwellings is generally prohibitive."*

Response:

- One option is to allow those areas identifies in blue in the Agenda with higher FSR and height given that the community is already living with those forms of development. Cost of construction of each tower can then be apportioned over more apartments thus bringing the cost down, and providing apartments at a more affordable price point.

11. The Agenda also states that as the TOD requires minimum 21m site width that in most cases two (2) sites will need to be amalgamated.

Response:

- In the area know as Grosvenor Estate (bound by Alred Crescent, Webb St, Cheltenham Rd and Cross St) there are properties with a frontage ranging from 4-9m which would mean that at least 4 properties would need to be acquired, which for a developer creates risk if they can't secure this many properties. For example, there are small worker style properties along Alfred Cres that have frontages of about 4m which would mean 5 properties would need to be acquired, the more properties required, the increase in risk a developer can't purchase all properties to create a developable parcel.

Low and Mid Rise Housing

12. The Agenda makes reference to the Governments December 2020 announcement with respect to “Diverse and Well-Located Homes”, that is the “Missing Middle”. The reforms would allow dual occupancies, terraces and townhouses in R2 low density zones.

Response:

- The rezoning of large parts of the R2 land north of the rail corridor would remove a large portion of the R2 zoned land close to the station, thus removing any opportunity to meet the Governments reforms. This form of housing is considered more appropriate in this location. Further, the housing in this location, unlike south of the rail corridor and within the Malvern Hill estate area, is far more affordable and therefore should be retained rather than being rezoned for development. It provides housing for people who can’t afford the larger block of land in Malvern Hill Estate and other areas but require detached housing accommodation for personal/family reasons. It also allows opportunity for people to upgrade from a current Croydon unit to a house when families grow at a price more affordable than in areas south of the corridor. It also allows people to down-size from their larger allotments to something smaller whilst remaining in Croydon.
- The houses earmarked for rezoning north of the corridor are essential in the provision of diverse forms of housing at lower price points. Otherwise we will be having expensive unaffordable large houses on the southern side of the corridor and apartments on the northern side. We need to retain this “missing middle” housing which is affordable. This is why this area has a high proportion of essential workers (eg police, nurses, teachers, cleaners etc) living here as opposed to the larger blocks on the southern side. If the goal is to introduce more affordable forms of housing we need to retain what is currently affordable and redevelop the unaffordable sections of Croydon.

Croydon HIA: Case for Change

2.0 Croydon Housing Investigation Area

13. This section of the Report states that the Croydon HIA “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.”

Response:

- This statement and justification for change is flawed on the following two grounds:
 - a) Large parts of the HIA Masterplan area are the most affordable detached housing stock in Croydon, primarily due to their smaller allotment sizes and modest housing typologies. The higher land prices are generally located south of the rail corridor (including Malvern Hill Estate) and the Croydon Low Density Dwelling Residential Precinct (as identified in the Masterplan) as both these areas contain larger allotments (hence the higher land value for each allotment) and larger and “upmarket” housing typologies. The comment that the area north of the rail corridor forming part of the Masterplan area has higher land prices is not based on fact.

- b) TODs around the world generally stick to the 300-400m radii at smaller transport nodes equivalent to Croydon. Larger transport around the world nodes equivalent to Strathfield or Hornsby Stations etc tend to be 600m-800m radii. They also contain retail/commercial at street level in these developments to activate the precinct. The Masterplan's 800m proposes mainly residential development which goes against TOD principles. In other words what is proposed in the Masterplan 800m is not "transit oriented development", it's just "development".
- c) If the case for change is based on higher land prices provide better opportunities for higher density, then it would be Malvern Hill Estate that would meet this requirement due to its higher land prices than the land in the HIA on the northern side of the rail corridor. The areas directly north of the rail corridor have the lower land prices.

3.1.2 Council Led Strategic Planning - Burwood Community Strategic Plan 2036 (Burwood Council, 2022)

14. The Report states that "a key consideration facing the Burwood community revolves around the near doubling of population for the LGA, from 41,500 to 73,500".

Response:

- The comment in relation to the near doubling of population to 73,500 people by 2036 is completely incorrect and if this figure was used to formulate the development potential under the Masterplan then this is a very key fundamental flaw.
- The Department of Planning, Housing and Infrastructure (DPHI) this month (November) released its updated/revised population projection for each Council. DPHI predicts that by 2041 Burwood LGA will have 57,314 people, an increase of 16,874 for the 20year period from 2021 (see below). This would mean that Council's figure is an overestimation of some 16,186 people.

Local government area	Burwood
2021	40,440
2041	57,314
Total change	16,874
Average annual growth rate	1.80%
Full details for entry Burwood	

Source: DPHI Website 25/11/24

Further, Council's *Local Strategic Planning Statement 2020* (LSPS) states that they envisage the population for Burwood LGA would be 57,500 by 2036, which is clearly some 16,000 person error between the two Council studies.

3.2.2 Section 9.1 Planning Directions

15. Focus Area 4 - Resilience and Hazards contain two directions, being 4.1 Flooding and 4.2 Acid Sulfate Soils. In relation to Flooding the Report states *"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"*, and for Acid Sulfate Soils it states that *"any future development is not likely to lower the water table"*.

Response:

- In relation to the flooding comment, the proposed mitigation measures, such as bridges between buildings etc, haven't been costed and may impact on the feasibility of the developments. Further detailed flood modelling hasn't been undertaken to ensure the Masterplan is feasible. Relation to the water table comment this is not entirely correct. Historically the HIA had several rivers/creeks running through it with a high clay soil contact because of this. This why several brick pits were located in Croydon. These areas with the high clay soil content experience an increase in the water table during heavy rain where in the recent rains during the middle of 2024 properties experience flooding from the rise of the water table as opposed to lack of stormwater drain capacity to deal with the volume of rain.

16. Focus Area 6 – Housing refers to directions 6.1 Residential Zones. The Report states that *"the Croydon HIA Masterplan will encourage a variety and choice of housing typologies"*.

Response:

- This is not correct. The main new typology created by the Masterplan is high-rise apartment buildings of at least 8 storeys. No new typologies of smaller detached cottages (on smaller allotments), semi-detached cottages, terraces, villas or townhouses are introduced under the Masterplan

4.0 Key Land Use Constraints, Opportunities and Issues

17. In relation to Open Space, the Report states that *"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"*

Response:

- If FSR/height bonuses are offered in return for the provision of open space by developers, this will clearly change the Masterplan vision as it will now introduce larger developments that were not initially considered by the community, and would go against the principles of having lower heights in Croydon when compared to Burwood.

18. In relation to Traffic and Transport, the Report states that *“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”*.

Response

- The roads around PLC, Croydon Public and Burwood Girls High are already unacceptably busy which would have been easily ascertained if a property transport and traffic analysis was done based on actual traffic counts and not theoretical numbers as Transport Report has. The Masterplan provides no solutions as to how this issue will or even can mitigated.
- A number of streets are also too narrow to allow cars to pass each other which creates further delays during peak-hour.
-

5.0 Key Land Use Aspirations and Strategies

19. Section 5.2 of the Report states that for “Housing” that Council’s Masterplan should *“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.”*

Response:

- The Masterplan should identify its entire LGA housing target based on the recent population forecast released by DPHI and also the “correct” forecast contained in the LSPS and not the inflated figure contained in the *Burwood Community Strategic Plan*. From these figures it can be determined that with the development of the Burwood North precinct, PRCUTS and existing undeveloped R3 zoned land the quantum of development required to be provided in Croydon would be very minimal based on the LSPS and DPHI figures.
- The supporting Masterplan documentation clearly shows there are flooding and infrastructure constraints that have as yet not been properly costed and can easily impact on the feasibility of developing the HIA.
- Croydon’s infrastructure based on the analysis in the submission is clearly insufficient to cater for the Masterplan proposed development yield. The local school will not be able to accommodate all the additional students, the local playing fields are currently at capacity with no new playing fields proposed, and there is no advice from Sydney Water, Ausgrid or TfNSW that their networks can cater for the increased capacity.
- A GIPA request was lodged with DPHI whereby it was asked to provide *‘Details of the enabling infrastructure capacity of Croydon which enabled it to be selected to be a TOD. The evidence-based information/reports and also any planning, infrastructure, and spatial data, expert advice and feasibility analysis information/reports. And the analysis that identified that Croydon has the capacity to support additional growth.’* This request would help answer the third item described in Section 5.2 (ie *Croydon’s infrastructure*

capacity to accommodate additional housing). DPHI refused to provide this level of detail and as such there is no baseline of information to confirm that Croydon in fact has the infrastructure capacity for increased housing or whether the decision was made purely on political reasons. It also being noted that Council refused the release of details of its correspondence and meetings by DPHI.

Croydon HIA: Social Infrastructure and Open Space Needs

Section 1.1 Previous consultation key findings

20. Table 1 states that the “community identified need for more open space, particularly south of Croydon Station if development is to occur in the area.”

Response:

- The Masterplan fails in providing any open space on the southern side of the corridor in order to address this community need. If development under the TOD as proposed was adopted, or if Council elected to include development in the southern side of the corridor, developers may be more likely to provide this open space as part of their development. Council should consider development on the southern side of the corridor as well.

21. Table 1 states that the “community identified potential need for another primary school due to increase population density.”

Response:

- Croydon Public School was recently redeveloped to accommodate some 1,000 students. Having participated in the development plans at the time it was evident that the redevelopment of the school was based on likely future population (and hence enrolments) based on the development potential under the current LEP provisions. The increase in population under the Masterplan (and to extent the overall 400m TOD) has not been catered for in the current completed school design.
- The Masterplan also fails in reserving land for expansion of the current school to accommodate the increased enrolments and fails to identify land to be reserved for an additional school. Hence there will be a lack of appropriate school infrastructure for new residents jeopardising the viability of the proposed development as people may be unlikely to move into the new apartments if they can't get access to the school. The
- Consultation also needs to occur with the Department of Education as to whether Croydon Public, and also Burwood Girls High School, it can accommodate these additional enrolments. In fact, in the document *Transport Oriented Development – Guide to strategic planning* prepared by DPHI states on page 11 that “Councils should consult with agencies in the NSW Government that might have advice as a result of impacts not considered...that...results in impacts greater than envisaged...”. It is a clear failing of the Masterplan that input from the Dept of Education has not been sought prior to the preparation of the Masterplan.

Section 1.2 Open Space and social infrastructure

22. The Report states that there are a number of parks within 2km of the Croydon HIA.

Response:

- Government has made it clear that Burwood Council needs to plan for additional housing on its side of the LGA border even though Croydon is split between Burwood and Inner West Councils. In this case, the same rule should apply in terms of available open space. Centenary Park, Bede Spillane Gardens and Hammond Park are all in Inner West Council and that Council may have plans to develop those parks in the future. Hence, they should not be included in the Masterplan analysis as they are not Burwood LGA facilities.
- At present Burwood LGA has the worse level of open space provisions per person than any other LGA in Sydney (see comment further below) when only the open space within its LGA is considered. The Masterplan should not be taking advantage of open space that is located in another Council area.
- The Masterplan relies on the availability of sporting fields and other open space that are located in Inner West Council. This is a key flaw in the Masterplan as it is presumed that Inner West Council will utilise these parks as part of their open space benchmarking in order to meet their increase population under their part of the TOD/Masterplan. Both Councils cannot double dip and use the same parks to meet their individual open space needs as the combined increase in population won't be able to be accommodated and this created a shortfall in open space for both Councils. Burwood Council needs to provide its active open space needs within its own LGA, with at least the reservation of land for additional sporting fields. If it can't provide additional sporting fields to cater for the needs of the future Croydon HIA residence then it shouldn't be pursuing the Croydon HIA at all.
- Froggatt Crescent Reserve is largely a road reserve green space which is not useable open space by the community. It should not be included in the open space analysis.
- The Masterplan area currently has two child care centres, one located on Webb Street and the other on Albert Crescent. The Masterplan has not acknowledged the presence of these two services that have a high level of importance to the local residents. The Masterplan makes no mention of any provision to allow these to remain or where they can be relocated. Whilst it is acknowledged that part of the Railway North Precinct has been identified as a possible Mixed Use site there is no certainty that any child care service will be located there.

Section 1.3 Indicative dwelling yield and future population

23. The Report states that the Croydon HIA will yield 3,600 dwellings and with an incoming population of 9,000 people (based on 2.5 people per household).

Response:

- The Report provides no comparison between the anticipated Croydon HIA dwelling yield and the now excluded areas that were originally in the 400m TOD. An analysis needs to

be done of what the yield would have been under the 400m TOD radii (which included Malvern Hill estate). This would provide some clarity as to lost development potential and how much is needed in other parts of Croydon and the Burwood LGA. Without this original analysis the community cannot compare if the 3,600 dwelling yield is excessive or not. This is a fundamental failing of the Masterplan report.

- The anticipated population of 9,000 people will be a strain on local facilities. Using the inputs provided in the Report this would mean there would be 1,800 additional children that will need to be accommodated by the local school. This is more than the school population at present. The local soccer club currently has 212 registered junior players and struggles to accommodate them on its 3 local fields at Blair and Centenary Parks. It is clear these additional children will not be unable to be accommodated on these two sporting fields, and there has been no allocation of large sporting fields in the Masterplan, which is a clear failing of the Masterplan.

Section 1.4 Benchmarking assessment and likely needs

24. The Report states that ideally at least one park of between 3,000 and 5,000sqm is required, and 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.

Response:

- Given the earlier comment in relation to number of children and the capacity of the local soccer club it would mean that at least one large soccer field would be required in addition to smaller passive open spaces. The Masterplan fails in the provision of enough open space to accommodate the sporting needs of the anticipated increase in population. The proposed 4 pocket parks and 2 plazas will not meet the active recreation needs of the current and anticipated population.
- At present Burwood LGA has worse level of open space provisions per person than any other LGA in Sydney. Given the current shortfall and expected increase of some 9000 new residents Burwood LGA will be in a further worse position that it currently is in. If Burwood LGA can't accommodate the current population with adequate space, how will the proposed small amount of open space help in that situation. Further, even if small portion of the additional people to be housed in the Croydon HIA join the local football club, how does Council see them being accommodated at Blair Park given this is the only football field being made available by Council to the local club?

Metropolitan Councils	Persons per Ha of Open Space (2023)
Burwood	1029
Inner West	729
Canada Bay	693
Waverley	611
North Sydney	529
Sydney	511
Bayside	465
Woollahra	369
Strathfield	358
Cumberland	347
Georges River	324
Parramatta	300
Fairfield	246
Canterbury-Bankstown	236
Willoughby	209
Lane Cove	189
Randwick	185
Ryde	170
Mosman	159
Hunters Hill	136
Liverpool	131
Blacktown	120
Northern Beaches	110
Sutherland	86
Ku-ring-gai	77

- Further, even if small portion of the additional people to be housed in the Croydon HIA join the local football club, how does Council see them being accommodated at Blair Park given this is the only football field being made available by Council to the local club? Whilst the club also utilises Centenary Park, this Park is provided by Inner West Council and it is presumed they will utilise this as part of their open space benchmarking for their portion of the TOD. Both Council can't double dip and use the same park to meet their individual open space needs. Burwood Council needs to provide its active open space needs within their own LGA, with at least the reservation of land for additional sporting fields. If it can't provide additional sporting fields to cater for the needs of the future Croydon HIA residence then it shouldn't be pursuing the Croydon HIA at all. Further, given that community has identified the need for open space on the southern side of the rail corridor it is considered that Council should be focusing on rezoning land on that side of the corridor in order to provide opportunities for development with increased open space provisions.
- Croydon is split between both Burwood and Inner West LGAs. From the table above these two Council have the worse level of open space provision in Sydney. The anticipated increase population for both LGAs will only make this level of open space provision even worse. The question arises as to how Croydon was selected to be a TOD in the first place.

In terms of the Croydon's Social Infrastructure and Open Space capacity to accommodate increased housing it is difficult to ascertain whether Croydon has the required capacity.

A GIPA request was lodged with DPHI whereby it was asked to provide *'Details of the enabling infrastructure capacity of Croydon which enabled it to be selected to be a TOD. The evidence-based information/reports and also any planning, infrastructure, and spatial data, expert advice and feasibility analysis information/reports. And the analysis that identified that Croydon has the capacity to support additional growth.'* This request would help confirm if Croydon had the required social infrastructure and open space capacity to confirm why it is selected as a TOD. DPHI refused to provide this level of detail and as such there is no baseline of information to confirm that Croydon in fact has the infrastructure capacity for increased housing or whether the decision was made purely on political reasons. It also being noted that Council refused the release of details of its correspondence and meetings by DPHI.

Croydon HIA: Transport Statement




Section 2 Transport review of proposed master plan

25. This Section of the JMT Report states that *"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."*

Response:

- The Report provides no detail as to how the analysis was arrived at. Albert Crescent from local experience does not just provide local access but is often used as a main connector between the Schools at Croydon and Shaftesbury Road. During school drop off and pick up hours large volumes of traffic use Albert Crescent in both directions and hence converting it to one-way traffic would push the alternate traffic flow into other local streets which don't have capacity to handle this additional traffic.
 - During peak periods there is substantial traffic delay at the intersection at the Meta Street Bridge, Young Street and Hennessy Street. During mornings peaks there is substantial delay for vehicles travelling east from Young Street down Hennessy Street or over Meta Street Bridge. There is also increase congestion at the Grosvenor Street and Boundary Street intersection next to Croydon Public and also along Boundary Street entrance to PLC High School. During afternoon peaks there is substantial congestion and delays at the Young Street, Hennessy Street and Meta Street Bridge, which is particularly worse for vehicles travelling west along Hennessy Street trying to get over Meta Street bridge to head through The Strand or turn right at Paisley Road. Traffic is typically banked all the way back down Elizabeth Street near the Ashfield Aquatic Centre.
26. In the traffic demand analysis section of the Report (page 6) it states that *"a 'business as usual' scenario which considers the theoretical development capacity under current planning controls and current travel behaviours"* is used.

It also provides the following table:

Transport Mode	Peak Hour Travel Demand		
	Business as Usual	Croydon HIA Master Plan	Change
 Walk / Cycle	230	510	+280
 Public Transport	1,360	2,260	+900
 Car Driver	920	970	+50

Response:

- The use of theoretical capacity for the “business as usual” scenario is flawed as it provides no information as to how these numbers are arrived at. There is plenty of real data available or can be captured to provide a more accurate analysis of the current situation. For example, TfNSW has real data available from the Opal Card at Stations and on buses which provide a more accurate source of public transport use (especially for Croydon Station) during peak periods. Further, proper traffic counts could have been undertaken, if not available from Council, to provide more accurate car and cycle data. Even without the use of more accurate data just simple analysis of the number of children attending Croydon Public School would generate more than 230 peak hour walking trips let alone those walking to the station to catch a train.
- The expected increase in public transport usage of only 900 trips seems low. The whole purpose of TODs is to encourage more public transport use. If this Report is considered to be correct in that the Croydon Masterplan HIA only achieves an increase of only 900 additional trips, then the HIA/TOD has failed in what it is trying to achieve.

The Transport study needs to be remodelled based on real data and in consultation with TfNSW as to their expected increase travel/transport demand by 2036.

- Further, based on the anticipated population of 9,000 people that is provided in the Social Infrastructure and Open Space Needs Report, even on a conservative level if only one person per new household caught the train, this would be an additional 3,600 commuters using Croydon station per day which would predominantly be during peak periods. This shows that the analysis in the JMT Report is understated and does not reflect or rely on the population projections in the other HIA supporting reports. When TfNSW upgraded the Station there were 4,750 daily trips from Croydon Station and the upgrade was designed to cater for a 27% increase to 6,055 by 2036 (this is based on data in the Croydon Station REF). The 6,055 that was arrived at was based on potential increase population due to development under the current LEP zoning. The Station has not catered for this additional increase under the TOD nor the Masterplan. Further, there is no analysis as to whether the rail network has the capacity to cater for this increased in patronage and whether stations like Town Hall and Wynyard which serve this line have capacity to cater for the increase as well given they are often at platform capacity during evening peak periods.

- Consultation also needs to occur with Transport for NSW to understand the network capacity to accommodate the additional population that will be utilising the rail service from Croydon Station. At present not all trains services stop at Croydon during peak periods which means there is the likelihood of the current trains serving Croydon not being able accommodate the Croydon increased demand, along with demand from Ashfield, Summer Hill, Lewisham, Petersham, Stanmore which will also see an increase in population due to increase development around those station which are all served by the same train service as Croydon Station.

In fact, in the document *Transport Oriented Development – Guide to strategic planning* prepared by DPHI states on page 11 that “Councils should consult with agencies in the NSW Government that might have advice as a result of impacts not considered...that...results in impacts greater than envisaged...”.

It is a clear failing of the Masterplan that input from the relevant transport agency has not been sought prior to the preparation of the Masterplan.

27. The Report seems to contain a number of photos of streets in Croydon.

Response:

- None of the photos of the Report are of actual streets within the Croydon HIA Masterplan area. It raises questions as to whether the consultant has familiarity with the HIA Masterplan area and the unique traffic transport issues it has. It raises questions on the accuracy of the Report’s findings.

The Report also provides no analysis of the traffic impact due to the narrowness of the existing roads. Common peak-hour delays are experienced as follows:

- Webb Street area from railway line to northern end of Hampton Court due to narrowing of road. Traffic often delayed as two cars cannot pass each other.
- Albert Crescent along its full length due to its narrowness and parked cars in sections two cars cannot pass each other.
- Narrow Boundary and Grosvenor Streets create delays during garbage collection days as there is no opportunity to pass the garbage truck

If the traffic consultant undertook visual inspections of the local roads during peak-hours it would have witness these delays/capacity issues.

A GIPA request was lodged with DPHI whereby it was asked to provide ‘*Details of the enabling infrastructure capacity of Croydon which enabled it to be selected to be a TOD. The evidence-based information/reports and also any planning, infrastructure, and spatial data, expert advice and feasibility analysis information/reports. And the analysis that identified that Croydon has the capacity to support additional growth.*’ This request would help confirm if Croydon Station and the rail network had the required capacity to confirm why it is selected as a TOD. DPHI refused to provide this level of detail, in particular the TfNSW rail network and Station selection advice it had, and as such there is no baseline of information to confirm that Croydon in fact has the infrastructure capacity for increased housing or whether the decision was made purely on political reasons. It also being noted that Council refused the release of details of its correspondence and meetings by DPHI.

Croydon HIA: Heritage Analysis

Built form and Character

28. The Analysis describes the HIA area as:

“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.

Response:

- Given the above opening statement in the Heritage Analysis, why is Masterplan seeking to destroy this collection of cohesive detached residences?

Character Analysis

29. The plan identifies majority of housing as being “contributory”, particularly in the areas known as the Grosvenor Estate and Bungalow Estate.

Response:

- The “contributory” definition states that *“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.”* Isn’t that why the Malvern Hill Estate is listed as a HCA, that is, they collectively are important rather than individually?

Recommendation – Capacity for new development

30. The Map provides an indication of heritage sensitivity.

Response:

- The areas known as Grosvenor Estate and Bungalow Estate are not circle in Green as being areas where there is no heritage sensitivity.
- Whilst the Analysis looks at heritage significance, typically the Analysis is an external visual architectural assessment, it provide no “historic assessment” of any of their area to ascertain if they are historically significant, as opposed to “architecturally significant.”

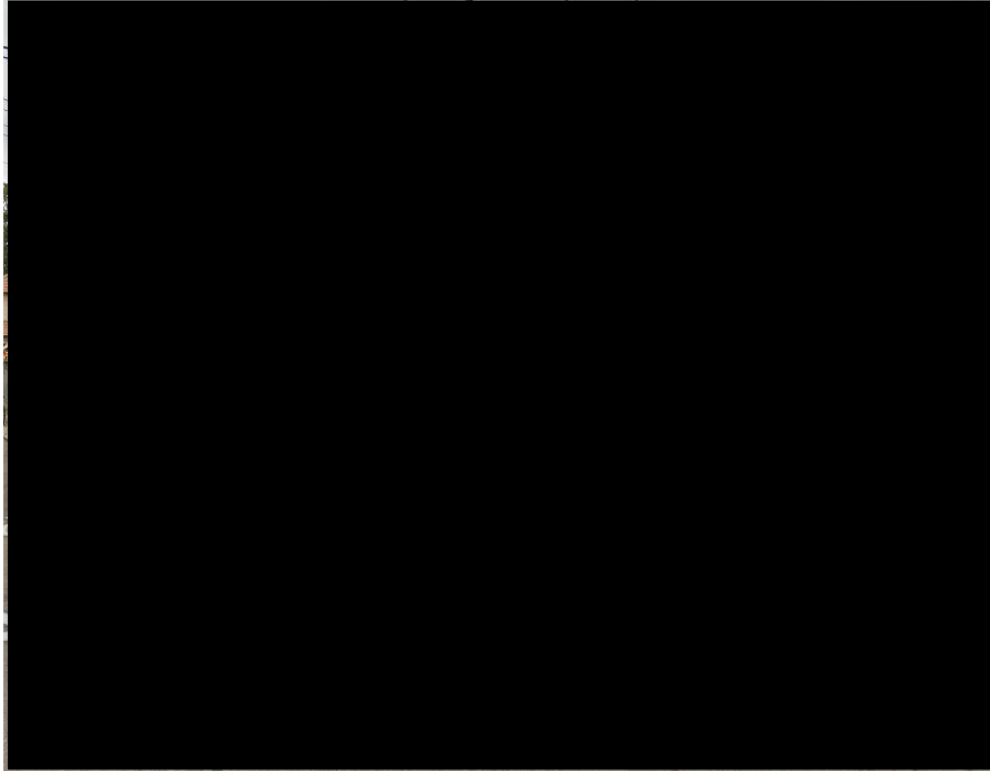
Heritage items and heritage conservation areas

31. The Analysis seems to identify only a single property worthy of potential listing, being 13 Brooklyn Street, Burwood.

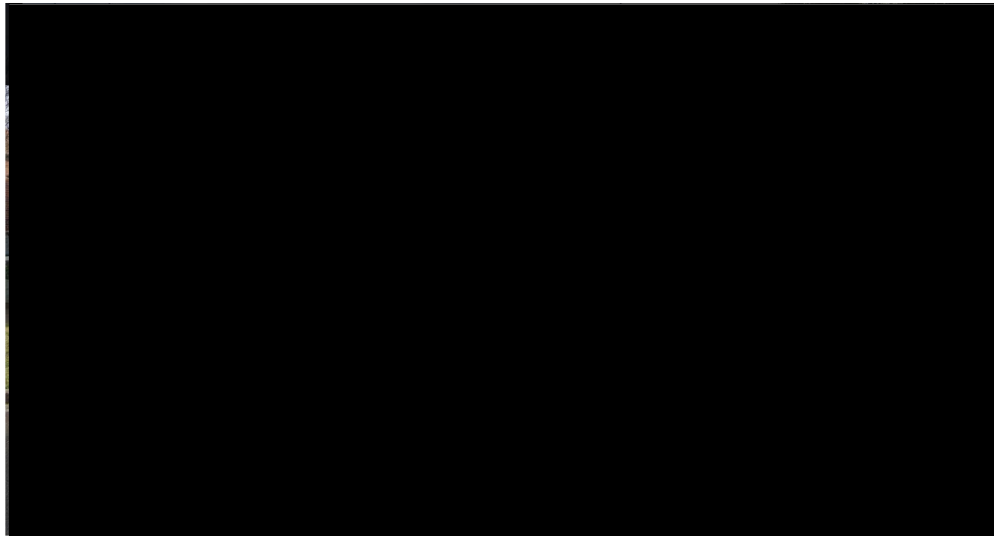
Response:

- The Analysis seems to have looked at the large substantial buildings for potential listing and proves no analysis on the smaller worker type housing that are in areas that pre-date Malvern Hill Estate and provides crucial worker accommodation to those working in Croydon industries at that time, being the brick-pits and printing press, which identified the northern part of Croydon as an employment area.

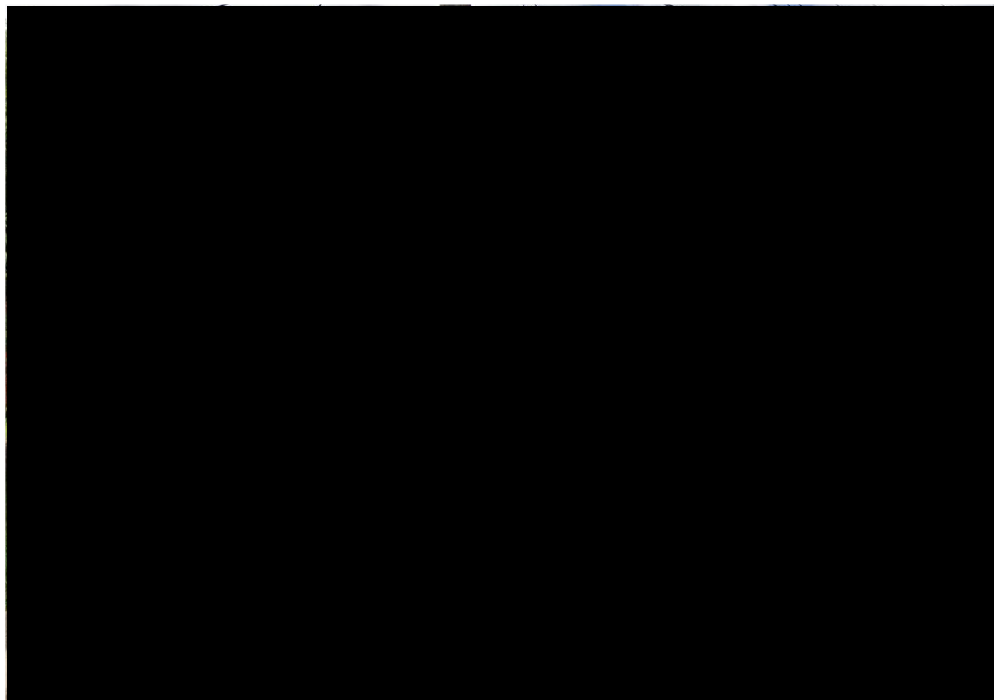
Example of some of the worker cottages and former shops that are considered historically important, and possible architecturally important are provided below.



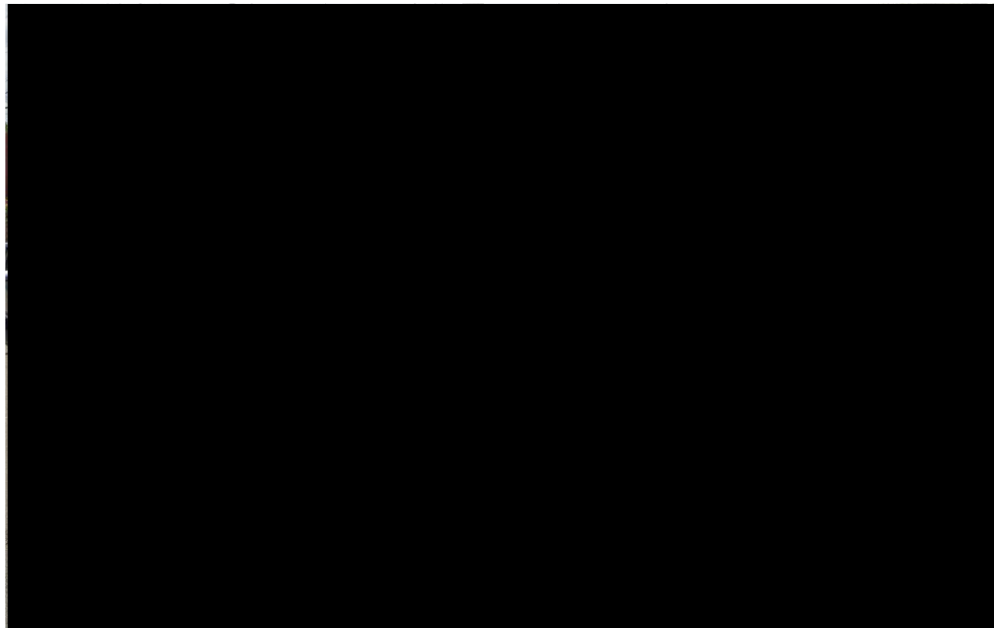
Former shops on corner of [REDACTED]. Apart from the shopfronts is largely intact and an example of the commercial activity in the area serving the brick-pit and then printing press that was located oppose it.



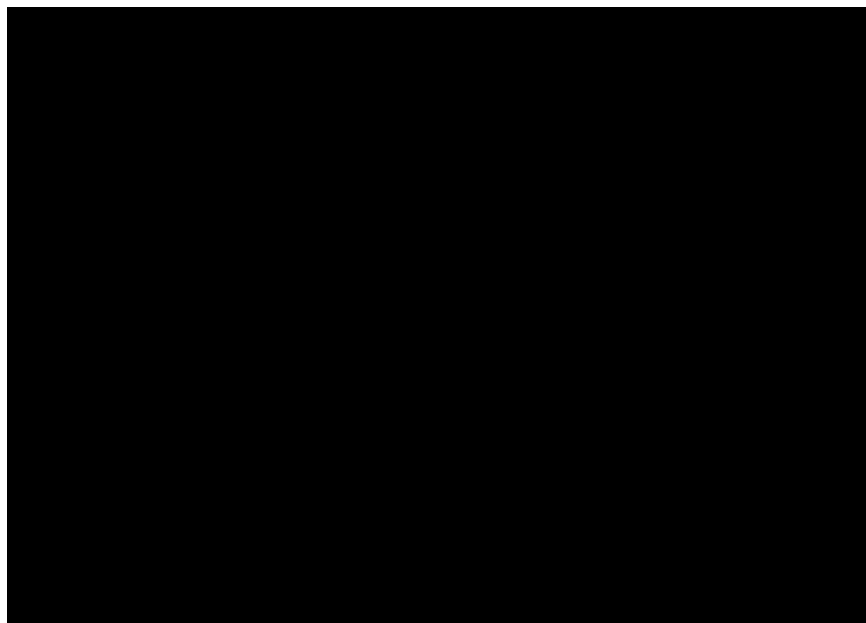
Former shops on corner of [REDACTED]. The former shop on the left is heritage listed but the one of the right is not. The former shop on the rights still contains its original brickwork on the [REDACTED] frontages. Both are an example of the commercial activity in the area serving the brick-pit and then printing press workers that lived in the area.



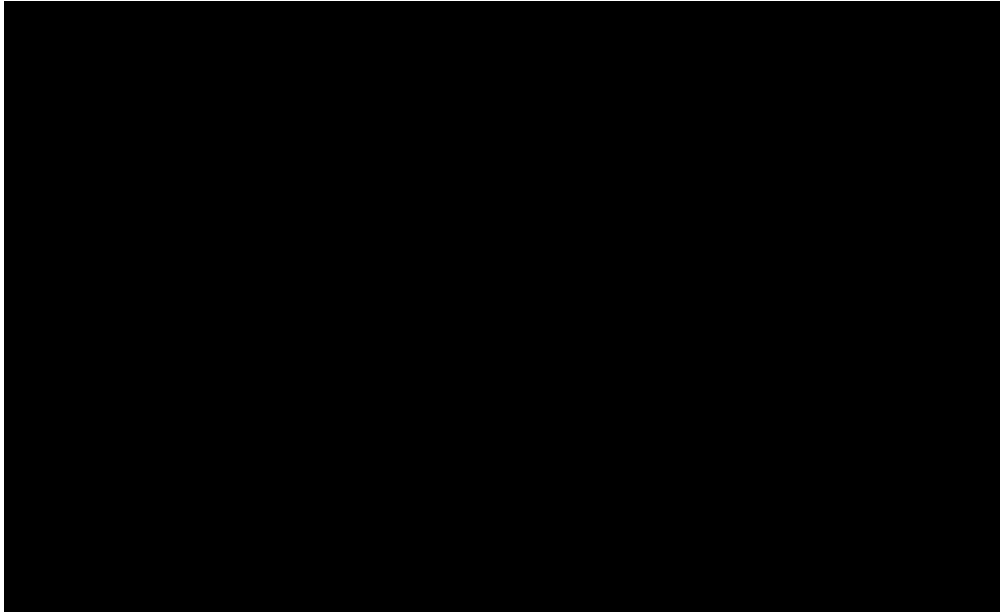
Former shops on corner of [REDACTED]. The former shop still contains its unique façade architectural treatment, and more importantly two unique pressed metal awnings. It is unclear as to why these features were not enough for the heritage architect to even consider the retention of this building purely on these features. This former shop, in addition to those example above, shows the level of commercial activity in the area serving the brick-pit and then printing press workers that lived in the area.



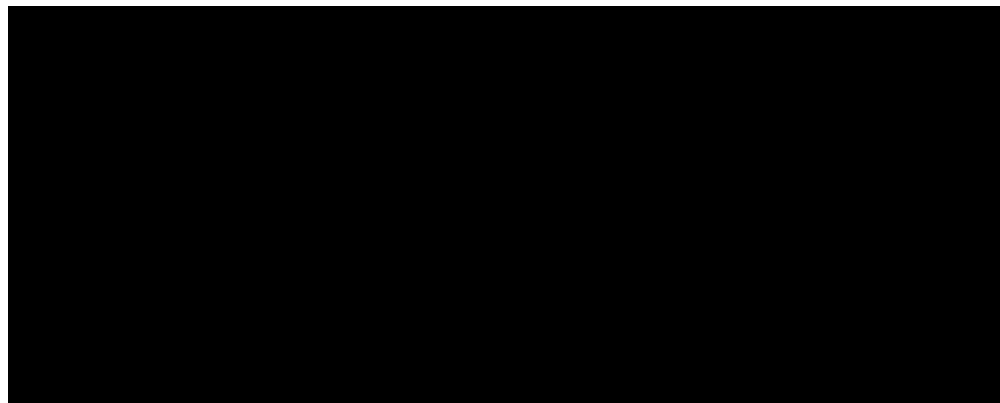
Albert Crescent between [REDACTED] contains four unique small-scale narrow workers cottages. These worker cottages were built as single bedroom workers cottages. This type of housing is not only unique in Croydon, but also in Sydney and it is therefore unclear as to why the Heritage Analysis did not assess this uniqueness. These are a well sought after housing stock (especially as some have been converted to 2 bedroom) as they are preferred over similar accommodation apartments in the area. This is the type of “missing middle” housing that needs to be retained.



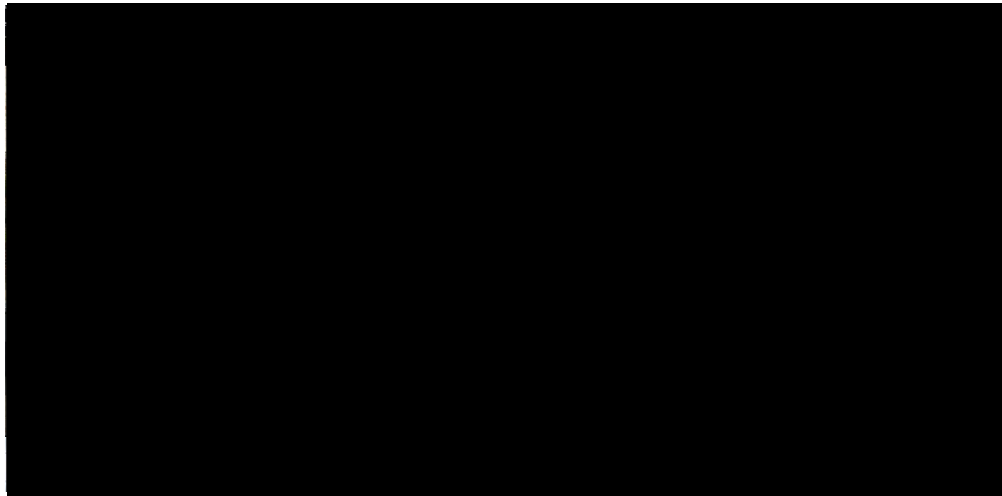
Worker cottage at [REDACTED] that still contains many of each original features.



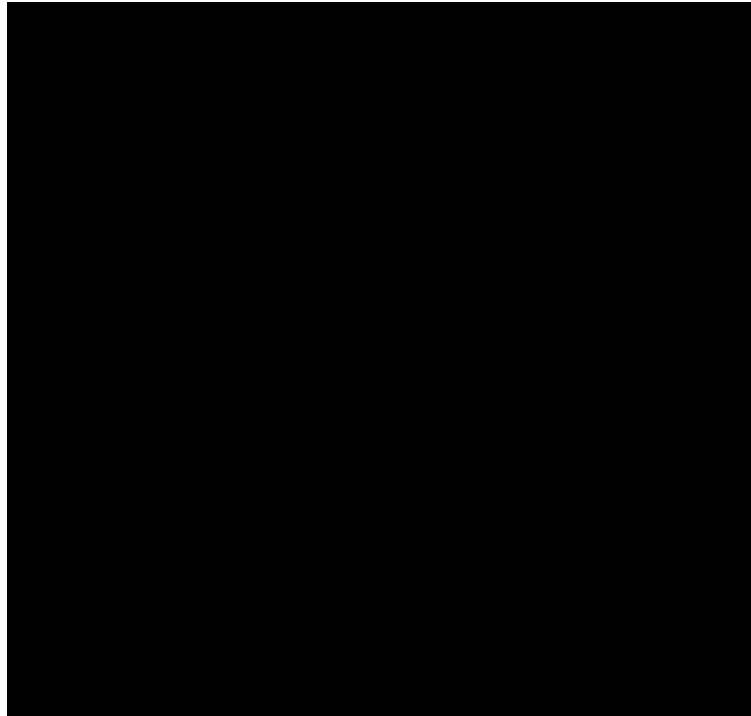
Worker cottage at [REDACTED] that still contains many of each original features even though it has had a second storey addition. This cottage is of similar style as the one at [REDACTED]



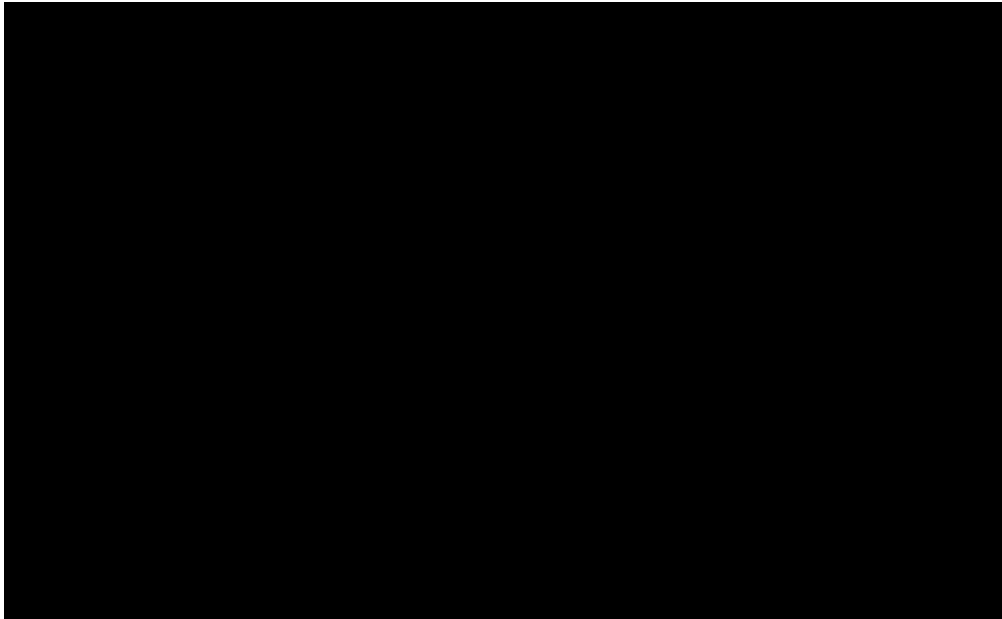
Bungalow Cottages at [REDACTED]



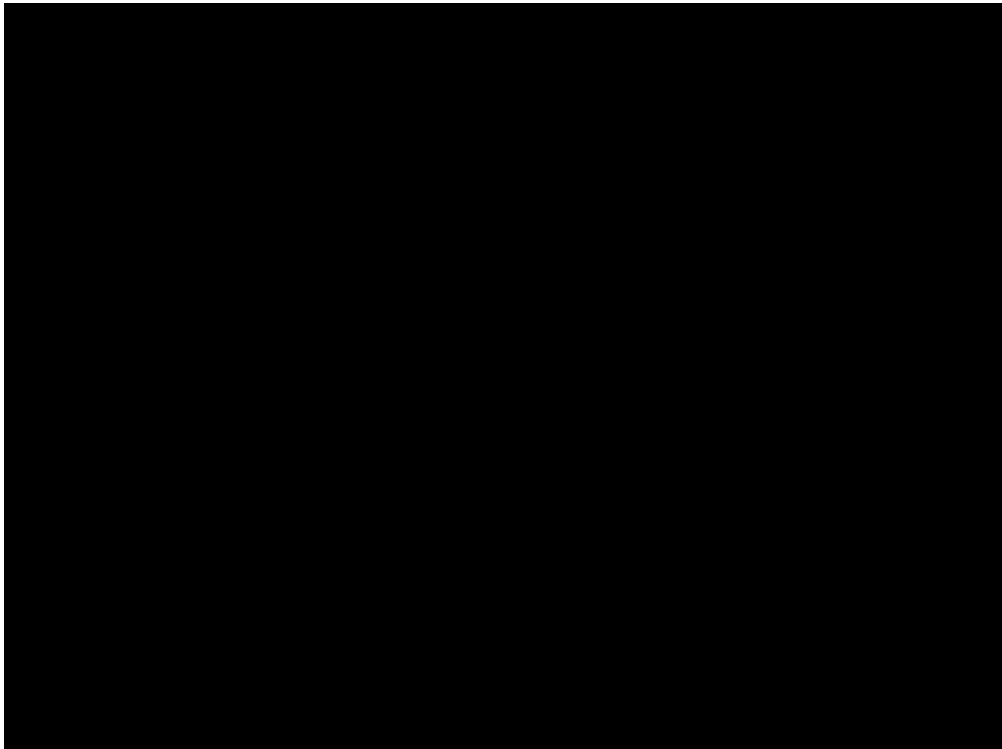
Worker bungalow style [REDACTED] that still contains many of their original features.



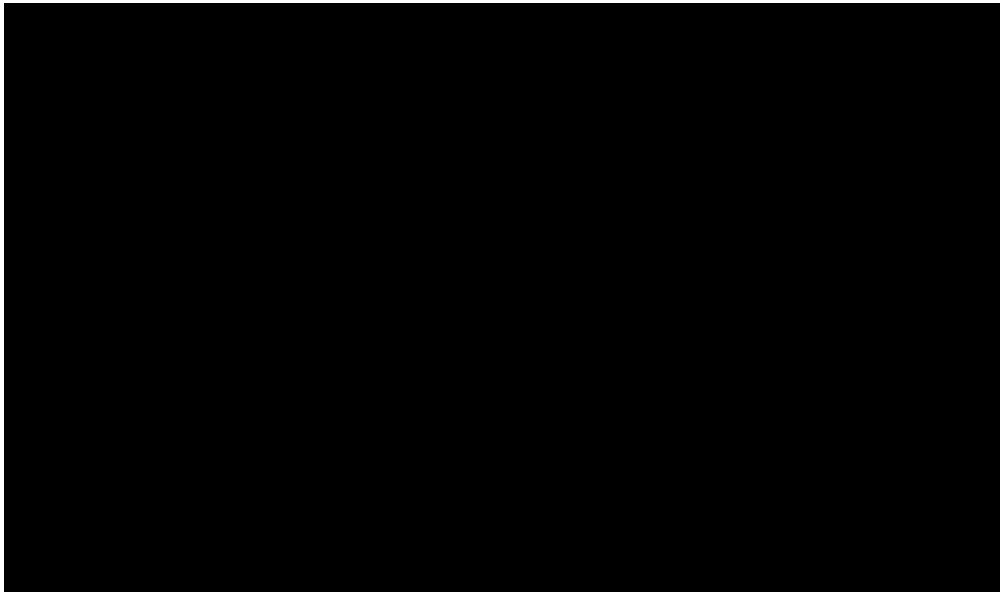
Timber framed cottage at [REDACTED] that still contains many of its original features even though it has had a second storey addition. Timber framed cottages in Croydon are unique.



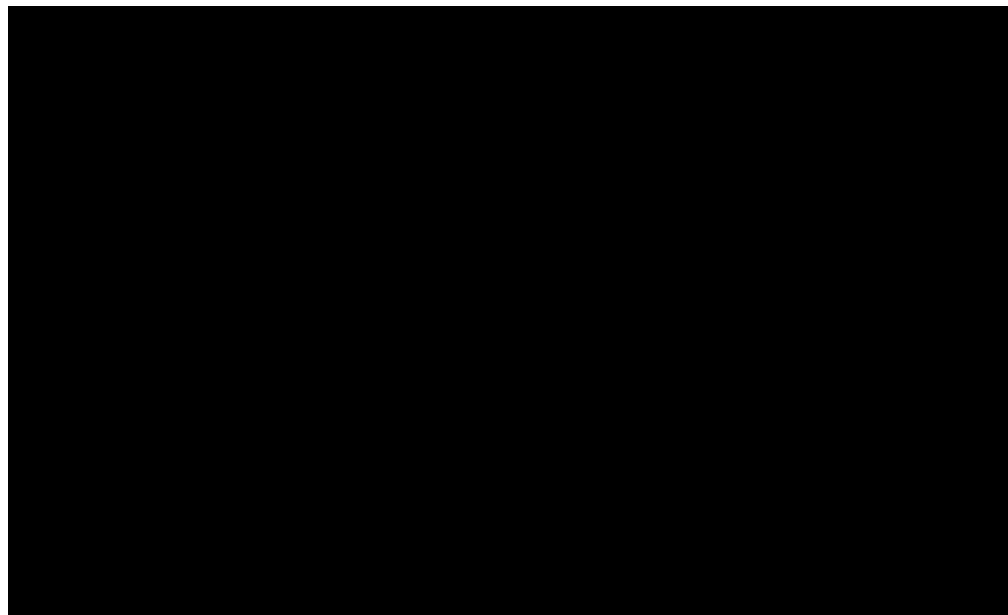
Worker bungalow style [REDACTED] that still contains many of their original features.



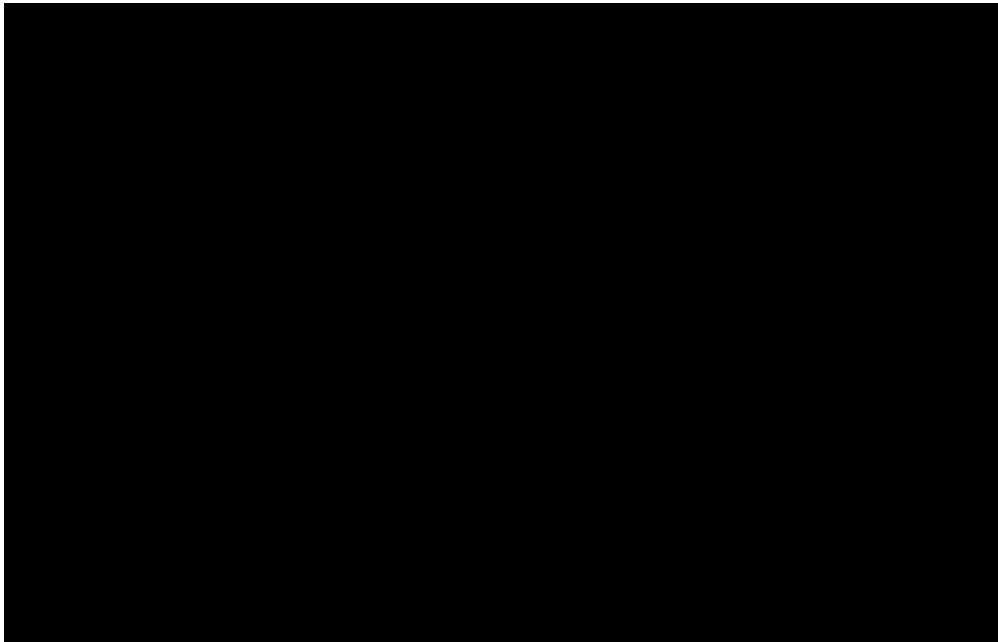
Terrace style house at [REDACTED] similar to the adjoining heritage listed terraces which that still contains many of its original features.



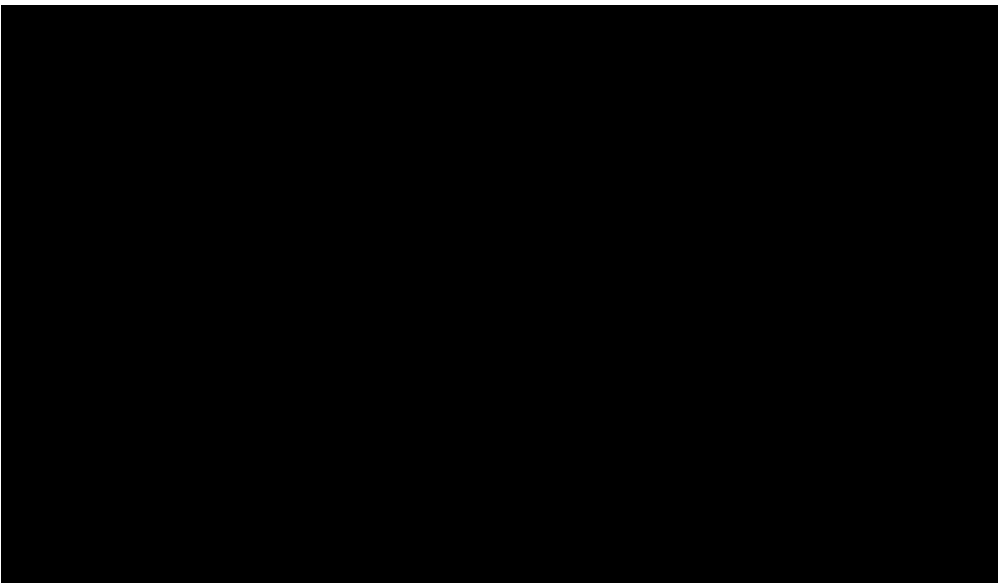
Worker cottage and semi-detached worker cottages at [REDACTED] that still contains many of their original features.



Worker bungalow style houses at [REDACTED] that still contains many of their original features.



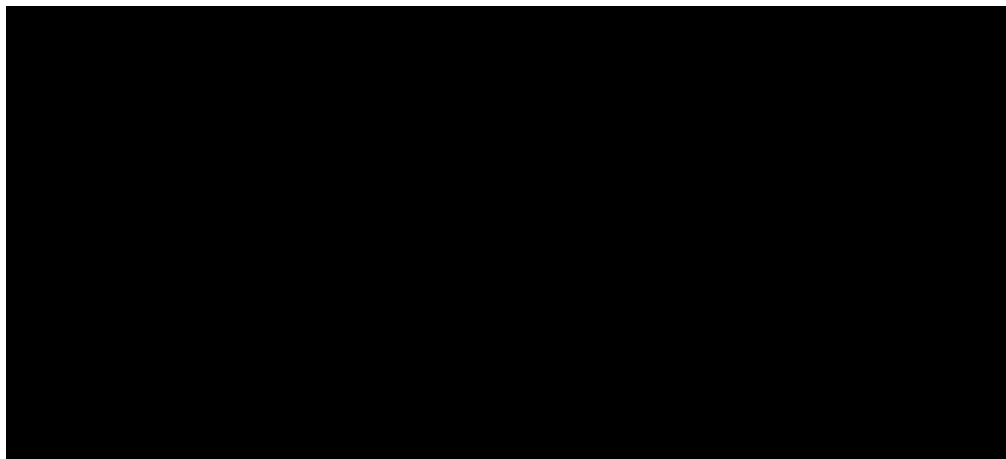
Four semi-detached workers cottages at [REDACTED] that still contains many of their original features.



Unique timber framed worker cottages at [REDACTED] that still contains many of their original features. Timber framed cottages are unique in Croydon.



Worker bungalow style houses at [REDACTED] that still contains many of their original features.



Bungalow style houses at [REDACTED] that still contains many of their original features.

- The Analysis seems not to have considered the importance of any other areas, eg Grosvenor Estate or Bungalow Estate for conservation listing due to their historical significance. This is considered to also be a fundamental flaw in the Heritage Analysis as non-consideration of other buildings or areas for listing gives the impression they Heritage Analysis wasn't entirely neutral in its analysis but to affirm Council's desire to include areas in the HIA Masterplan for future development.

Response to the Proposed Structure Plan and Master Plan

32. The Analysis states *“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.”*

Response:

- This statement is incorrect as development is identified well beyond Areas D and F in the Master Plan.

33. The Analysis states: *“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.”*

Response:

- Given they comment above, it would seem the Master Plan will see the complete removal of areas that have historical significance in terms of the early worker housing development of the area. Once this is lost Croydon will not have any housing that showcases its workers housing during its employment generating period of its history. It seems Council wants to remove any indication of this historic past.
- The Master Plan seeks development well beyond the neutral or detracting elements of the Croydon, and includes a large number of contributing elements. The Master Plan is therefore considered to be inconsistent with this recommendation

34. The Analysis recommends that a “Heritage gap study” should precede the Mater Plan.

Response:

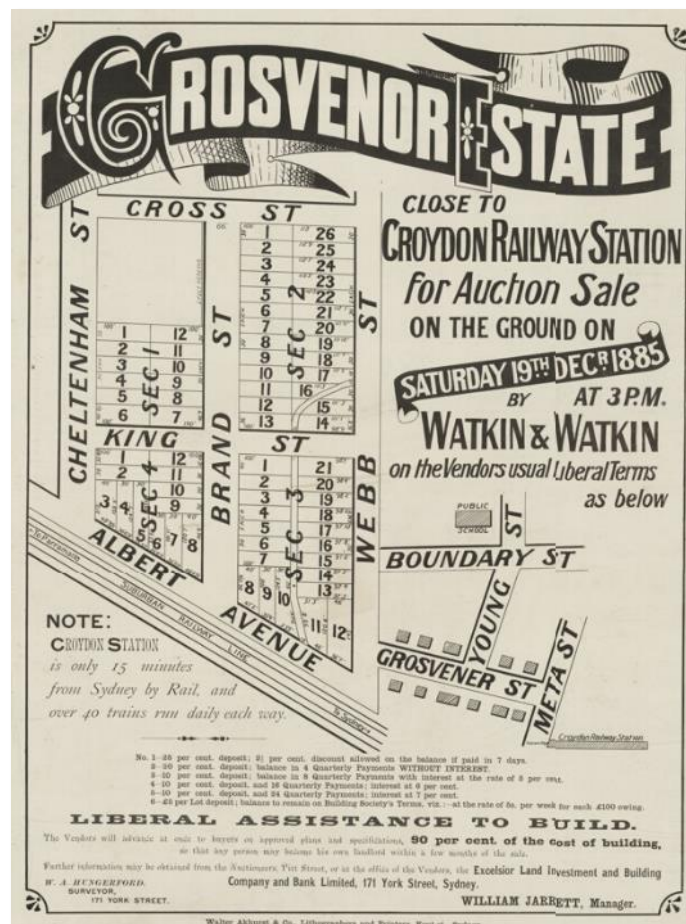
- It seems Council has not undertaken this “gap” study as recommended in the Analysis. This means that Council could be seeing the removal of some historically significant housing, largely important worker housing which highlight the areas former status as an employment area.

Appendix A: Historical Analysis

35. The Analysis provides a historical analysis of the area and contains a copy of a c1885 map of the area. It can be clearly seen on this map and area referred to as the “Grosvenor Estate”.

Response:

- The Analysis seems to have made no attempt to properly investigate the Grosvenor Estate, nor the adjoining Bungalow Estate” and whether they had any historical significance.
- Any basic research would have identified the following on the “Grosvenor Estate”
 - Grosvenor Estate was developed by the Excelsior Land Investment and Building Company and Bank in 1885 (Excelsior Company).
 - Th site was a former brick pit which was common in the Croydon area.

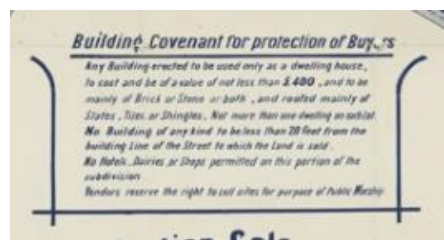


- The Excelsior Company developed many other areas in Ashfield, Five Dock, Gosford, Marrickville, Parramatta, Petersham, Strathfield and Tempe. The most famous was Estwick Estate in Leichhardt and the suburb of Toronto in Lake Macquarie. All of these Estates were for working class people hence their location near industry/employment areas and their typical small allotments. Many of these areas are historically significant today and many listed as HCA's in their own right, or at

least recognised as important by their respective Councils. Except for Grosvenor Estate in Burwood Council.



- The Excelsior Company business plan was to provide land for housing for workers and also lend them money to both purchase the land and construct their home who would otherwise not be able to obtain a loan from a regular bank as their income was considered by banks as being too low.
- Excelsior Company was seen as a Company that had a “Social Good” in nature and not driven by profit. An example of this was that it would lend up to 90% of the cost of building and repayments were not required until 6 months after the lendee had moved into their new home. This something that banks do not do even today.
- All allotments and also houses were modest given that they were purely for working class people. This is compared to Malvern Hill Estate where allotments had a Covenant on title requiring the purchaser to spend 400-500 pounds on the house alone. This amount in the early 1900s was a allotment of money that only the more wealthy could afford, and hence resulted in the more upmarket housing found in Malvern Hill Estate today.



- It was clear the difference in the people the developers of these Estates were marketing to and hence the difference in housing stock today. Even today, the northern side of the railway line covered by the Master Plan is generally more affordable than the southern side, and hence why many essential workers, eg nurses, police, teachers etc live in this part of Croydon. It has dwelling stock they can afford to live in. Further, this area also has more properties with granny-flats providing more inter-generational housing than the southern side of the corridor. Retention of this affordable housing stock should be a priority as affordable dwelling houses near transport is still required for lower income people. The generally more expensive, and thus unaffordable southern side is where development should occur as this is where most people are locked out of price-wise.

Bungalow Estate is likely to also have a similar historical significance given its proximity to the brick pits and the period it was developed and further research on its significance is required.

Hence, Council should undertake a proper historical analysis of the Grosvenor Estate and also Bungalow Estate as part of the heritage gap study recommended by the Consultant.

Also, another significant fact is that much of the housing in Grosvenor Estate, but possible also in other parts of the northern side of the rail corridor covered by the Mater Plan contain bricks that were sourced from the local brick pits. This bricks have the word “CROYDON” stamped on them giving them a uniqueness.



Croydon HIA: Flood and Services Utilities Findings

Services and Utilities constraints

36. The Report identifies important trunk stormwater and sewer pipe locations. It is evident that the areas known as Grosvenor Estate and Bungalow Estate are affected by such infrastructure. In relation to stormwater, the Report states that “*Sydney Water prefer no development to occur within a stormwater asset ZOI*” [Zone of Influence]. The Report also states that in order to build within the ZOI an “*out-of-scope*” application needs to be submitted and approved by Sydney Water. The Report also states that “*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.*”

In terms of the trunk sewer the Report states that “*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*”.

Response:

- The Masterplan clearly shows a high number of proposed building envelopes that are located either above or next to Sydney Water assets, and yet no approval from Sydney Water has been obtained to indicate that they will support any development as proposed under the Masterplan. This is a fundamental flaw of the Masterplan. Typically, Masterplans are developed based on where known assets are and some form of early approval obtained to ensure the Masterplan can be achieved.
- The Report also provides some solutions such as the use of concrete bridging layers over pipe assets, however, these generally are expensive. There has been no analysis as to the cost of these and whether this impacts the viability of developing the projected buildings.
- As no costing or viability assessment has been done, nor early Sydney Water approval has been obtained for the Croydon HIA then there is real doubt that the Masterplan can be achieved. In fact the report actually acknowledges that *“the presence of trunk sewer and stormwater services represent an approval and cost constraint to any developments proposed within their zones of influence”*.
- Consultation also needs to occur with Sydney Water to understand the network capacity to accommodate the additional population and also to accommodate development above or next to their critical infrastructure. In fact, in the document *Transport Oriented Development – Guide to strategic planning* prepared by DPHI states on page 11 that *“Councils should consult with agencies in the NSW Government that might have advice as a result of impacts not considered...that...results in impacts greater than envisaged...”*. It is a clear failing of the Masterplan that input from the relevant water and sewer authority has not been sought in order prior to the preparation of the Masterplan which could provide valuable insight to the feasibility of developing near their critical infrastructure.

Flooding Constraints

37. The Report contains a number of figures that provide details on the flooding issue within the Masterplan area. It seems that based on large parts of the area bound by Cross Street, Webb Street, Brand Street and Albert Crescent are deemed to be *“flood affected properties”*.

Response:

- Page 8 of the Report correctly states that “new development within Floodway is not permitted”. This is a reference to Ministerial Direction 4.1 which states that in relation to a rezoning (which Council is proposing with the Masterplan, the following requirements:

“(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,
...
(g) are likely to result in a significantly increased requirement for government spending on emergency management services..."

It is clear that based on the flooding diagrams a large portion of the HIA would not meet the above criteria, yet the masterplan still includes these affected areas.

38. Figure 12 in the Report identifies part of the HIA as "Low Flood Island".

Response:

- Based on the *Flood Risk Management Guideline* prepared by the NW Department of Environment & Climate Change a "Low Flood Island" is:

Low Flood Island (LFI). The flood island is lower than the limit of flooding (i.e. below the PMF) or does not have enough land above the limit of flooding to cope with the number of people in the area. During a flood event the area is isolated by floodwater and property will be inundated. If floodwater continues to rise after it is isolated, the island will eventually be completely covered. People left stranded on the island may drown and property will be inundated.

The Report highlights some mitigating solutions, such as bridges between towers etc, which it acknowledges that these will impact on the feasibility of the developing the land and create a greater development risk. It also suggests detailed flood modelling to be undertaken which hasn't been done. Based on this, the Masterplan recommending development on flood affected allotments is another fundamental flaw and possibly unrealistic to the increased development cost of solutions like bridges between buildings.

Powerlines

39. The Report provides commentary on the possibility of undergrounding powerlines.

Response:

- The Report provides no assessment as to the cost of doing this and whether this additional cost to be borne by the developer impacts on the feasibility of the Masterplan.
- Also, there is an electrical substation on Webb Street (near Albert Crescent) however there is no analysis as to its adequacy to cater for the additional load, and whether it needs to be augmented at its current location or a new substation to be provided

elsewhere. In fact, the Masterplan shows the substation site as a development site, yet no provision has been made for a substation in the Croydon HIA. This is a fundamental flaw with the Masterplan.

- Consultation also needs to occur with Ausgrid to understand the network capacity to accommodate the additional power load from the additional dwellings to be provided. In fact, in the document *Transport Oriented Development – Guide to strategic planning* prepared by DPHI states on page 11 that “Councils should consult with agencies in the NSW Government that might have advice as a result of impacts not considered...that...results in impacts greater than envisaged...”. It is a clear failing of the Masterplan that input from the relevant electricity supplier has not been sought prior to the preparation of the Masterplan.

A GIPA request was lodged with DPHI whereby it was asked to provide ‘*Details of the enabling infrastructure capacity of Croydon which enabled it to be selected to be a TOD. The evidence-based information/reports and also any planning, infrastructure, and spatial data, expert advice and feasibility analysis information/reports. And the analysis that identified that Croydon has the capacity to support additional growth.*’ This request would help confirm if Croydon had the water infrastructure capacity to confirm why it is selected as a TOD. DPHI refused to provide this level of detail, in particular the Sydney Water advice it had, and as such there is no baseline of information to confirm that Croydon in fact has the infrastructure capacity for increased housing or whether the decision was made purely on political reasons. It also being noted that Council refused the release of details of its correspondence and meetings by DPHI.

Other Issues not addressed adequately in the HIA documentation

Biodiversity

Tree Canopies

The Masterplan takes no account of the existing substantial trees which many would date back to when the original subdivisions occurred. For the Excelsior Estate some of these trees may date back to 1890 when the land was released for sale.

Many of the larger trees within streets such as Brand Street and also within private properties have wide canopies which cover large parts of private property. In many instance the devilment enveloped contained in the Masterplan make no note of these trees. In many instances the canopy of these larger trees will impact on the development envelope and this development potential, unless Council’s allows these trees to be cut down.

Birds

During the spring months the trees mentioned above that are located in the HIA, in particular the Excelsior Estate and Bungalow Estate provide a staging point for flocks of Lorikeets during their migration. This large number of birds feed of the nectar of blossoms from the trees during the spring months, and as many residents can attest cause a lot of mess on the road and cars. Nevertheless, there has been no assessment of the impact high rise developments will have on the Lorikeets feeding and migration flights.

The Croydon Station Upgrade Review of Environmental Factors (REF) 2105 states that “*mature trees and shrubs with fauna habitat value are present on the north side of the rail corridor which may provide foraging resources for nectivorous birds and flying foxes (including the Grey-headed Flyingfox) during flowering periods*”. Whilst this comment may relate to the trees within or directly adjacent to the rail corridor, it is also highly likely that the birds use the habitat within the HIA area given the presence of the large number of Lorikeets within the Excelsior and Bungalow Estates.

Flying Foxes

Following the departure of the above mentioned Lorikeets large numbers of flying foxes use the same trees as part of their migration staging. It is not known what type of flying foxes but based on the Croydon Station Upgrade REF it is likely these flying-foxes are either Grey-headed Flying-fox and/or Eastern Bentwing-bats which were observed near the rail corridor. It is more than likely that these bats are also utilising the wider habitat within the HIA area given their large number presence within the Excelsior and Bungalow Estates.

The Grey-headed Flying-fox is listed under both Commonwealth and NSW legislation and the Eastern Bentwing-bats are listed under NSW legislation.

The Grey-headed flying-fox in particular is listed as vulnerable to extinction both in NSW and nationally. As their numbers are declining, destruction of their habitat remains a significant threat. As a vulnerable species, prior approval is required from the State Government to disturb or relocate a grey-headed flyingfox camp or modify its habitat. In some cases, further approval may be required from the Australian Government.

Further, based on advice from Department of Environment, Climate Change and Water (DECCW) flying foxes can be confused by tall buildings, especially when they are young and learning to fly. Reflections in glass doors can trick them into thinking they are open space, which can lead to crashes. Pot plants on balconies can also be confusing. Flying foxes have become increasingly in conflict with humans as their numbers have decreased and they have moved into urban areas. Hence why they may be present in the areas within the HIA.

The lack of analysis of the flying-foxes is a critical fundamental flaw of the Masterplan given that the proposed development under the Masterplan may be considered as being an impact on their habitat which will require State and possibly Commonwealth approval which may not be granted.

Population Statistics

The Department of Planning, Housing and Infrastructure (DPHI) this month (November) released its updated/revised population projection for each Council. DPHI predicts that by 2041 Burwood LGA will have 57,314 people, an increase of 16,874 for the 20year period from 2021.

Local government area	Burwood
2021	40,440
2041	57,314
Total change	16,874
Average annual growth rate	1.80%
Full details for entry Burwood	

Source: DPHI Website 25/11/24

Council's Local Strategic Planning Statement 2020 (LSPS) states that they envisage the population for Burwood LGA would be 57,500 by 2036. It would seem that the DPHI estimate Burwood wouldn't even reach the LSPS projection even with the extra five (5) years of the DPHI timeframe over the LSPS timeframe. Would seem that the DPHI has revised the numbers down slightly.

Under the Croydon HIA it is planned to have some 3,600 additional dwellings during this same period. Based on Council's assumption of 2.5 persons per dwelling this would equate to 9,000 additional people. This means Croydon HIA area alone (excluding other parts of Croydon in the Burwood LGA) will account for more than 50% of future population based on DPHI projections.

Now, under the Burwood North Masterplan it is envisaged that this will provide some 5,366 new homes. Again with a 2.5 persons per dwelling Burwood North will provide an increased population of 13,415 which is very close to the DPHI projection just within that precinct alone. Based on this it can be argued that we don't actually need the HIA masterplan redevelopment (nor even the original TOD for Croydon) and cover the shortfall of 3,459 people, which equates to 1,384 new dwellings (or 86 dwellings per year for the next 16years) within the existing R3 zoned land in the entire LGA which as yet hasn't been developed. Especially along the Burwood CBD on Burwood Road and also along the Parramatta Road as part of the Parramatta Road Urban Transformation Strategy (PRCUTS). Also the areas north and south of the Hume Highway at the Enfield Local Centre and north of Georges River Road near the Croydon Park Local Centre which were identified in the Burwood Housing Strategy could also be rezoned as these have also been highlighted by Council as areas for future upzoning.

So why the high number for dwellings for Croydon HIA? It doesn't stack up based on what is occurring in Burwood North, PRCUTS and the DPHI population projections.

If it is based on the figures provided in the *Burwood Community Strategic Plan 2036* which states the population will be 73,500 by 2036, which is an overestimation of some 16,186 people based on the recent DPHI figures, and a 16,000 people over estimation from the figure contained in Council LSPS (and clear inconsistency between two Council documents), it would seem this is a fundamental error as to how much housing is actually needed.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:40:34 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 08:20:06

To: [Burwood Council Mayor](#)

Subject: Yes to the TOD, No to the Masterplan

Importance: Normal

Sensitivity: None

I am writing to thank you for the opportunity to again express my strong opposition to the Draft Croydon Masterplan.

I am [REDACTED] A long-standing owner resident in this street since before the development on [REDACTED].

I am a voter in Burwood LGA.

The transport oriented planning TOD is workable for Croydon with a development plan which match the current developments close to the railway and not overburdening the little town centre.

The draft Masterplan ignores the community that has developed in the are north of the railway line at Croydon.

Particularly north of King St.

It is a complex of houses with older residents here since the 1960s and young families with many children and going to local schools. The TOD plan includes much better grading of housing and will match better into the atmosphere of Croydon.

Croydon north of the railway is a smaller area with 4 schools and limited public space. The immense impact on the area proposed by the Masterplan will overwhelm the public space and traffic flows. It will crowd the space and lead to severe overshadowing and noise.

The health impacts, financial impacts and impacts on public space will be profound and unnecessary.

The TOD was a more reasoned plan with better intergration of design and requirements for management of light and traffic and other noise production.

I am adamantly opposed to the Croydon Masterplan and firmly suggest the council approve and design around the TOD.

Yours sincerely

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:40:36 PM

From: [REDACTED]

Sent: Sat, 21 Dec 2024 06:15:57

To: [Burwood Council](#)

Subject: IN FAVOUR OF TOD / AGAINST MASTER PLAN

Importance: Normal

Sensitivity: None

Dear Council

I am writing to express my view that the only rational and fair plan for Croydon is for Council to adopt the Transport Oriented Development (TOD) program which makes it consistent with what is happening elsewhere around Sydney and in that sense is a much a fairer approach.

I am against the Croydon Master Plan which seems to arbitrarily rezone areas creating a higgledy-piggledy mess that looks like very much like its deliberately designed to benefit some and not others.

The TOD simply says that those areas closest to stations need an increase in density to serve those stations. This is something that governments - including Council - should have been encouraging for the last 50 years.

Please vote for the TOD and not the messy arbitrary and ill-thought-out Master Plan.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:40:39 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 13:28:44

To: [Burwood Council](#)

Subject: Support for TOD

Importance: Normal

Sensitivity: None

Dear Burwood Council Town Planning Team,

I would like to express my support of the TOD & rejection of the Masterplan.

I am a resident of [REDACTED] & have lived in our house for 24 years. Like many other elderly residents around us, we have struggled to buy our homes & are now comfortable living here. Within a very short period of time, we have found out that we may have to sell up & move somewhere else? This has been very stressful for us, & many other neighbours, (especially during Christmas) who feel that if we are forced to sell because of developments going up around us, we may not be able to afford to move somewhere else where we don't know our neighbours.

The TOD is meant to cover development within 400 metres of Croydon Station & yet Council's Masterplan proposes development of high rise outside of this area & affecting us.

The North Croydon precinct. is not capable of supporting such a high number of housing & neither is the infrastructure such as roads, water, electricity, schools & open space that is required to allow people to live comfortably.

Please note my rejection of the Masterplan as do many other elderly neighbours who reject it but don't have the ability to voice their opinions.

Kind regards,

[REDACTED]

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Archived: Wednesday, 8 January 2025 2:40:41 PM

From: [REDACTED]

Sent: Sat, 21 Dec 2024 15:17:57

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: I prefer TOD over Master Plan

Importance: Normal

Sensitivity: None

Dear council.

I've been a resident at [REDACTED] for over 40 years and have seen my area change in many ways and not always for the better.

The latest Croydon Masterplan is yet another example of bad planning in my opinion. I share many similar concerns with all of my neighbours.

Firstly and foremost I don't want to lose my home. For decades now I've renovated it to just how I wanted it...with polished floors throughout, Impala kitchen, etc. You get the idea. It's my castle.

Additionally since I don't own a car it's within walking distance to everything I need. Also I'm within walking distance to my brother's home [REDACTED]

Other concerns I have just as my neighbours do...

1. Traffic congestion and parking chaos from new residents, including noise pollution.
2. Noise, vibration and dust pollution from construction.
3. Road closures during construction and road repair/upgrades.
4. Utilities upgrades, like water/sewerage/gas during development (we have had a number of occasions whereby our street was dug up for sewer upgrades).
5. Loss of privacy and sun as towering apartment blocks look down upon our properties.
6. Loss of value to our homes both pre and post the construction of the Masterplan.
7. Safety. A large number of children use Webb St. to make their way from such schools as Burwood Girls High to Croydon station. With major construction under way and loads of construction vehicles in the area this puts the kids at greater risk of an accident.
8. Added strain on basic services...i.e. schools, hospitals/medical, etc.

I love living in Croydon, more so in years past when it was a quiet out of the way neighbourhood. In the last decade the area has been overcrowded with developments leading to congestion.

I don't want to see further development in my area the likes of Burwood station and Burwood Road.

However I'm not against development in general, as long as it's the right development for our area.

During a chat with one of your friendly staff earlier this week I was asked my preference between either the TOD or Burwood Council's master plan?

Engagement Outcomes – Redacted Formal Submissions

My answer...the TOD...why?...

Firstly, because I don't lose my home.

Secondly, the TOD avoids high density 30 story monstrosities that will alter Croydon's landscape forever. The TOD is better suited for the area.

Thank you.

Sincerely,

[Redacted Signature]

Archived: Wednesday, 8 January 2025 2:40:44 PM

From: [REDACTED]

Sent: Sat, 21 Dec 2024 19:56:29

To: [Burwood Council](#) [Burwood Council](#)

Cc: strathfield@parliament.nsw.gov.au [DPE CSE Information Planning Mailbox](#) [Alex Yang](#) [David Hull](#) [Deyi Wu](#)

Subject: Submission on Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[Masterplan 22Dec24\(LL\).pdf](#);

Dear Councillors

Attached is a further objection to the Masterplan.

cc: Jason Yat-sen Li. Jason, I attended a meeting with you at a Cafe recently to discuss the above.

Regards

[REDACTED]

21 December 2024

Dear Councillors

I say NO to The Master Plan and YES to the TOD.

Thank you for this opportunity to voice my opposition to the Croydon Masterplan (**Masterplan**). I understand that both the Federal and NSW governments are concerned about the housing affordability crisis and are seeking to remedy this. However, the Burwood Masterplan is not the right way to solve this. In my view, the TOD is a much fairer and appropriate solution than the Masterplan.

The TOD vs Masterplan

Building heights

The State government proposed the TOD centred within 400m of Croydon Station. That development was contained within 400m of the station. It consisted of low-rise buildings to a maximum building height of 21m (6 storeys).

In an SMH article the Mayor (Mr Faker) is quoted as saying “*You don’t want your whole community to be filled with towers*”. However, that is exactly what the Masterplan includes – building heights to 30 storeys destroying neighbourhoods of predominantly single and two storey homes.

Council has failed to explain why it is okay to put high-rises in the Croydon/Burwood precinct, but not mid-rises 400m from Croydon station? This is an unfair burden on one part of Burwood rather than sharing the burden across the electorate including Croydon.

Poor and unfair design of Masterplan

The Masterplan is poorly designed and conceived, examples include:

- Shaftesbury Road:
 - 30 storeys on a road that can’t cope with the traffic at the moment in peak times;
 - No account taken of the approved Burwood RSL development and hotel;
- Boronia Avenue – 25 storeys on western side along with 8 storeys on eastern side adjoining backyards with single homes on Lucas Road;
- Waimea Street - 8 storeys on property adjoining single storey homes on Lucas Road;
- Waimea Street (between Lucas and Cheltenham) – 8 storey buildings across from double and single storey homes.

Why is all the burden placed on residents closer to Burwood?

Even the name *Croydon Masterplan* is misleading as it affects large areas in Burwood, whereas the seemingly sacrosanct Croydon Station area is untouched.

‘Shared responsibility’ is easy to say, but it isn’t reflected in the Masterplan. Why didn’t Council consider modifications to the TOD? There has been no transparency.

It is shameful that Council is playing one section of their constituency off against another to try and make their will prevail. The arbitrary, shoddy ‘Pindrop’ method of planning the imposition of \$100’s millions of dollars of development, not only lacks any proper planning considerations, it

1

has had the effect of pitting neighbours against each other. Isn't this a shameful, deceitful and cynical way to try and resolve a very serious issue for the community?

Failure to follow due process

It appears to me that Council has failed to follow due process in developing the Masterplan is abundantly clear that Council has failed to follow Council website indicates (see timeline below) that they have been **advocating against the TOD** from Dec 2023 to April 2024.

- Why weren't other options discussed before council decided to advocate against the TOD?

In May to June 2024 Council was to identify an investigation area in response to community submissions.

- It seems that Council was only interested in some submissions from those affected by the TOD.
- What instructions did council give its planners (internal and external) in relation to which parts of Croydon and Burwood were to be affected?
- Why weren't Council plans revealed prior to the September Council elections?

The Council shows that a decision has already been made prior to the close of public consultation – see in particular:

- *Nov 2024 - Council to consider submissions and **adopt Masterplan**,*
- *Jan 2025 - **Adopted Masterplan sent to Department/Minister** for review, determination and implementation or NSW Government TOD provisions will apply.*

Why has Council decided this already? Why isn't adoption of the TOD still an option?

Timeline

The high-level estimated timeline for the project is as follows:

Timeline	Activity
December 2023	NSW Government TOD Announcement
December 2023 to April 2024	Council advocacy against TOD proposal
April to May 2024	NSW Government deferral announcement, Council initial community engagement
May to June 2024	Review and identify Investigation area in response to community submissions
June to October 2024	Undertake constraints analysis and Prepare draft Masterplan
October 2024	Council to consider draft Masterplan
November 2024	Exhibition of draft Masterplan
November 2024	Council to consider submissions and adopt Masterplan
January 2025	Adopted Masterplan sent to Department/Minister for review, determination and implementation or NSW Government TOD provisions will apply.

The timetable has now been revised to allow for consultation and submissions to 22 December, following which Council will revise the Masterplan. Council is due to submit its plan to NSW planning by end of January 2025.

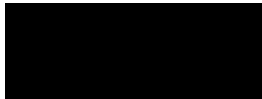
That timetable means that:

- residents will have little or no opportunity to comment on any revised plans;
- Council does not intend on consulting with residents on the revised plans.

Why do we need to suddenly rush through an enormous imposition on ordinary tax and rate paying citizens? These plans aren't going to solve the 'housing crisis' in the next few years, let alone overnight.

This letter only contains some of my objections and those of my neighbours. What is clear is that the Masterplan has been hurriedly prepared, inadequately researched and done without the necessary consultation to meet acceptable community understanding and support. It poses unacceptable burden on only one part of the municipality of Burwood rather than a more balanced shared approach.

Yours sincerely,

A solid black rectangular box used to redact the signature of the author.

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:40:47 PM

From: [REDACTED]

Sent: Fri, 20 Dec 2024 22:19:43

To: [Burwood Council Mayor](#)

Subject: Croydon Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[Submission against Croydon Masterplan 2024.pdf](#);

To whom it may concern.

Please pass on the attached submission to the Strategic Planning Team .

Many thanks

[REDACTED]

General Manager
Burwood Council



Attention : Strategic Planning Team

RE: SUBMISSION AGAINST BURWOOD COUNCIL'S CROYDON – DRAFT MASTERPLAN

Dear Sir/Madam,

After many weeks of silence, I feel compelled to write to Council to express my strong opposition to Burwood Council's *'Croydon Masterplan'*.

This alternative proposal has divided the community, pitting one street against the other, families against families, north versus south. It is disappointing that our elected local and state government representatives appear to downplay the ground swell of opposition that exists across the wider community in relation to this masterplan.

I strongly believe that the only way out of this predicament for Council is to call Minister Scully's bluff and to pass a Council resolution that states out loud that the Burwood local government area (LGA) is already on track to meet and exceed its 3500 dwelling target imposed by the Department of Planning and that Council is not prepared to hastily rezone large swathes of the LGA for apartment development when there are numerous shovel ready sites in the existing Burwood Town Centre and in the proposed Burwood North precinct that will cater for future demand.

Not adopting the Croydon Masterplan and the implementation of the State Government's TOD proposal for Croydon will not spell the end for Malvern Hill and other heritage conservation areas in Croydon. The State Government's own TOD reforms do not turn off heritage requirements and heritage impacts will continue to be a key consideration in any future TOD related development assessment.

Burwood Council is strongly advised to reject the Croydon Masterplan for the following reasons:

1. The proposed masterplan will destroy Burwood's cultural heritage and the amenity of surrounding residents while doing very little to address the housing affordability issue.
2. There are currently numerous development parcels within the Burwood Town Centre, subject to existing approvals that have not commenced construction because market conditions are not favourable towards the construction of so many apartments within the Burwood LGA. Creating additional development potential outside of the Burwood Town Centre will not hasten the development of Council's principal town centre and will cause a general glut in the market that will lead to a general slowdown in construction across the LGA.

3. This proposed masterplan is not in the public interest and cannot be supported on any sound planning, heritage and amenity grounds.
4. This proposal sets a negative precedent and has far reaching consequences that will extend into surrounding streets that are not included in the masterplan and is not supported by residents.
5. Council's masterplan is not based on place-based planning principles and ignores local planning controls that have been developed in consultation with residents over the last 40 years.
6. The proposed masterplan is a poorly conceived proposal that only serves to undo the great work that has been done by Burwood Council in concentrating increased densities within the Burwood Town Centre and future Burwood North precinct.
7. The State Government had originally asked Burwood Council to look at Croydon in collaboration with the Inner West Council. Why has this not occurred? Why is Burwood Council left to carry 100% of the density burden associated with the State Government's Croydon Precinct TOD boundary?
8. Heritage isn't just confined to Croydon. The suburb of Burwood also has significant heritage resources that need to be recognised and protected. Council's masterplan heritage consultants, TDK have failed to adequately consider the heritage values and character of the wider master plan area and in particular, Boronia Avenue, Burwood which was designed as a local response to the Garden City movement of the early 20th century.
9. The masterplan proposes to introduce building heights ranging from 30, 25, 15,10, down to 8-storeys across the master plan area. These heights are considered excessive and go well above the 6 storeys envisaged by the State Government's TOD proposal for Croydon. The resultant building forms will create significant adverse environmental impacts on the built environment. Further, these proposed heights have not been tested by Council or its consultants and as such cannot be justified on planning, urban design, heritage, traffic and environmental grounds
10. The masterplan's proposed extent of open space is inadequate and poorly located to cater for the increase in population envisioned by the masterplan.

Burwood Council should go back to a first principles approach and amend its masterplan based on the following considerations: -

11. Ensure any increase in density retains and enhances the existing tree canopy across the Burwood LGA;
12. Ensure any increase in density protects the setting and significance of existing Heritage Areas and Items included in Schedule 5 of the BURWOOD LEP;
13. Ensure any increase in density retains and enhances all areas identified as being Streets and Sites subject to Building Appearance and Streetscape" provisions under *Section 8.5 of the Burwood Development Control Plan 2012*;
14. Ensure that any increase in density does not adversely impact on adjoining landowners through the loss of solar access, wind impacts and traffic congestion; and

15. Confine increased densities to existing commercial shopping strips/centres such as

- Liverpool Road, Enfield,
- Georges River Road, Croydon Park
- Parramatta Road , Burwood
- Strathfield Town Centre , (Merwick, Lyons and Fennell Sts)

I look forward to receiving your response to the issues outlined in this submission.

Yours sincerely,



Homeowner and long-term resident

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:40:50 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 12:33:29

To: [Burwood Council](#)

Subject: Croydon Masterplan - objection

Importance: Normal

Sensitivity: None

Dear Sir / Madam,

I object to the draft Croydon Masterplan. It has been rushed and is ill thought out, resulting in significant impacts to the character and social fabric of the area. Masterplanning of this scale and intensity requires much more thorough investigation.

I lived in [REDACTED] for 10 months in the past year and advise that the area is not suited to the proposed scale and density of development.

The area contributes to the heritage character of the broader area and its destruction would adversely impact the character of this whole precinct between Burwood and Croydon.

The Burwood area already accommodates substantial areas that have been developed, and are still available to be developed for, high density housing. This includes the area around the new metro station.

This scheme will significantly impact social character and fabric of this area, impacting the lives of many existing and elderly residents who will be displaced after living in their homes for their whole lives. These people contribute to the society and social character of Burwood.

I do not object to more housing, but I do object to the current scheme which is rushed and ill thought out, and will result in significant adverse impacts to the heritage & social character of the area.

I also object to the Croydon TOD and am of the view that both plans should be dismissed.

Yours Sincerely,

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:40:52 PM

From: [REDACTED]

Sent: Fri, 20 Dec 2024 19:14:37

To: [Burwood Council](#)

Cc: [Mayor](#)

Subject: YES to TOD - NO to unfair revised master plan

Importance: Normal

Sensitivity: None

To whom it may concern,

I feel strongly that the revised Croydon master plan is clearly unfair to poorer residents and completely favours the much wealthier residents on the south side of Croydon station, as well as the very wealthy school PLC Sydney.

This seems so clearly to favour those who are well off. The idea is supposed to be that housing needs are met within 400 m of the station.

Sincerely,

[REDACTED]

Croydon

Engagement Outcomes – Redacted Formal Submissions

Archived: Wednesday, 8 January 2025 2:40:55 PM

From: [REDACTED]

Sent: Sun, 22 Dec 2024 23:58:07

To: [Burwood Council](#)

Cc: [REDACTED]

Subject: RE Croydon Masterplan

Importance: Normal

Sensitivity: None

Attachments:

[RE Croydon Masterplan - Burwood Council \[REDACTED\].pdf](#);

Dear City Planning Team,

Please find attached our formal submission for the Croydon Masterplan, for your consideration.

Thank you,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

22nd December 2024

City Planning Team, General Manager
Burwood Council
PO Box 240
Burwood NSW 1805

Subject: Urgent Request to Address Safety and Congestion Issues on Shaftesbury Road

Dear City Planning Team,

We are writing to express our concerns regarding the current state of Shaftesbury Road, particularly the southbound section past Railway Parade. As residents of the *Railway South Precinct*, Shaftesbury Road which extends into this area narrows into a single lane, has always posed significant safety challenges for residents, motorists and pedestrians, particularly due to aggressive forced merging of traffic at the intersection. With no plans considered at all for the *Railway South Precinct*, we feel the aggressive expansion of the *Shaftesbury Road Precinct* will completely incapacitate this part of the road and gridlock Burwood even more for motorists.

Key Issues:

Safety Hazards: The transition to a single lane, often resulting in aggressive merging, creates a blockade of traffic that makes it impossible for residents to safely enter and exit their driveways, increasing the risk of accidents. Pedestrians are also at greater risk due to the limited space and increased traffic congestion, and cars entering the road from their residence having a limited window of opportunity to do so.

Traffic Congestion: This section has already been a longstanding chokepoint, especially during peak hours. The intersection is used by buses and Shaftesbury Road is actively used by motorists as an alternative to the incredibly congested Burwood Road, travelling between Westfield Burwood and the ever growing Burwood Town Centre South area adjacent to *Railway South Precinct*. With the proposed 6:1 FSR of *Shaftesbury Road Precinct* along with ongoing growth of Burwood, this will create unprecedented difficulty in the immediate future.

Request for Action:

In light of these concerns, we urge the Council to consider widening the *Railway South Precinct* portion of Shaftesbury Road to accommodate two lanes in both directions. It is already disheartening enough that the *Railway South Precinct* has been omitted from *any* planning whatsoever due to heritage buildings on the far corner of the precinct, we believe that incorporating the widening of Shaftesbury Road in the *Railway South Precinct* into the Masterplan is a critical step to address inevitable issues resulting from expansion of the *Shaftesbury Road Precinct* and other areas of Croydon.

Conclusion:

We kindly request that the Council prioritises expanding Shaftesbury Road across the *Railway South Precinct* and incorporate this into the Croydon Masterplan, as not putting this into consideration would be a gross oversight. I am confident that other community members, share these concerns and would support improvements to this critical part of our local infrastructure.

Thank you for your attention to this matter. we look forward to your response and am available for further discussion if needed.

Yours sincerely,


[REDACTED]

Residents of [REDACTED]

[REDACTED]

22nd December 2024



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Thursday, November 14, 2024 9:41:08 AM

To: Mayor <Contact.Mayor@burwood.nsw.gov.au>; George Mannah <George.Mannah@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Burwood Council <Council@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>; David Hull <David.Hull@burwood.nsw.gov.au>; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>; jason.yatsenli@nswlabor.org.au <jason.yatsenli@nswlabor.org.au>

Subject: Concerns Regarding the Croydon Housing Investigation Area (HIA) Draft Masterplan

Dear all

I am writing to **express my concerns** regarding the Croydon Housing Investigation Area (HIA) Draft Masterplan. As a homeowner directly impacted by the proposed changes, I have several serious reservations.

Firstly, the plan's emphasis on **high-density development along Shaftesbury Road and the surrounding areas raises concerns about the potential loss of neighborhood character**. The proposed 30-story buildings will drastically alter the area's landscape and could lead to a sense of overcrowding.

Secondly, the **plan's focus on increasing housing supply appears to come at the expense of existing residents' quality of life**. While I understand the need for more housing, the potential strain on infrastructure, traffic congestion, and reduced access to green spaces are significant concerns. The plan mentions mitigating these issues but does not provide concrete solutions.

Thirdly, the **proposed changes to heritage conservation areas are unacceptable**. The plan suggests incorporating existing heritage items into larger developments, which could compromise their historical and cultural significance. Protecting these areas should be a priority, not an afterthought.


Finally, the plan's implementation strategy relies heavily on the amalgamation of fragmented lots. This process could lead to the forced acquisition of private property, a deeply concerning prospect for many homeowners.

I urge you to consider these concerns and **advocate for a revised plan** that balances the need for housing with the preservation of neighborhood character, residents' quality of life, and our area's heritage.

Sincerely,

[REDACTED]



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Saturday, November 16, 2024 6:03:19 PM
To: Mayor <Contact.Mayor@burwood.nsw.gov.au>
Cc: [REDACTED]
Subject: Croydon Masterplan

Dear Mr Faker

Re: Draft Croydon Masterplan proposed by Burwood Council

We are residents of the Burwood Local Government Area.

We write to you regarding the draft Croydon Masterplan proposed by Burwood Council in response to the NSW Government's TOD.

Council's proposal should be rejected outright.

We wish to apprise you of our views which we have detailed in the attached submission provided to Burwood Council.

In short, the Council's plan is an extreme response to the NSW Government's commendable, measured and reasonable TOD scheme. Council's plan is none of these.

As lifetime Labor voters in all three levels of government, we are horrified that a Labor Mayor and Labor Council propose such an inequitable plan without community support. A plan that privileges the affluent few at the expense of the broader multicultural community.

Yours sincerely,

[REDACTED]
[REDACTED]

Archived: Tuesday, 14 January 2025 7:16:55 PM

From: [Jacqueline Tafokitau](#) [Jacqueline Tafokitau](#)

Sent: Wednesday, 20 November 2024 10:25:34 AM

To: [Jacqueline Tafokitau](#) [Jacqueline Tafokitau](#)

Subject: FW: Opposition to Croydon Masterplan Rezoning Proposal – Preference for a Holistic, Equitable Approach

Sensitivity: Normal


Cr John Faker

Mayor of Burwood

President -- Southern Sydney Regional Organisation of Councils

2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]

Sent: Tuesday, 19 November 2024 4:34 PM

To: Mayor <Contact.Mayor@burwood.nsw.gov.au>

Subject: Opposition to Croydon Masterplan Rezoning Proposal – Preference for a Holistic, Equitable Approach

Dear Mayor ,

I am writing to express my strong opposition to the proposed Croydon Masterplan, particularly the rezoning from residential to high-rise in select areas.

I am concerned that the selection process for this rezoning is **inequitable**, as it places an outdated emphasis on conservation / heritage properties, prioritising them above other residential areas without regard for the future needs of our community.

The current masterplan disproportionately favors conservation properties, placing an undue burden on non-conservation areas by earmarking them for high-density development. This selective prioritisation is rooted in outdated preservation criteria rather than a balanced and future-oriented approach.

By preserving certain conservation zones based solely on historical criteria, the council risks looking only to the past while ignoring the balanced growth required for the future. This approach unfairly targets non-conservation areas for high-density

development, placing a disproportionate burden on these neighborhoods and diminishing the quality of life for their residents. Without a modern, forward-looking plan that considers equitable development across all areas, the proposal may end up compromising community values and cohesion.

In contrast, the NSW State Government's Transport-Oriented Development (TOD SEPP) approach offers a more equitable and sustainable solution. By aligning development with transport infrastructure, the TOD approach facilitates balanced growth that benefits the entire community, rather than selectively preserving certain areas. This method creates cohesive, future-oriented planning that supports accessibility, reduces congestion, and ensures that no single neighborhood is disproportionately impacted.

The NSW State Government's Transport-Oriented Development (TOD) SEPP plan spans multiple councils and communities across the state, fostering a unified and holistic approach to planning that benefits everyone. This broad scope makes it easier to align development efforts across regions, avoiding the patchwork effect of isolated, siloed council plans that often vary widely and may struggle to meet the broader objectives set by the TOD SEPP. In contrast, individual councils, including Burwood, may not have the resources or infrastructure to enforce development standards consistently. By relying on an interconnected approach like the TOD SEPP, we ensure that planning is more cohesive, manageable, and effectively overseen, resulting in balanced and sustainable growth that better serves our communities.

I urge Burwood Council to take a more balanced and inclusive approach in the Croydon Masterplan, evaluating all areas equitably to create a plan that respects both our heritage and our community's future needs. A fairer, more transparent process would ensure that no area is unduly affected by selective criteria that may no longer be relevant.

Thank you for considering my concerns. I would appreciate any updates on this proposal and opportunities for community involvement as it progresses as I am personally impacted by the current master plan as a resident of Cheltenham Rd Croydon.

Regards

[Redacted Signature]

Archived: Tuesday, 14 January 2025 7:28:28 PM

From: [REDACTED]

Sent: Sunday, 17 November 2024 4:56:04 PM

To: [Burwood Council](#)

Subject: Croydon Masterplan

Response requested: Yes

Sensitivity: Normal

To whom it may concern

I attended the Drop In session on Saturday 16/11/24 at Burwood Library.

It was a disgrace and an embarrassment to you as a Local Council if that is how you believe Community Engagement is fostered.

It is imperative that you organise a well managed meeting open to the public for residents to be able to discuss concerns.

As you have imposed very unrealistic dates for feedback, this needs to be actioned NOW.

I would appreciate a reply to this email.

[REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 14 January 2025 6:45:17 PM

From: [REDACTED]

Sent: Tuesday, 19 November 2024 7:58:55 AM

To: [Burwood Council](#)

Subject: Attention City Planning Team

Sensitivity: Normal

I'm a resident of [REDACTED] and I strongly support the council master plan to rezone Waimea Street along with neighbouring streets. It is what Burwood need's since it is continuing to grow and is great progress for the Burwood/Croydon Community.

Kind Regards [REDACTED]

Engagement Outcomes – Redacted Formal Submissions

Archived: Tuesday, 14 January 2025 6:42:14 PM

From: [REDACTED]

Sent: Saturday, 16 November 2024 8:15:14 PM

To: [Burwood Council](#)

Subject: Shaftesbury Rd precinct - Saving our inheritance

Sensitivity: Normal

To Burwood council town planner - and Mayor,

I am emailing to express extreme disappointment in the consultation of development of the Shaftesbury Road precinct housing. Residents have had a very short period of time to provide feedback and oppose the proposal due to its unsuitability and drastic affect on the resident's livelihoods, devaluing real estate prices drastically. There are many other less valuable areas in Burwood and Croydon to development than this precinct already congested with traffic east - west heading to Westfield from Queen Street.

I implore you to be fair and reasonable and provide residents with time to gather to oppose the plan and force the town planners who should not ever have considered this area for such development. If my neighbour was planning on going up one level, as a neighbour I would have plenty of time to lodge my opposition to the plan, and you / Burwood Council think you can come and propose high rise in someones back yard with no consultation. It is sneaky and unfair, and elected Councillors should be ethical and fair. I am bitterly disappointed.


On Tuesday night, a proper consultation is a necessity for neighbours to feel heard.

I am free for a phone call about this matter - [REDACTED]

Archived: Tuesday, 14 January 2025 7:35:58 PM
From: [George Mannah](#)
Sent: Monday, 23 December 2024 9:36:38 PM
To: [Tommaso Briscese](#)
Subject: Fw: Submission on draft Croydon Housing Investigation Area Master Plan
Sensitivity: Normal
Attachments:
[Submission on Draft Croydon Housing Investigation Area Master Plan - 2024_11_17.docx](#) ;

George Mannah
Deputy Mayor of Burwood
M: 0477 551 536
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

From: [REDACTED]
Sent: Monday, December 23, 2024 11:23:30 AM
To: John Faker <John.Faker@burwood.nsw.gov.au>; Mayor <Contact.Mayor@burwood.nsw.gov.au>; George Mannah <George.Mannah@burwood.nsw.gov.au>; Pascale Esber <Pascale.Esber@burwood.nsw.gov.au>; Alex Yang <Alex.Yang@burwood.nsw.gov.au>; Sukirti Bhatta <Sukirti.Bhatta@burwood.nsw.gov.au>; David Hull <David.Hull@burwood.nsw.gov.au>; Deyi Wu <Deyi.Wu@burwood.nsw.gov.au>; office@premier.nsw.gov.au <office@premier.nsw.gov.au>; office@scully.minister.nsw.gov.au <office@scully.minister.nsw.gov.au>; jo.haylen@parliament.nsw.gov.au <jo.haylen@parliament.nsw.gov.au>; strathfield@parliament.nsw.gov.au <strathfield@parliament.nsw.gov.au>; londonderry@parliament.nsw.gov.au <londonderry@parliament.nsw.gov.au>; summerhill@parliament.nsw.gov.au <summerhill@parliament.nsw.gov.au>; wollongong@parliament.nsw.gov.au <wollongong@parliament.nsw.gov.au>; portstephens@parliament.nsw.gov.au <portstephens@parliament.nsw.gov.au>; heffron@parliament.nsw.gov.au <heffron@parliament.nsw.gov.au>; rockdale@parliament.nsw.gov.au <rockdale@parliament.nsw.gov.au>; rose.jackson@parliament.nsw.gov.au <rose.jackson@parliament.nsw.gov.au>; jodie.harrison@parliament.nsw.gov.au <jodie.harrison@parliament.nsw.gov.au>; scott.farlow@parliament.nsw.gov.au <scott.farlow@parliament.nsw.gov.au>; Sally.Sitou.MP@aph.gov.au <Sally.Sitou.MP@aph.gov.au>; media@pmc.gov.au <media@pmc.gov.au>
Subject: Fwd: Submission on draft Croydon Housing Investigation Area Master Plan

Please see forwarded copy of additional emailed submission and original attached submission on the draft Croydon Housing Investigation Area Master Plan sent to Burwood Council.

For your information and consideration.

Regards,

[Redacted]

----- Forwarded message -----

[Redacted]

Date: Mon, 9 Dec 2024 at 23:34

Subject: Fwd: Submission on draft Croydon Housing Investigation Area Master Plan

To: <council@burwood.nsw.gov.au>

Please ignore my last email of Tuesday 26 November 2024, which was sent prematurely by accident (but not ignore my original submission).

Further to my original submission, again attached, I am raising additional submission matters.

I understand, Inner West Council (IWC) have not raised issues or requested and prepared an alternative Master Plan (MP). It appears Burwood Council (BC) and IWC have not been able to work together regarding this joint Croydon TOD in a coordinated response, to ensure the best planning outcome, instead of the poor generic State imposed planning. I consider this will lead to poor ad-hoc highly impactful disjointed planning outcomes. This must be rectified as a matter of urgency, to ensure coordinated strategic planning occurs around the Croydon Station.

It appears there is strong opposition to the Croydon MP, equally as there was opposition, and is ongoing opposition, to the TOD within BC. This is principally, and I agree, because it would have a catastrophic impact on the important heritage on the Malvern Hill Estate and Cintra Estate heritage conservation area (HCA)s south of the railway line. This includes The Strand. It would be a travesty if The Strand was allowed for major development, ruining one of the central aspects of the heritage and local character of Croydon. I don't want to see demolitions or 6+ storey development sticking above the parapets if the front was kept, if it happened at all. It would be very hard to coordinate with fragmented properties and would likely not be financially feasible anyway. But if it did happen, it would be piecemeal, destructive to the fabric and would not yield that many dwellings anyway. Therefore, my view is that BC needs to completely avoid any major development of The Strand with an alternative Master Plan approach. I strongly oppose the inclusion of The Strand as "Areas for future investigation" in the Structure Plan in the Croydon MP and request that this be removed.

I have become aware of a crucial piece of information, that the number of dwelling capacity that the Croydon TOD could achieve is about 1500 for the area within BC. It is very strange that BC would be proposing 3600 dwellings in the alternative Croydon MP, which is so much greater than under the Croydon TOD, when the requirement is only to be equal or exceed the capacity under the TOD controls. This Croydon MP has caused incredible anger, division and mistrust in the Croydon community, between residents in the Croydon MP area being against or for the Croydon MP / Croydon TOD. Also between Croydon residents north and south of the railway line, with objectors north of the railway seeing that people through blatant self-interest have manipulated Council to favour the richer grander south areas over the poorer north area, instead of a fair approach under the TOD, 400m around the Croydon Station. It has also caused a great deal of anger and mistrust of BC (as well as with the State and Federal Government). While precipitated by the imposition of State Government, and such major planning requiring changes to private dwelling properties is intrinsically a fraught, complicated and adversarial process, BC should be managing the process to minimise this. BC should also be minimising the overall impact (including strong advocacy with the State Government, given the heavy lifting BC is already doing, as previously raised, with Burwood North MP) and ensure a fair and reasonable affectation across the Croydon and Burwood communities.

While I agree with BC proactively progressing a targeted MP approach, I can't agree with the Croydon MP providing any greater number of dwellings than under the Croydon TOD.

It seems the reason for this excess capacity is to make the case to not apply the 'Low and Midrise' (LMR) State controls about to be determined for 400-800m around Croydon Station, again to protect the HCAs. However, the maximum 2 storey development for R2 zoned properties under the LMR controls, which allows dual occupancy; terrace; multi-dwelling housing or manor house land uses, will have limited impact on the heritage of the HCAs and I think could be successfully managed, compared to the completely incompatible 6+ storey residential flat buildings within the 400m TOD area.

After further reading heritage studies and understanding better the evolution of Croydon, I would also like to reiterate the equal importance and mostly earlier Victorian phase of the evolution of Croydon on the northern side of the railway line:

- * Webb Street connection with the very earliest phase of Croydon with it evolving from the 1st track connection between Sarah Nelson's Farm to Parramatta Road as shown in the c1814 map of the study area titled 'The Farms of Old Burwood'.
- * After the Court case allowing Thomas Rowley's estate to be regained by his emancipated convict wife and heirs, the subsequent subdivision in 1834 of the Mary Rowley and husband John Lucas portion for small farms and 'gentlemen's' farm residences over the next decades. One of these estates is Henry Webb's (corner of Webb St and Queen St), with one of the earliest surviving residences from estates of this period, 'Cicada' built 1863.
- * With the first Croydon Station in 1875 accessed at the level connection to Edwin St, the growth of the first Croydon village on the northern side of Edwin St and precipitation of the rapid urban subdivision growth of Croydon, particularly on the northern side, as a commuter suburb.
- * The establishment of Anthony Hordern's estate in 1868 centred around construction of his 'Shubra Hall' residence (later bought for PLC) and later urban subdivision of Highbury Estate in 1882 (mostly marketed for middle class dwelling houses) – creating commercial lots on Edwin St and Elizabeth St and residential properties on Grosvenor St, Boundary St, Young St, Meta St, Anthony St, Edwin St and Croydon Rd.
- * The establishment and long operation of brick pits and brick making in Croydon from 1870s to the 1970. These are in Webb St operated by Anthony Hordern (with small lot Haviland subdivision surrounding for small workers cottages - reflected in Hampton Court residential complex) from mid-1870s to 1930s; where Centenary Park is from the mid-1870s to end of 1910s and where Wangal Park is from mid-1910s to 1970.
- * From 1880s onwards, the rapid growth of many urban subdivisions of earlier estates:
 - * Larger lot subdivisions marketed for the middle class for fine free standing dwelling houses, such as 'Windsorville' in 1887 next to Croydon Public School (established in 1884).
 - * Smaller lot subdivisions, marketed for the lower middle class for terraces, semis and much more modest detached dwellings, such as in Hordern Pde and Railway St; Grosvenor Estate (centred around Brand St and where our property is located); Haviland subdivision (surrounding Hordern's Webb St brickworks) and what seems latter subdivisions of the Etonville subdivision.

I strongly emphasise that it is not just the large lot grand pretty garden suburb Malvern Hill and Cintra Estates that have heritage significance, it is also the simple workers houses that are equally important to the historic heritage evolution and to the character of Croydon. In particular the modest Victorian workers cottages are increasingly rare and vulnerable. I note that Grosvenor Estate represents one of these more modest Victorian subdivisions. In Webb Street there is only limited examples of the earlier Victorian period cottages and the fabric is highly altered. However, there is a group of reasonably intact very modest Victorian terraces and likely former corner shop at 3-15 Albert Cres from this period, two Victorian cottages to the west and ten other Victorian period dwellings in Brand Street, which are reasonably intact. As previously noted, Brand Street has a significant number of intact dwellings representing the evolution from the Victorian, Federation and inter-war periods.

It is also noted that these smaller dwelling house lots in Croydon (like our 316 sqm house) also play an important role in more affordable dwelling houses for service workers, such as myself a Council town planner and my wife who is a midwife, whereas

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most lot sizes are and even were prohibitively expensive even 15 years ago. While more flats would allow more people into the area, a mix of housing types would be best, although currently seems unfeasible to build the 'missing middle' housing. An option could be within each required amalgamation area to require some midrise, especially at transition areas, such as adjoining Lucas Rd HCA, if it is retained.

Accordingly, while supporting the provision of fair share of housing uplift to contribute to address the housing crisis in an Alternate MP, I now reject the approach of providing this all north of the railway line and request the Croydon MP be altered to only accommodate the equal 1500 dwelling number of the Croydon TOD.

If significant reduction of dwelling numbers can occur to only 1500, the identified most constrained areas affected by flooding, subterranean infrastructure, small and narrow lots and heritage significance should be removed from the Croydon MP.

The areas that a Croydon MP should focus on is areas already predominantly altered with detracting built form, where original dwellings have been replaced with apartments, recent dwelling and substantial detracting additions. This is the case in the blocks between Boundary St, Young St, Grosvenor St and Webb St and the block between Albert Cres Shafesbury Rd, Victoria St, Boronia Ave (and continuation to Albert Cres). These also have the closest connection to the Croydon and Burwood Stations and Centres. There is the opportunity for these areas to have significant uplift to suitably compensate dwelling houses to be redeveloped and be financially feasible to occur quickly (to avoid people being left in limbo) and renew some older apartment stock. Although retaining equivalent quantity of truly affordable housing in these redevelopments is crucial for social equity.

If major reduction of the Croydon MP numbers can not occur, then as discussed in my original submission around my house and neighbourhood either the heritage listings should be removed and ensure adequate density for development to be feasible to enable people to be reasonably compensated and be able to sell and relocate or if the heritage listing is to remain, reduce the height and density to an appropriate scale of 3-4 storeys.

I would also like to add to my submission that it is poor and disappointing that the Croydon MP package also does not have a traffic study and does not quantify the required increased capacity of State infrastructure, especially primary and secondary schools that will have a major local impact, and how and where this would be accommodated. This should have been achieved from expected discussions and negotiations with Department of Planning, Housing and Infrastructure, Department of Education and other State agencies and must be coordinated with surrounding Councils (who also are having uplift). Before any rezoning / uplift occurs resident need to have certainty that there will be a commitment from State Government for the required infrastructure.

Regards,

[Redacted Signature]

----- Forwarded message -----

[Redacted]

Date: Sun, 17 Nov 2024, 3:28 pm

Subject: Submission on draft Croydon Housing Investigation Area Master Plan

To: <council@burwood.nsw.gov.au>

Please find attached submission on the draft Croydon Housing Investigation Area Master Plan for owners and residents of [Redacted]

[Redacted]

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Regards

[REDACTED]

Contact -

[REDACTED]

Submission on Draft Croydon Housing Investigation Area Master Plan (Master Plan)

By [REDACTED] – [REDACTED]

Contact – [REDACTED]

Overall Support of Council's TOD and corridor strategic planning

Overall we are supportive of the Council-initiated Master Plan to facilitate achievable provision of housing as an alternative approach to the State Government imposed Transport Oriented Development (TOD) controls, centred on Croydon Station, which will protect the most significant heritage of Croydon south of the railway line. While supporting the principle of TOD around stations as the key way forward to addressing Sydney's housing crisis, the generic way it has been imposed by the State Government is poor strategic planning, other than expediting action by councils to facilitate increased housing. A targeted approach, with the State Government setting dwelling numbers and allowing Council to work with the community to tailor the best solution for the LGA and to minimise impact, is a far better approach. The generic TOD controls would have been highly unlikely to have realised a significant amount of housing in Croydon, given the heritage constraints and low generic development controls and would have created a terrible outcome with piecemeal highly impacting developments.

This targeted Council-led approach will allow Council to actually facilitate housing being developed and is strategically positioned much better, with the highest density housing, as mixed-use, being located adjacent to and as an extension to the already high-density Burwood Strategic Centre. This will allow residents close pedestrian access to the major railway and bus transportation hubs, as well as access to food, retail, business, entertainment and community services available in the Centre and to the major Burwood and Wangal Parks, which will support sustainable living.

This should give Council a lot of leverage negotiating with the State Government to accept what is put forward in terms of realisable number of dwellings, rather than simply theoretical capacity, especially given the negative feasibility conditions at the present. In my opinion it should allow significant room for adjustments (reduction of yield) if it was required from the Draft Master Plan and still argue it will deliver vastly more dwellings actually being built than under the generic TOD controls. Also, Burwood Council has significant leverage with the State Government, given it has very positively progressed the targeted Council-initiated Burwood North Master Plan, which again is implementable with high property owner support, to actually deliver significant housing, doing a lot of the 'heavy lifting' for the Inner West of Sydney.

Burwood Council, working with neighbouring Councils, should also progress other development along the Parramatta Road Corridor, supported by rapid public transit along the corridor to make it a great boulevard with extra housing, with reduced private vehicle capacity and improved public domain and pedestrian prioritisation. Councils and the State Government should together to honour what was promised in the Parramatta Road Corridor Urban Transformation Strategy I worked on, now that WestConnex is opened, to achieve this rather than allowing traffic to just continue to expand traffic with induced traffic flows.

Development and protection of heritage

I am a strong advocate of the importance of heritage and its protection, and have extensive experience involved with heritage planning work. However, I believe we need to prioritise protection of the most important heritage in the Croydon suburb and balance protection of

heritage with enabling new development to be realisable, to get the housing supply happening. Again, the overall approach of providing an alternative to the imposed TOD controls to protect the most significant heritage of Croydon should be kept in mind in the decision-making of the Council-initiated Master Plan alternative to the generic TOD controls, to achieve the overall best outcome for Croydon.

A fundamental consideration with significant scaled redevelopment is deciding which heritage to protect and which to let go, considering the importance of particular heritage, or if retaining heritage listing, that the heritage significance is properly protected, by not destroying the setting of the heritage. With significant-scaled development, as proposed, is not possible to enable good compatibility with neighboring low-scale residential heritage. If heritage is properly considered this will appropriately impose a major restriction on the scale of development in its setting.

For example, considering the controls in the neighborhood around our property, the proposed controls will not properly protect the heritage when having 15 storey apartments all in its setting behind as well as causing extreme and unreasonable impact on the amenity of remaining residences. This is the case with the interwar houses in the Lucas Road Heritage Conservation Area, and heritage Items within this (Items 79 and 80), Victorian terraces heritage item (Item 167) at 31-33 Webb Street and the former shop heritage item (Item 139) at 23 Brand Street.

However, while having some heritage significance, I do not see that the listed heritage items and area are of great or particular importance, like State significance, of importance to the historic origin or evolution of the study area, associated with an early settler or being rare. I consider there are other properties in Brand Street with equivalent heritage significance and collectively Brand St is as good an example of a contributory street providing an understanding of the key development phases of the study area. Collectively they are relatively intact and demonstrate the late nineteenth / early twentieth century evolution of the area. It will be sad seeing the heritage of Brand Street, the heritage items and Lucas Road Heritage Conservation Area gone. However, hard decisions need to be made about which areas to allow development and accordingly not protect the existing heritage.

It is critical in such a substantial redevelopment phase of an area that a clear decision is made to have significant development uplift to enable development to be feasible and implementable, to avoid an area and residents being caught in limbo. Retaining the heritage listing places a double impact on owners of heritage listed properties and those adjoining by reducing development potential and consequently land value (and likely mean they would be of no interest to a developer acquiring), while simultaneously massively reducing the amenity as a dwelling for owners (or renters) to remain in these dwellings. Council could try to force developers to include the heritage and adjoining buildings in developments but this is fraught with complication. I see only the former shop (Item 139) at 23 Brand Street would be logical to be integrated into a comprehensive redevelopment turning the current heritage item into a café adjacent to the plaza, however other options as part of the development could achieve this commercial activation.

On balance, if the scale of development, probably required to be feasible, is to occur to deliver the required housing, I think these heritage listings should be removed, including those in Lucas Road and they be integrated as part of the Master Plan. If the heritage listing is removed, which I interpret as the main reason the controls have been mostly limited to 2.5:1, this would allow for the opportunity to increase the development controls to ensure development is feasible and implementable. This needs to be properly tested but it seems it could allow a greater extent of 3:1 FSR and 54m (15 storey) in the southern part of this area,

but transitioning to 2.5:1 and 32m (8 storeys), and 14m (3-4 storeys) at sensitive direct interfaces, to be a compatible scale with the retained surrounding low scale R2 zoned residential.

Appropriate scale if heritage listing is to remain

If Council will not remove the heritage listing, I consider the heritage listing should require the scale of development to be significantly reduced to be compatible in the heritage setting and also ensuring ongoing compatibility for the amenity of residents remaining in dwelling houses, with surrounding new development, particularly privacy and protecting solar access. For these heritage listed properties and the adjoining properties forced to be retained through the 2 storeys controls (meaning a developer won't buy their property) it is totally unacceptable to then have a 15 storey apartment buildings all looking into the backyards of retained dwelling houses and in the case of Webb Street properties adjacent to the Cross Street development will obliterate their winter solar access.

In my assessment the development surrounding these heritage listed properties and those with 2 storey controls would need to be reduced to a compatible scale of 3-4 storeys. However, this will significantly undermine the feasibility and realising increased dwelling supply.

Appropriate scale for development north of Cross Street

Even if the heritage listing is removed (allowing the current heritage item and 2 storey controlled properties to be equally developed), an east-west component fronting the north side of Cross St and the north-south components should be guided by achieving acceptable solar access to the south (as should with other development), but transitioning down at the north interface to have a compatible scale of 3-4 storeys adjoining the retained low scale R2 zoned dwelling houses outside of the Master plan area.

No solar access modelling and testing included to support the Master Plan

There is no solar access modelling and testing included to support the Master Plan. This is completely unacceptable, as what is the appropriate built form must be based on demonstrating compliance with the Apartment Design Guide including solar access (as well as showing this for the new open spaces. The Master Plan and LEP controls must not be progressed until it is demonstrated that it is achievable under usual design guidelines and so future residence will have satisfactory solar access amenity, including any greater density between Lucas Road and Webb St if the heritage listing constraint is removed.

If heritage listing is to remain (and low controls for adjoining dwellings), meaning residents will be stranded, solar access is especially sensitive, in which case development must be constrained to ensure acceptable winter solar is maintained for these residences.

No feasibility testing included to support the Master Plan

It is also noted that there is no feasibility testing, which is also poor. As above, it is critical that significant development uplift enable development to be feasible and implementable, to avoid an area and residents being caught in limbo. Property owners need confidence that redevelopment will be feasible. Talking to other property owners it seems that the 2.5:1 32m (8 storey) may only be marginally feasible or unfeasible for smaller properties. Or looking at it another way, for some property owners the price a developer would be willing to pay would at best be equivalent value or they would be worse off, including all the expense and hassle of relocating.

Council must get approval in principle from Sydney Water that development can build over and adjacent to stormwater and sewerage pipe infrastructure and within flood identified properties

While the Master Plan allows redevelopment in flood affected areas and properties with trunk stormwater pipes and sewerage pipes running through their properties, with the building forms shown as building over these, affected properties must get assurity from Sydney Water that they will allow this development before it is rezoned. This is needed so there is confidence that it can be developed and not be stranded with apartments around but affected properties not being able to develop.

[REDACTED] is one of the worse affected properties in this regard in the Master Plan, given it has a diagonal curving stormwater pipe that runs under the middle of our property, as well as being a flood identified property. We are in the process of getting approval for dwelling extension to build over the trunk stormwater pipe and it has been an extremely complicated and massively expensive process. From the guidelines and discussions with Sydney Water, the general position was that Sydney Water would not allow building over the stormwater pipe, but as it currently runs under the house it seems will support for a house extension. However, there is uncertainty if Sydney Water will approve a major redevelopment building over this stormwater pipe. Affected properties need certainty regarding this. Council must obtain from Sydney Water an approval in principle for the Master Plan before the rezoning proceeds.

Public domain enhancements and needed open space

We strongly support Council's initiative for public domain enhancements, seeing these as the greatest priority. This is to enhance active transport connectivity and safety and enhance the tree canopy, to significantly increase greening, biodiversity and ecosystem services, provide greatly needed shade and providing much more attractive streetscapes. This is especially important with significantly scaled development to enable large canopy trees to be planted to soften the development. Also critical is achieving traffic calming to make streets safer by slowing traffic by visually narrowing in the street. These street public domain works are what will really transform the street amenity and over time make developed areas attractive instead of overbearing built form and hot environments. When major new developments are proposed, having outlook and close connection to a reasonable sized pocket park is also needed. In particular, we strongly support the following.

- We strongly support the inclusion of the high standard dedicated east-west contraflow cycleway up Albert Cres. and Grosvenor St, which will be brilliant for local and regional cycle connectivity. Lucas Road should also be upgraded with cycle treatments as a key local and regional primary route northwards.
- We strenuously support the extensive provision of trees within blisters to create Green Streets as proposed, especially along the narrower streets such a Webb St. Webb St currently suffers majorly from the narrow verge (the worst being from Albert Cres. to Cross St), severely limiting provision or healthy environment for large canopy trees. The large Eucalyptus trees in Webb St, between Orchard St and Irrara St would benefit from blisters to create larger tree pit area for currently squashed roots. Other streets with the greatest priority for this are Albert Cres., Cross St and Weimea St (between Cheltenham St and Lucas St).
- We highly recommend undergrounding of power lines throughout the Master Plan area (combined with blisters where needed) to enable planting and healthy growth of large canopy trees, such as along the west side of Webb St to Cross street to enable trees on the western side, and overall enhancement of the streetscape.

- We fully support the need for the new open space as part of high-density development adjacent to Simpson Ave.

The idea of a plaza space on the corner of King and Cheltenham Streets with I imagine would be a food and drink premises activation as part of a comprehensive development is a nice but not essential and I question the overall benefit requiring 15 storeys (I assume the colour should be red for 15 storeys – not shown correctly on Figure 37 Building Height) as a trade-off for the open space, based on the principle that this would not come from general developer contributions but from the extra uplift as 3:1 incentive FSR. I also think it will be very difficult for developers to get all 11 properties to agree to do as one development. 15 storeys will be very dominant built form if there is slow transition of the area. However, we acknowledge that it is well located adjacent north of the railway lines to not cause any shadowing and minimise visual bulk and streetscape impacts and 3:1 and 15 storeys in the area may be workable if the heritage listing and 2 storey restrictions are removed.

Similarly, even more problematic is the impact of 15 storeys for Key Sites 11 and 12. I assume again there is an error and Key Site 11 also allows 15 storeys through the 3:1 incentive FSR if required amalgamation and the open space public benefits is provided. I even more strongly question the benefit of the open space through-site green link if that is as a trade-off for allowing 15 storeys instead of 8 storeys, especially given it is not a vital link to get east-west connection, with Cross Street just adjacent. I appreciate the more direct and visually connected link, but it should either be achieved as part of general contributions (without the 15 storey trade-off). Or alternatively it could be achieved through a more minor shared zone lane or through-site link path, as part of vehicle access to basements or path on the edge or in the required setback area. This could be within the main development lots, not requiring the 3 other properties, with right of pedestrian way easement connection as part of the development, which would be sufficient to achieve the main objective of this link. This wouldn't impose a significant cost and could just be negotiated in a planning agreement as part of the normal developer contributions.

The other pocket parks (and even the King St plaza) are less of a priority or benefit. Alternatively, one larger space in a central location, such as around the corner of Cheltenham and Cross / Waimea St could be provided, which could also include a small commercial space for food and drink premises and neighbourhood shop.

Car Parking

The constrained maximum car parking rates are fully supported to be consistent in supporting the whole strategic basis for TOD approach to planning – focusing living around the use of public transport / centre hubs. For a city the size of Sydney now and as it grows into the future, it must continue to create a full transport network across hubs and fully utilise these hubs. This is the only way Sydney can continue to function, thrive and be competitive as a global city.

Constrained maximum car parking rates will also significantly reduce the cost associated with developments by limiting the prohibitive cost of basement excavation, that can often make development financially unfeasible to be realised.

Other broader key public domain active transport connectivity initiatives

Looking at Figure 40. Green Street Connectivity and Broader Active Transport Network and Figure 41 Active Transport Network, I make the following recommendations and observations on broader key public domain active transport connectivity.

With significant uplift happening developer contributions should also be used to achieve opportunistically key links that are missing in the area. A critical one is getting access into Wangal Park from the south and east. While dwellings on Blair Avenue are a heritage conservation area, some dwellings have been severely altered at the western end and purchase for Park access would not impact the heritage significance.

The Cheltenham St corridor Crossing Parramatta Rd and Queens Road is important and a great connection. However, as a long-term resident and active cyclist and walker, I see the most significant regional connection north-south for both cycle and pedestrian connection, with high amenity, is the new crossing of Parramatta Rd and awesome new link as part of the Concord Oval redevelopment and pathway on the edge of Cintra / St Lukes Park and heading north to the fantastic long recreational active transport route around most of Hen and Chicken Bay. This is coming from south heading north along Lucas Road or from the east heading west along Monash Parade. The upgrade of Concord Oval link and new Parramatta Rd crossing has made this link happen, however there is opportunity for improvement through the acquisition of property for better active transport linkages to get to Luke Avenue. This could be through a purchase of dwellings or as part of major redevelopment of properties along Parramatta Road. This would also advance active transport links to open up the current east-west impermeability.

I notice the connection to Burwood Station is via continuation along the current western part of of Waimea St on the Active Transport Network (Figure 41). Unfortunately, Council has misguidedly sold off the street with the poor outcome of allowing superblocking for relocation development of a new Burwood RSL Club, instead of maintaining this direct connection – which clearly is now desirable! In any case, the map is wrong and will need to detour around via George St or Deane St and needs to be corrected.

The Master Plan shows a number of new pedestrian crossing, however the most urgent pedestrian crossing is across Young St at the intersection with Grosvenor St (combined with traffic calming measures) to connect to and from Croydon Station. The most direct link is the desire line is along Grosvenor St, for Burwood Girls High School students, Hampton Court and other residents and increasing future residences from this Master Plan uplift. If it hasn't happened already, it is only a matter of time before someone gets hurt or killed trying to cross near the Young St bend, with cars 'flying' around the bend.

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Date Submitted	We want to hear from you. To lodge a submission, please share your feedback below.
Dec 23, 2024, 12:49 AM	<p>Croydon is a very historical and traditional district. I suggest all new buildings should be built in traditional style, so the architecture of the entire area can have traditional consistency and protect the historical look of the entire region.</p> <p>In addition, I suggest walking and cycling from Croydon area to Burwood and Croydon Train Station should be prioritized as the primary way. There should be a safe, wide and direct way to there without turns, traffic lights or cars. We need to discourage driving car in the region so people will feel much more comfortable in the community. We can ban cars on some streets to convert them to walking, cycling and bus only, and for some other streets we can reduce the car lane and limit the speed to 40km/h.</p> <p>In addition, I suggest we should have more playground in the region, especially for kids. And we need more daily life businesses in Croydon, such as grocery shop, food. These can be built on ground level of new buildings. This can greatly make people's</p>
Dec 22, 2024, 11:57 PM	<p>I object to the Croydon Masterplan. Which is fact based upon Burwood.</p> <p>To do town planning using a compass and drawing a radius of 400m to 800m is ludicrous. Town planning is a bit more involved. I believe the Croydon Masterplan is flawed. It talks up the benefits of high density housing, without stating negatives. It is more of a Sales document with the language used.</p> <p>I'm sure other submissions from Lucas Road have spoken about the negative aspects of Masterplan. So I won't repeat them here.</p> <p>If the Masterplan is passed, I implore the Council to include my residence, at [REDACTED] into the plan. Leaving this property out, together with the properties from [REDACTED] will disadvantage us. The Conservation listing will need to be lifted. However, I prefer the Masterplan is not passed.</p> <p>Thank you [REDACTED]</p>
Dec 22, 2024, 11:56 PM	<p>Dear Council,</p> <p>I strongly opposed to the Croydon masterplan.</p> <p>Community engagement has been very poor, with door knocking during working hours were many residents are not home or elderly and non English residents are not properly informed or simply unaware of the negative impact it would have on their lives.</p> <p>This huge scale of the masterplan proposal imposed on a low density and character area simply does not match the level of detail and information and engagement that should have been clearly presented to residents impacted by this proposal.</p> <p>The Croydon masterplan is completely unsuitable for the area proposed and more importantly, unnecessary given the housing numbers Burwood has already absorbed , especially as the initial Transport Oriented Development plan was near Croydon</p>
Dec 22, 2024, 11:55 PM	<p>I object to the Croydon Masterplan. Which is fact based upon Burwood.</p> <p>To do town planning using a compass and drawing a radius of 400m to 800m is ludicrous. Town planning is a bit more involved. I believe the Croydon Masterplan is flawed. It talks up the benefits of high density housing, without stating negatives. It is more of a Sales document with the language used.</p> <p>I'm sure other submissions from Lucas Road have spoken about the negative aspects of Masterplan. So I won't repeat them here.</p> <p>If the Masterplan is passed, I implore the Council to include my residences, at [REDACTED], into the plan. Leaving this property out, together with the properties from [REDACTED] will disadvantage us. The Conservation listing will need to be lifted. However, I prefer the Masterplan is not passed.</p> <p>Thank you [REDACTED]</p>
Dec 22, 2024, 11:53 PM	<p>I object to the Croydon Masterplan. Which is fact based upon Burwood.</p> <p>To do town planning using a compass and drawing a radius of 400m to 800m is ludicrous. Town planning is a bit more involved. I believe the Croydon Masterplan is flawed. It talks up the benefits of high density housing, without stating negatives. It is more of a Sales document with the language used.</p> <p>I'm sure other submissions from Lucas Road have spoken about the negative aspects of Masterplan. So I won't repeat them here.</p> <p>If the Masterplan is passed, I implore the Council to include my residence, at [REDACTED] into the plan. Leaving this property out, together with the properties from [REDACTED] will disadvantage us. The Conservation listing will need to be lifted. However, I prefer the Masterplan is not passed.</p> <p>Thank you [REDACTED]</p>
Dec 22, 2024, 11:37 PM	<p>There are some issues not addressed within this residential plan.</p> <ol style="list-style-type: none">1. Pubic transport - Croydon has limited trains but Burwood is main station and is able to handle and absorb more passengers. this is not possible at Croydon.2. Traffic congestion - railway crossing points already congested. difficult to access main roadways (Parramatta Rd). increasing density without widening or increasing lane numbers will worsen current traffic congestions3. Public Schools - increase density will increase demand on the schools without sufficient supply, resources or teachers being funded4. Heritage housing area preservation - flow on effect from nearby areas and overlooking apartments will affect the heritage areas5. Public Parks - insufficient local public spaces and parks for additional young families currently. let alone if we increase the density significantly without prior increase to this facility6. Public Parking - limited street parking will be reduced. if apartments are built, each apartment must have parking provided internally and no apartments should be allowed to access council permits for street parking. <p>These issues need to be addressed before or in parallel with the suggested increase of density as often government does not manage these issues concurrently leading to problems.</p>
Dec 22, 2024, 11:33 PM	<p>For almost 50 years I have been a resident and home owner in Boronia avenue, Burwood.</p> <p>It has been very distressing to learn of the Croydon masterplan and the devastating impact it would have on our home and community, a community that has grown strong through the decades and a home in which I raised my family and continue to live in with my children and grandchildren.</p> <p>The threat of the Croydon masterplan so close to Christmas now leaves us with a dark cloud of worry over our homes at a time which we simply wish to gather with loved ones and celebrate.</p> <p>I strongly oppose the Croydon Masterplan.</p>

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Dec 22, 2024, 11:30 PM	<p>Overall agree with increasing housing density as described in Shaftsbury area and Railway North precinct.</p> <p>However, disagree with having apartment buildings up to 11-15 stories.</p> <p>The main issues with increasing housing density through many areas is that there is no correlative increase in traffic management, parking access or options, increase in funding to public services (Eg schools, hospitals) and transport.</p> <p>Issues:</p> <p>Significant traffic congestion at both road/railway crossing at Shaftsbury Road with Paisley Road at Burwood and Young St with The Strand at Croydon.</p> <p>Particularly during school peak drop off and pick up</p> <p>Increasing housing density without changing the traffic situations at either section will worsen the local traffic situation to make it untenable for working Australians to access Croydon Public School or PLC.</p> <p>Increasing housing density will increase load on the local public schools.</p> <p>There needs to be increased funding, staffing and infrastructure for both Croydon Public School and Burwood Girls High School and Ashfield Boys High School which are the catchment schools for this entire area.</p> <p>It is evident that there are long standing insufficient funding issues to the public school system in general but this would specifically need to be addressed prior to increasing housing density in this area.</p> <p>Train timetables to Croydon have always been limited and the recent timetable changes have reduced trains coming to/from Croydon.</p> <p>This increases the load onto the public transport system and increases unsafe numbers in train carriages.</p> <p>Furthermore, local health districts are not receiving increased funding for provision of medical services or beds to increased population numbers within their catchment. Sydney Local Health District is the catchment for Burwood and Croydon.</p> <p>Summary -- There needs to a concomitant increase in funding with to the required services with an appropriate plan to support this housing density increase. Otherwise, it will not be sustainable and further issues which are experienced in outer Sydney suburbs with new low density housing will occur in this area as well. There needs to be a more cohensive wider plan with stakeholder involvement - INCLUDING health and transport stakeholders as well as ongoing discussion with current residents of this area.</p>
Dec 22, 2024, 10:49 PM	<p>I am strongly opposed to the new zoning. I believe the proposal will ruin the character of our neighbourhood and the surrounding heritage homes.</p> <p>Burwood is becoming overdeveloped and i don't believe this plan allows for surrounding infrastructure such as sufficient schools and health facilities.</p>
Dec 22, 2024, 10:45 PM	<p>Since Croydon has been earmarked for housing, I support the TOD proposal by the NSW government, I do not support or agree with the Burwood Council Master plan, not in its current form and not in any amended form.</p> <p>The council proposal is putting the residents north of the railway line against the residents south of the railway line.</p> <p>This is a rushed proposal which is very different to the TOD.</p> <p>From the council Masterplan, the only winners are Burwood council and the developers.</p>
Dec 22, 2024, 10:42 PM	<p>Please see my formal submission that was submitted via email to council@burwood.nsw.gov.au.</p> <p>Appreciate a response that it was received by the planning team reviewing all submissions.</p>
Dec 22, 2024, 10:00 PM	<p>Submission from resident in home impacted by Croydon Masterplan</p> <p>Date: 22 December 2024</p> <p>I am for the TOD.</p> <p>I am against Croydon Masterplan.</p> <p>What concerns me is this is Australia a AAA credit rating country. The Masterplan should not negatively impact any property included in rezoning or in close proximity of the rezoning.</p> <p>1.Financial impacts for property de-valuation due to the Masterplan has not been assessed and it was not presented to the impacted households in order for the house owners to make an informed decision if they agree with the Masterplan or not. For example, those not rezoned will lose privacy and property value if a 15 storey block is built in close proximity to their property.</p> <p>2.Lack of information leads me to conclude this process has not been open and transparent and the Masterplan is not realistic.</p> <p>3.Your Masterplan engagement/consultation process has divided the communities and families “ within streets, within schools.</p> <p>4.Government planning website www.planning.nsw.gov.au outlines what good design is for low-and-mid rise housing. Masterplan is not even meeting the good design guideline. It is poor design.</p> <p>5.TOD objective is for development around Croydon Station. This development extends closer to Burwood Station.</p> <p>6.Such a small proportion of the local community determined where the development would go. 82 individuals gave feedback. Total population in Croydon is in excess of 10,000 (spanning across Burwood and InnerWest LGAs). I do not understand how come a proportion of ~1% of the Croydon population can decide where buildings can be built.</p> <p>7.There are concerns I have for traffic. Getting out of Burwood Westfield can be a very difficult at times, and changes made the traffic lanes earlier this year have actually made traffic worse from the traffic direction I travel in on Victoria Street. I do not hold high views of traffic planning given that experience.</p> <p>8.I have safety concerns for my own children and those of others. There are many schools very close to large scale development areas.</p> <p>9.I have privacy concerns with the removal of privacy to my house and backyard with an excessive amount of apartments planned to overlook my home. Privacy studies missing from planning process and their financial impact to every property impacted has not been addressed in order for the house owners to correctly assess the financial and other impacts.</p> <p>10.Additional heat in the environment due to air con expected for apartment living.</p> <p>11.Shadow studies missing from planning process “ waiting until after a Masterplan is implemented is too late to do shadow studies.</p> <p>12.Homes globally are implementing solar. Excessive apartment heights create shadows that remove homeowner benefit of having their own solar.</p> <p>13.Development around me will create health issues for my family. Additional stress and noise and air pollution does not make for a pleasant home environment for anyone.</p>
Dec 22, 2024, 09:18 PM	<p>I object to the developments proposed. In particular the effect so dwellings will have on traffic. Cheltenham Road for example with one of the few over railway bridges will have to cater for enormous traffic congestion. This is unacceptable. The character of Burwood has gone, this just makes it worse and ugly. Beautiful houses will be gone, no longer an area of peace and tranquility. Over - development. Our beautiful community will be destroyed. Full of renters and people with no community spirit. A disgraceful proposal. Thanks [REDACTED]</p>
Dec 22, 2024, 08:26 PM	<p>Hi, this is [REDACTED] owner of [REDACTED] after viewing the masterplan, there is this traffic concern came to my mind, as shaftsbury is already a busy road, and our street is only a small one lane street it's very hard for us to get in and out during peak hours, i can't imagine how the traffic is gonna be after such many high storey building been built, therefore i request the council to reconsider the zoning of Railway South Precinct, me and surrounded neighbours are willing to sell our houses if council can change the zoning of our street and in the use of expanding shaftsbury road. petition of surround neighbours will be logde after New Year. Thank you</p>

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Dec 22, 2024, 06:16 PM	<p>I am the co owner of a home in Boronia Avenue and oppose the proposed master plan in several respects:</p> <p>(1) It adds further population density to the are around Burwood CBD which is already heavily loaded and where roads are struggling to cope.</p> <p>(2) The State TOD is meant to leverage less used rail stations such as Croydon: this flawed proposal looks to leverage Burwood rail station which is already one of the most congested in the State.</p> <p>(3) The consultation process has been fundamentally flawed including a misleading title with many affected residents only discovering of the existence of the plan when contacted by developers.</p> <p>(4) The proposed plan will allow high rise buildings in streets with heritage quality federation houses.</p> <p>(5) Much of the proposed area is occupied by residents who have formed a close knit community for many decades and the proposal will break up these established communities - many of the residents being elderly with extended families living with them.</p>
Dec 22, 2024, 02:40 PM	<p>Council has selectively sought feedback on the Croydon Masterplan and TOD (Transit-Oriented Development) by engaging only with certain residents. This approach has skewed the results by excluding input from the broader community. For example, development in one part of a street will inevitably affect the rest of the street, even if it has not been rezoned. It is concerning that planners have failed to acknowledge this interconnectedness.</p> <p>Furthermore, several residents from the northern part of Croydon, particularly those on Young, Robinson, Wright, Gibbs, and McGregor Streetsâ€”areas surrounded by schoolsâ€”have contacted the Council to voice their support for the Croydon Masterplan. However, we were informed that "no one supports the Croydon Masterplan." This is inaccurate, as at least one resident from Gibbs Street has explicitly expressed support for the TOD. Such statements fail to reflect the true sentiments of residents in the area.</p> <p>Council previously requested additional time from the State Government to investigate and determine the most suitable locations for high-rise dwellings. Yet, there is now concern that the Croydon Masterplan will not be submitted as an alternative to the TOD, resulting in Malvern Hill being spared from such developments while the northern part of Croydon bears the burden of multi-story projects, spread across its neighbourhood.</p> <p>It is essential that all voices are heard, and the broader impacts of proposed developments are thoroughly considered. We can not have part of the TOD implemented affecting streets that have so many schools i.e. is Wright Street, Young Street, Robinson Street, Gibbs street & McGregor Street!</p> <p>It is poor planning and DANGEROUS!!!</p>
Dec 22, 2024, 11:16 AM	<p>For Burwood council to pass on Croydon's problem to Burwood is disgraceful and tells us that our council could not care less about Burwood and the residents of Burwood.</p> <p>They are happy to displace Burwood residents that have been in their homes for over 60 years, kick them out of their suburb where they have chosen to live for decades. Residents who have lived in their community, gone to schools in their in their community, worked in their community and contributed to their community. Why is Burwood council doing this, some may ask? To save Croydon. Why is Burwood council so intent on protecting Croydon?</p> <p>Council and the planners are content to suffocate Burwood with high rises and make it a hellhole to live in and drive its long-standing residents out but are over zealous in protecting Croydon. Croydon is a suburb that is lacklustre, drab, uninviting and could well do with a massive facelift, which is what the TOD is proposing. Croydon's "unique character" includes a new vape shop, shabby takeaways, and a car repair garage, not to mention the village feel created by all the boarding houses. Come on Burwood Council give Croydon a chance to shine! Accept the TOD.</p> <p>The door knocking could only be described as a fiasco (btw most people were not home). It did not allow for comments or proper feedback by residents who were against the Croydon Masterplan, it was designed to limit and constrain free and open feedback. We were only allowed to answer yes/no questions, except for where we were encouraged to propose development in our neighbour's backyard. Pitting neighbour against neighbour - good job planners and Burwood council!</p> <p>Councillors need to provide closer oversight of the general manager in his hiring of Burwood planners. Burwood planners have proven they don't know what they are doing. In my dealings with them they are arrogant, incompetent and evasive. When asked questions they were unwilling to provide any answers, they are simply not suited to the job.</p> <p>Burwood council sought to intimidate residents by hiring security for the drop in session on 5th December 2024. This was insulting to residents and a waste of ratepayers money. What Burwood council should have done was to hire capable planners who developed a fair plan and organise an adequate engagement session with residents.</p> <p>There is an expectation that local government will act with integrity, efficiently and with fairness to its residents. Councillors need to reject this woeful Croydon Masterplan, and any alternatives and return to the TOD and accept the value of the TOD for Burwood, Croydon and NSW.</p> <p>Oh have I mentioned, I'm against the Croydon Masterplan? I am also against any alternative to the Masterplan. I am 100% in favour of the TOD in Croydon.</p>

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Dec 22, 2024, 10:25 AM	<p>Dear Sir/Madam,</p> <p>I am writing to formally submit my objections and concerns regarding the Croydon Master Plan and the State Government's Transit-Oriented Development (TOD) proposal.</p> <p>I have lived in the Inner West my entire life and have called [REDACTED] home for the past 28 years.</p> <p>-First and foremost, I wish to clearly express my strong opposition to the Croydon Master Plan as it was exhibited in late October and November.</p> <p>-Furthermore, I cannot support any alternative master plan hastily developed from feedback to the current masterplan but will have no further community consultation once produced before its consideration by Council.</p> <p>-Although still not and optimum outcome, I strongly encourage the Council to adopt the State Government's TOD planning principles. This will provide the community with much-needed certainty and ensure that development remains limited to a maximum of six storeys, with density distributed equitably across the TOD area.</p> <p>The Croydon Master Plan presented by Burwood Council in late October is, frankly, unacceptable. Subjecting Croydon to 10-30 storey high-rise developments, especially in one section of the suburb, is entirely inappropriate. I support the protection of Croydon's heritage and the character of The Strand high street, but no suburb can preserve its village atmosphere when towering apartment blocks loom at the end of residential streets. This plan threatens to forever alter Croydon's unique suburban character.</p> <p>The so-called "community consultation" process that led to the development of this master plan was deeply flawed and should not have been relied upon to guide decisions that will have a permanent impact on our suburb. Sending letters only to those directly affected by the TOD and relying on the input of approximately 80 respondents is completely inadequate.</p> <p>The exhibition process that followed was equally disorganized. The Council seemed unprepared for the backlash from the community and failed to effectively explain the master plan, the process behind its creation, or provide clarity regarding the housing target required by the TOD and how that number was derived.</p> <p>The ongoing "community consultation" phase feels like an exercise in futility. Council is once again asking residents to indicate where they would prefer the development to occur”essentially asking us to volunteer someone else's backyard to sacrifice. This approach continues to ignore the fact that concentrating high-density development in one area will clash with the surrounding suburban landscape, eroding Croydon's character.</p> <p>It is disappointing that this opportunity to engage in a well-coordinated response to the TOD has been mishandled. More effort should have been made to encourage collaboration between Burwood and Inner West Councils, ensuring that the development's impact was better distributed across the TOD radius, with denser areas located where the impact would be less disruptive.</p> <p>Unfortunately, I do not have faith in any third option presented at this stage, especially one created so hastily, just days before Council votes on which of the proposed alternatives to submit to the State Government. Several members of the Council Planning Department, along with Councillors I have spoken with, have emphasized that master planning is a long-term process that takes years to properly develop. So, why should we accept an alternative master plan rushed through in a matter of weeks, based on feedback from a divided and frustrated community?</p> <p>In conclusion, I believe the only viable solution is for Council to adopt the State Government's TOD plan, as it is the best way to preserve Croydon's existing character while ensuring that development is capped at six storeys. This will at least distribute the development equitably across the area and ensure it remains close to key transport infrastructure.</p> <p>I urge the Council to now shift its focus toward developing a plan that prioritizes well-designed buildings sympathetic to the area, while also advocating for the necessary infrastructure to support the increased population. This includes critical investments in sewerage, water and stormwater systems, traffic management, schools, healthcare facilities, and green and sporting spaces.</p> <p>Thank you for your time and consideration of this submission.</p> <p>Sincerely, [REDACTED]</p>
Dec 22, 2024, 08:59 AM	<p>Council should proceed with TOD. Council should reject the Croydon Masterplan. Council should reject any other alternatives submitted by Burwood Council. This is the only fair outcome for the following reasons.</p> <p>1. The Croydon Masterplan is fundamentally flawed. It is inconsistent with and fails to satisfy good planning principles of sympathetic density (30 storey towers extremely close to single-storey dwellings), cultural heritage values (the alleged heritage protection of Croydon's heritage value above the protection of Burwood's), amenity standards (little investigation has been had into sunlight and shadowing impacts on the surrounds of the proposed mega Burwood CBD, and there is little to no access to green areas for the 100s residents that will move into these towers) and impacts on community (traffic in the community around the Shaftesbury precinct and Westfield is already constrained – the Council's proposal seeks to exponentially increase the number of vehicles in an already confined and congested areas – bottlenecks will only increase).</p> <p>2. Burwood Council has been selective in, and on the whole, failed to meaningfully engage with the community in relation to the plan. Consultation was allegedly undertaken in April / May – we were not made aware of these consultations. In any event, the Shaftesbury precinct, where almost all the density is located, was excluded from the housing investigation area at this time. Once the Croydon Masterplan was released – as residents in Burwood directly affected by the plan – we were not made aware of it. While it was heavily advertised around Croydon, where support would be in favour given all density was proposed to be in Burwood, there was no advertisement or exhibition in Burwood. Was this intentional, to skew results? Once the residents of Burwood community, on their own accord (not because of consultation) were made aware of the plan, it was only after pressure from residents that Burwood Council finally decided to engage with those directly affected.</p> <p>3. The initial chaotic community consultations that I attended indicated to me that Burwood Council was extremely underprepared to actually, properly engage with the community. There was no presentation delivered, only a single desk where a maximum of 4 planners were present and community members (crowds of them) had to wait in the crowd to have their questions answered. I was extremely unsatisfied with many of the answers I received at this consultation. I asked one planner questions that she had no answers for - she stated she has only been with the Council for four weeks and wasn't involved in initial decision making on the plan – why was she there at all? Worse, the consultation was not inclusive – it was ableist and failed to cater for the proud and diverse community of Burwood. There were attendees with mobility issues, both the elderly, injured and disabled, that needed to remain seated – how were they meant to get to the table to ask questions with the crowds? There were non-English speakers from a variety of backgrounds there, including Chinese, yet there wasn't a single interpreter present. Is Burwood Council satisfied that these voices, which make up the bulk of our community, are being heard?</p> <p>4. Then on the entire other end of the spectrum, the later community consultations that were held were akin to visiting a prison. It was a bizarre experience. Private security guards to escort community members from rooms where a presentation was delivered by a Burwood Council employee and the doors were closed once you entered. Then again, an escort to private rooms with consultants to ask questions that had a time limit. Why is Burwood Council afraid of its residents? How does this qualify as obtaining feedback? What a colossal waste of ratepayer money.</p> <p>5. Burwood has already done its part for housing and density. Burwood is significantly developed around Burwood Station, and this development will increase with Burwood North Metro. Croydon in comparison has not. It is for this reason that Croydon, not Burwood, was identified by the State government as a TOD. For example, development should occur on the Croydon Strand with shop-top housing and the portions of Croydon that are fronting Parramatta Rd and Liverpool Rd. All of this can be done without affecting the heritage value of Malvern Hill. These possibilities were entirely ignored by Burwood Council – it is unclear why.</p> <p>The NSW Government's TOD plan for Croydon is fair, considered and reasonable and proposes development at an appropriate scale and, importantly, where development is needed most. All proposals by Burwood Council have so far been unfair, extreme, disproportionate and will have the effect of overdeveloping an already highly developed precinct.</p> <p>It would be an embarrassment for the Councillors to proceed with anything recommended by Burwood Council given their substantial failures to run a process that is fair, considered and serves the community. Burwood Council has failed, on each occasion, to demonstrate that it has the community's best in mind.</p> <p>Vote for the TOD. Reject any other proposal from Burwood Council.</p>

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Dec 22, 2024, 08:44 AM	<p>Council should proceed with the NSW Government TOD. Council should reject the Croydon Masterplan. Council should reject any other alternatives submitted by Burwood Council. This is the only fair outcome for the following reasons.</p> <ol style="list-style-type: none"> 1. The Croydon Masterplan is fundamentally flawed. It is inconsistent with and fails to satisfy good planning principles of sympathetic density (30 storey towers extremely close to single-storey dwellings), cultural heritage values (the alleged heritage protection of Croydon's heritage value above the protection of Burwood's), amenity standards (little investigation has been had into sunlight and shadowing impacts on the surrounds of the proposed mega Burwood CBD, and there is little to no access to green areas for the 100s residents that will move into these towers) and impacts on community (traffic in the community around the Shaftesbury precinct and Westfield is already constrained – the Council's proposal seeks to exponentially increase the number of vehicles in an already confined and congested areas – bottlenecks will only increase). 2. Burwood Council has been selective in, and on the whole, failed to meaningfully engage with the community in relation to the plan. Consultation was allegedly undertaken in April / May – we were not made aware of these consultations. In any event, the Shaftesbury precinct, where almost all the density is located, was excluded from the housing investigation area at this time. Once the Croydon Masterplan was released – as residents in Burwood directly affected by the plan – we were not made aware of it. While it was heavily advertised around Croydon, where support would be in favour given all density was proposed to be in Burwood, there was no advertisement or exhibition in Burwood. Was this intentional, to skew results? Once the residents of Burwood community, on their own accord (not because of consultation) were made aware of the plan, it was only after pressure from residents that Burwood Council finally decided to engage with those directly affected. 3. The initial chaotic community consultations that I attended indicated to me that Burwood Council was extremely underprepared to actually, properly engage with the community. There was no presentation delivered, only a single desk where a maximum of 4 planners were present and community members (crowds of them) had to wait in the crowd to have their questions answered. I was extremely unsatisfied with many of the answers I received at this consultation. I asked one planner questions that she had no answers for - she stated she has only been with the Council for four weeks and wasn't involved in initial decision making on the plan – why was she there at all? Worse, the consultation was not inclusive – it was ableist and failed to cater for the proud and diverse community of Burwood. There were attendees with mobility issues, both the elderly, injured and disabled, that needed to remain seated – how were they meant to get to the table to ask questions with the crowds? There were non-English speakers from a variety of backgrounds there, including Chinese, yet there wasn't a single interpreter present. Is Burwood Council satisfied that these voices, which make up the bulk of our community, are being heard? 4. Then on the entire other end of the spectrum, the later community consultations that were held were akin to visiting a prison. It was a bizarre experience. Private security guards to escort community members from rooms where a presentation was delivered by a Burwood Council employee and the doors were closed once you entered. Then again, an escort to private rooms with consultants to ask questions that had a time limit. Why is Burwood Council afraid of its residents? How does this qualify as obtaining feedback? What a colossal waste of ratepayer money. 5. Burwood has already done its part for housing and density. Burwood is significantly developed around Burwood Station, and this development will increase with Burwood North Metro. Croydon in comparison has not. It is for this reason that Croydon, not Burwood, was identified by the State government as a TOD. For example, development should occur on the Croydon Strand with shop-top housing and the portions of Croydon that are fronting Parramatta Rd and Liverpool Rd. All of this can be done without affecting the heritage value of Malvern Hill. These possibilities were entirely ignored by Burwood Council – it is unclear why. <p>The NSW Government's TOD plan for Croydon is fair, considered and reasonable and proposes development at an appropriate scale and, importantly, where development is needed most. All proposals by Burwood Council have so far been unfair, extreme, disproportionate and will have the effect of overdeveloping an already highly developed precinct.</p> <p>It would be an embarrassment for the Councillors to proceed with anything recommended by Burwood Council given their substantial failures to run a process that is fair, considered and serves the community. Burwood Council has failed, on each occasion, to demonstrate that it has the community's best interests in mind. Vote for the TOD. Reject any other proposal from Burwood Council.</p>
Dec 22, 2024, 07:53 AM	<p>There is not enough infrastructure to support additional population growth in Croydon. The roads already become clogged in peak times due to school drops offs, the kiss and ride and commercial deliveries for the already small shops servicing the suburb.</p> <p>Trains are a disaster most mornings with cancellations or delays and there is already population growth in the suburb due to commuters living in neighboring suburbs that use Croydon Station therefore clogging up the roads with additional all day parked cars and busy platforms filled to the brim with commuters. There are not enough buses servicing the core areas of Croydon. The plan proposed by Burwood Council is sensible, focusing on areas with little heritage damage and better infrastructure such as Burwood North. It will be a mistake to change the character and beauty of Croydon into another suburb no different to modernized suburbs with high rise apartments that all look the same. Do we really need golf courses in every second suburb of</p>
Dec 21, 2024, 09:49 PM	<p>Burwood is a small and old suburb but has been over developed with high rise building. The traffic on Burwood Road and Shaftesbury Road are congested during peak hours, Building more high density housing in 400m from train station will surely overload the infrastructure and power outage will happen even more frequently.</p> <p>Croydon should develop it own town center and has a better town planning, it is extremely unfair to impact the residents in Burwood where has already approved and been building lots of high density housing.</p>
Dec 21, 2024, 08:27 PM	<p>A neighbour had put up a banner saying –'No for Masterplan' last night.</p> <p>Unfortunately in the morning it was found sliced in 2 parts, a very clean cut like done by a knife.</p> <p>There is definitely a malicious damage offence committed. Likely custody of a knife in a public place and Armed with intent also.</p> <p>This has been reported to the police.</p> <p>Whilst this is minor, it could be the tip of the iceberg for further offending given it likely relates to the divide within the community.</p> <p>Can the mayor please speak with the Burwood Commander regarding increasing security and surveillance in the north of Croydon over the Christmas holiday period and also lead up the the extraordinary meeting on 29th January.</p> <p>I believe Burwood Council needs to take responsibility for the violence that is now eventuating from this.</p>
Dec 21, 2024, 05:33 PM	<p>The Master Plan seems to arbitrarily favour some residents over others. The TOD is a rational plan that should have been encouraged by Council and the state government for the last 50 years. The highest densities should be around the stations. I support TOD.</p>
Dec 21, 2024, 12:26 PM	<p>I say YES to the Croydon Masterplan. I was born and raised in Croydon in the 1950's and 60's and still have family living there. It is a unique suburb in the inner west and is very diverse. I think council has done a wonderful job with the Croydon Masterplan, combining some of the objectives of the State Government to increase housing density along rail corridors, with a nuanced approach to the existing heritage and liveability values of the areas surrounding the rail corridor. A simple 400m radius is a far too blunt and blind planning instrument.</p>
Dec 20, 2024, 10:01 PM	<p>YES I agree with the Croydon Masterplan</p> <p>NO I oppose the TOD</p> <p>NO I do not agree to the combination of the Croydon Masterplan and TOD</p>
Dec 20, 2024, 07:14 PM	<p>I am not happy with the alternative masterplan and think it protects the wealthy home owners on the south side of the station from sharing the impact of high rise and worsening traffic. It seems to target the less wealthy homes and home owners on the north side which is very unfair.</p> <p>I think the original TOD is much fairer.</p>

Engagement Outcomes – Redacted Formal Submissions

Dec 20, 2024, 05:58 PM	<p>Dear Burwood Council,</p> <p>I am writing to vehemently oppose the proposed Masterplan and to express my deep frustration, mistrust, and personal distress regarding the process by which it has been developed.</p> <p>This Masterplan has caused me significant emotional and mental strain. The lack of transparency and meaningful engagement has left me feeling ignored and powerless in decisions that profoundly affect my home and my community. The rushed timing of this process“during the Christmas season”has only added to the stress, turning what should be a time of joy and connection into a period of anxiety, frustration, and sleepless nights.</p> <p>In addition, this process has left my life on hold. I cannot move forward with critical improvements to my home, including necessary adjustments [REDACTED], just to ensure I can continue residing there safely and comfortably. The uncertainty created by the Masterplan means I'm stuck in limbo, unable to make essential decisions about my living situation or future. This is not only frustrating but deeply unfair to those of us who are trying to adapt our homes to meet critical personal needs.</p> <p>Key areas fueling my anger and mistrust include:</p> <p>Tokenistic consultation: The consultation process feels like a box-ticking exercise rather than a genuine effort to understand and incorporate community feedback. Like many others, I felt blindsided by the lack of communication and inadequate time to respond thoughtfully.</p> <p>Exclusion of community voices: It's heartbreaking to feel that the diverse voices in our community, particularly those who challenge the Council's agenda, are being deliberately sidelined. This disregard for our input leaves me questioning whether my voice or my home even matters.</p> <p>Opaque decision-making: The lack of clear explanations for key elements of the Masterplan fosters deep suspicion. This secrecy has left me constantly wondering whose interests are being prioritized over the well-being of people like me and my neighbors.</p> <p>Rushed and poorly timed process: To force this process through during the Christmas season, when families are trying to focus on loved ones, is both inconsiderate and cruel. Instead of enjoying time with my family, I've been consumed with worry and stress over what this plan could mean for my home and community. This has ruined my holidays and left me feeling drained and helpless.</p> <p>This process has left me questioning whether the Council truly cares about the people it represents. My mental health has been seriously impacted as I grapple with the fear of losing the connected, supportive community I love and call home. Many of us are now desperate“desperate to protect our homes, our relationships, and the unique identity of our neighborhood.</p> <p>I demand that the Council halt the current Masterplan and implement NSW state TOD for Croydon. We deserve transparency, inclusivity, and an approach that doesn't pit neighbors against one another or destroy the very fabric of our lives. Anything less is a betrayal of the trust we place in you as our representatives.</p> <p>I implore you to take this feedback seriously. The emotional toll this has taken on myself and many others in the community cannot be overstated. Please do not continue down this path that has already caused so much harm and mental health injury .</p>
Dec 20, 2024, 05:51 PM	<p>Our property will be impacted in both the state government proposed TOD plan and Burwood Council's Croydon Masterplan. We respect the masterplan's ambition to be more sustainable, and respond to community consultation, rather than the blanket approach of the TOD. As owner/occupiers, we are broadly supportive of the council's master plan. However, we do have a number of concerns as follows:</p> <p>* We are highly concerned about increased car congestion in an already busy area. With five schools in the area, there is a high number of young people walking to and from school and train station, and increased car congestion will make an already unsafe situation worse especially around the train station itself. Street parking in the area is also already very difficult. Managing both of these issues will need to be carefully considered if the proposal is to go ahead.</p> <p>* We are concerned that the character of the area will change considerably under the proposed plan. We only recently moved here (18 months ago) and the current character of the neighbourhood was what enticed us to buy into this area . This plan will alter considerably our quiet enjoyment of our property. If we are to be surrounded by 7-8 story blocks of flats, we would not envisage remaining in the area.</p> <p>* We note specifically relating to our property, that we have been zoned differently to our neighbours on all sides, including the properties behind us. [REDACTED] which presumably cannot be sold off. We are to be zoned 3-6 stories, and our neighbours at [REDACTED] are to be zoned 7-8 stories as are the four other properties bounding our property [REDACTED]. This will impact our ability to negotiate a resale similar to our neighbours and would ask this anomaly to be rectified so we are zoned the same as our neighbours.</p> <p>Thank you for your consideration of these points of view and concerns.</p> <p>Kind regards, [REDACTED]</p>
Dec 20, 2024, 03:11 PM	<p>Submission Against the Burwood Council Masterplan</p> <p>To Burwood Council</p> <p>I am writing to express my deep concern about the Burwood Council Masterplan and its potential to irrevocably harm the unity and character of the Croydon community.</p> <p>For decades, Croydon has thrived as a cohesive and harmonious village, where neighbors support one another, and a sense of shared identity bridges any physical or social divides. The Masterplan, however, risks fracturing this once-connected community, creating a divide that pits residents against each other and separates our neighborhood along the railway line into an "us versus them“ mentality.</p> <p>Specific concerns include:</p> <p>Divisive urban design: The plan's emphasis on high-density development and zoning differences across the railway line creates stark contrasts within Croydon, fostering feelings of inequality and exclusion between areas that were previously united.</p> <p>Loss of village identity: The Masterplan's vision fails to preserve the village-like charm and community spirit that have defined Croydon for generations. A focus on large-scale developments threatens to overshadow the human-scale connections that make this area unique.</p> <p>Erosion of social cohesion: By imposing policies and designs that favor certain areas or demographics, the Masterplan has already begun to create division among residents. Instead of fostering a shared vision, it is breeding mistrust and resentment.</p> <p>Croydon deserves a planning approach that unites rather than divides. I urge Burwood Council to reject the masterplan and accept the NSW Govt TOD for Croydon.</p>

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Dec 20, 2024, 03:03 PM	<p>Hi Burwood Council, please refer to the below points on the draft Croydon Masterplan:</p> <p>1. More Affordable Housing:</p> <ul style="list-style-type: none">- To further the vision of sustainable renewal and an inclusive community, consider increasing the minimum affordable housing requirement to 5% or 10%. This adjustment would create more opportunities for low-income and vulnerable households to live and work locally, fostering social cohesion and preventing segregation along ethnic and social class lines—a challenge in some Sydney suburbs. The currently proposed 2% may have limited impact on those most affected by the housing crisis if the plan leads to gentrification. <p>2. Traffic Management:</p> <ul style="list-style-type: none">- Albert Crescent, Grosvenor Street, and Boundary Street in Croydon are one-way streets with narrow footpaths. Navigating local road and foot traffic is already challenging at the current density. Implementing a strategy to manage the anticipated increase in traffic from the redevelopments is essential, particularly around the Croydon Core district near local schools. <p>3. Expanding Supporting Services and Infrastructure:</p> <ul style="list-style-type: none">- The masterplan presents an opportunity to introduce additional supporting services and infrastructure, such as medical centers, grocery stores, and enhanced public transport. These additions could alleviate congestion along Burwood Road and improve the quality of life for residents. <p>4. Explore Development Potential of Paisley Road Corridor:</p> <ul style="list-style-type: none">- Although currently outside the study area, the Paisley Road corridor offers similar accessibility to Burwood and Croydon stations as neighboring areas to the north. Given that Paisley Road is a two-way street, it could support increased housing density, contributing to the area's development goals.
Dec 20, 2024, 03:02 PM	<p>To Whom It May Concern,</p> <p>On behalf of the Malvern Hill Estate community, I am writing to express our concerns regarding the Burwood Council Masterplan and to advocate for a reconsideration of its provisions in alignment with the NSW Government's vision for Transit-Oriented Development (TOD).</p> <p>The current Masterplan significantly restricts opportunities for sustainable and progressive development within our estate, particularly due to its rigid focus on heritage and conservation. While we acknowledge the importance of preserving historically significant elements of our area, the current framework imposes overly stringent limitations on property owners, stifling the potential for modern, efficient, and equitable development.</p> <p>Our concerns include:</p> <p>Heritage overreach: The Masterplan appears to prioritize heritage conservation at the expense of allowing reasonable and balanced redevelopment. This undermines our ability to align with the NSW Government's TOD principles, which encourage higher-density, mixed-use developments in areas with strong access to public transport.</p> <p>Missed opportunities for growth: Malvern Hill Estate is uniquely positioned near key transport hubs, and its exclusion from meaningful development opportunities is a lost chance for our area to contribute to Burwood's economic and population growth.</p> <p>Inflexible conservation policies: The blanket application of conservation rules fails to recognize the diverse needs of property owners and the community. It unfairly limits the ability of residents to modernize or develop their properties in ways that respect the character of the area while meeting contemporary standards.</p> <p>We urge the NSW Government to intervene and ensure the Masterplan supports a balanced approach that aligns with TOD principles. Specifically, we advocate for:</p> <p>A review of heritage and conservation policies to allow for reasonable redevelopment opportunities.</p> <p>Prioritisation of higher-density and mixed-use developments in areas with strong transport access, including the Malvern Hill Estate.</p> <p>Greater flexibility in planning controls to empower property owners to adapt and enhance their properties responsibly.</p> <p>The current Masterplan does not adequately reflect the needs or aspirations of our community. With its rigid and exclusionary focus, it risks leaving our estate behind while other areas benefit from growth and modernization. We seek a collaborative approach that respects heritage while enabling development that benefits residents, businesses, and the broader Burwood area.</p>
Dec 20, 2024, 01:30 PM	<p>NO TO MASTERPLAN. YES TO TOD.</p> <p>You call it community engagement when you don't even know that the community is out at work or getting ready for Christmas in the middle of the day. Don't you dare to count me as a neutral for not answering to your door knocking session.</p> <p>The timing of your plans and extension all show you have a hidden agenda to ram through this horrendous masterplan.</p>
Dec 20, 2024, 01:03 PM	<p>Can you please ask the Council Door Knockers to do their surveys say 5-6pm when people are home?</p> <p>People are away at work trying to make a living to pay off their large home mortgages, these are the real sufferers from the Masterplan.</p> <p>It is important your sample size is a true reflection of the community, not just the retirees sitting around who have all paid off their mortgage already. Midday 12pm door knocks is the worse time to be doing this. At least leave a card behind so a person can call back to be included in the survey.</p> <p>Can you also ask the Door Knockers, if they have the time and energy to be doing DAILY door knocks this week, to actually be more patient to hear out residents. I have CCTV footage of the door knocker at my door who was making impatient physical gestures at my front door because I took too long to answer, and then kept shutting me off when I gave my answer because it was too "long-winded" or not something they wanted to hear. This is creating a biased collection of data. The door knocker also ticked off boxes before even hearing my answer, so I am not even sure if the form truly reflects my thoughts. Residents should be offered a copy of their answers so they understand and can be reassured their true opinions have been submitted, otherwise it would just take one complaint for this whole door knocking poll to be unvalidated.</p> <p>With a team of 8-9 members performing these street visits, surely there is sufficient resources to allow time for residents to speak and gain a better understanding of the situation.</p> <p>There is low confidence at the moment that engagement data are handled correctly and reliably. Please help us regain confidence, show us the transparency, hear our voices. Do not do this because you need to tick off the box that you have engaged the community through door knocks.</p>
Dec 20, 2024, 12:36 PM	<p>I call upon everyone at Burwood Council and planning team to consider a unified community moving forward.</p> <p>If Burwood council DOES NOT submit the Croydon Master plan, this will allow for a FAIRER approach to meeting housing density.</p> <p>The Croydon TOD is the only solution out of this.</p> <p>I do not want to see a divisive community in the many years to come.</p> <p>The North has been dealt with unfairly. The poorer demographic having to shoulder having their homes devalued and living next to construction, while the South enjoys the pleasure of quiet, peace and benefits of a \$4m Paisley Road beautification.</p> <p>It is not good for your area to have residents who are so dissatisfied. We are all rate payers and deserve to know why the poorer side needs to suffer from this.</p>

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Dec 19, 2024, 09:52 PM	I support the proposed masterplan. Agree with focusing high density near the train line and leaving the rest of Croydon residential areas alone. Further consideration needs to be given to transport challenges as there are a lot of narrow streets north of the station and higher density will result in increased traffic, congestion and accidents. As identified, Queen St is narrow as the primary west-east. The secondary west-east route isn't great as an alternative as it requires many left-right turns through narrow streets. Albert Cres is always congested where it meets Shaftsbury Rd.
Dec 19, 2024, 07:49 PM	To whom it may concern, I am writing to express my strong opposition to the proposed Croydon Housing Investigation Area Masterplan. While I recognise the need for additional housing, I believe this plan is detrimental not only for the existing local community but the potential future residents of this plan. The existing infrastructure and public services are ill equipped to supporting the proposed growth in population in this area, with significant congestion along the main roads. Instead, I strongly support the Burwood North Precinct Masterplan. It leverages the new metro to develop a vibrant community that expands the 'core' of the the Burwood and Croydon suburbs to allow more residents to enjoy. The inclusion of additional public space is critical for an area which has already experienced significant increases in density and the extension of the Burwood road precinct will be beneficial for local residents and Sydney-siders alike. I urge the council and NSW government to consider the negative impact the Croydon Housing Investigation Area Masterplan will have on current and future residents and approve the Burwood North Precinct Masterplan.
Dec 19, 2024, 04:32 PM	We took a quick look at this plan. I believe this plan will sustainably help meet the increasing demand for housing in the growing and vibrant communities of Burwood and Croydon. Many friends of mine love to come to Burwood to dine and shopping weekly, even multiple times a week. They love the vibe and atmosphere here in Burwood and they do have the intention to live in, especially there are good schools around but the high housing costs scared them off. Hopefully this plan would be able to stabilise the housing price and attract more young couples and families to live in, and making the communities even more prosperous and culture-diversified. In addition, I think that some types of smoke-free, noise-free and light/pollution-free shops (cafe/convenience stores/barber shop/physio/dentist clinic and etc.) can be opened within residential areas. The special business vibe is a particular reason that makes Burwood a unique and vibrant suburb in Sydney.
Dec 19, 2024, 10:19 AM	I vote for the NSW State Government TOD and say no to the Council's alternative plan. Better still it would be a saner alternative if Croydon was left alone given that - Burwood already has some high density and could be readily expanded to accommodate more apartments. - Train services to Croydon are not as frequent or convenient as those to Burwood (e.g. all stopper vs express services). - The Burwood North Metro is under development and it would make more sense to put higher density near that to take advantage of the fast and frequent services. - Roads in Croydon cannot accommodate high throughput or additional parking
Dec 19, 2024, 09:37 AM	I vote for the TOD and reject the Council Masterplan, particularly since the area nominated for high-rise development is outside the 400m radius stipulated by the NSW State Government. The better option is to increase the high rise development in Burwood, which already has significant apartment buildings, and leave the heritage areas of Croydon Village alone. With the Metro under construction, it makes more sense to increase density nearer to the Metro station and the Parramatta Road for transport access including the many buses. Cross and Brand Streets are one of the quietest areas in Croydon with roads not built for high traffic flow or parking. It would be a damning indictment of the Council to ruin such a tranquil oasis. There would be a significant environmental impact as collectively all our gardens attract native wildlife such as white-faced heron, willy wagtail, fairy wrens etc. as well as numerous spiders and insects.
Dec 19, 2024, 08:02 AM	I am a heritage consultant who has lived in Croydon and Burwood for 5+ years. I approve of Council's Croydon Masterplan design, as a balanced, well-thought out concept that gives due consideration to the heritage values of the area, while still encouraging development in line with TOD requirements. As someone who has rented within the Inner West for 10+ years, I agree with the principles set out in TOD, but a "one size fits all" rezoning plan is not suitable for Croydon village centre. I give credit to Burwood Council for investigating thoroughly and finding an (albeit imperfect) alternative that better protects the aesthetic and heritage values of Croydon.
Dec 18, 2024, 11:11 PM	I reject the Croydon Masterplan. The TOD is a much better option for Croydon. The outcome of this decision will certainly affect the way in which the Croydon community votes.
Dec 18, 2024, 10:31 PM	If the TOD is set to ruin Croydon's precious heritage area, then the council should fight to scrap the TOD altogether. If the state government doesn't acknowledge the heritage value of the proposed TOD zone, why should Burwood Council need to worry about it? Regardless, it is absolutely unfair to use another area of Croydon to compensate for the original TOD zone.
Dec 18, 2024, 01:59 PM	For the sake of community unity, which is a priority of Burwood council, please just put forth TOD. Burwood council has been known for its harmonious community, this helps with keeping our streets safe, people's mental health well, and a sense of belonging. The disunity that will come out of favouring the South by protecting them from any density, will be catastrophic for many years to come. The TOD only includes a small portion of the Malvern conservation area, and will only be 6 storey high under council control. The heritage will still be there in its majority, and the 6 storey buildings will be the portion of affordable housing contribution much needed by Sydney's essential workers. Hospital workers, front line workers, cleaners are a valued part of our society and we can't have them moving out West because they cannot afford homes close to transport in areas like Croydon. Hospitals like RPA don't all have high salaried specialists, but also cleaners and support staff that are more low income and need to have affordable homes close to transport. The 6 storey builds in the 400m radius (TOD) would help address this. 6 storey with heritage features would not be an ugly sight. This is mid-rise building, which could blend and be sympathetic to the surrounding streetscape.
Dec 18, 2024, 01:50 PM	You are taking out all the 'missing middle' homes with the Croydon masterplan. The Malvern Hill area have large land areas that no one can ever afford. If you look at Domain.com.au, the Malvern houses prices exceed the houses in the north. You can't just have a whole bunch of high rises and super expensive homes in the one council. You need the missing middle to cater for essential workers, people with disability and illnesses that require a house. The north has semi detached homes, town houses, smaller lands - this makes it affordable for people. I would say No to the Croydon Masterplan, and much prefer TOD because it allows an even distribution of homes north and south to take on density. It also will be more transit oriented. People still rely on cars if they live more than 6 minutes from a train station. Putting density beyond 400m does not help with traffic congestion.
Dec 18, 2024, 12:24 PM	[REDACTED] is AGAINST any Masterplan. [REDACTED] is for the TOD. Key concerns the Church has include: 1. Traffic impact - including safety of parishioners arriving and leaving Church services/events throughout the year. 2. Availability of street parking for parishioners. 3. Heat impact - apartments have aircon that pump hot air out in summer. 4. Infrastructure not sufficient to service high rise apartments. 5. Against high rise in Croydon anywhere.

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Dec 18, 2024, 10:45 AM	<p>I support the TOD Masterplan suggested by Burwood Council.</p> <p>TOD's are to encourage use of public and active transport. In respect to the core value of TOD's I would like to see that the developments do not provide offsite carspaces and limit parking along streets to prioritise walking and cycling.</p> <p>Streets should have:</p> <ul style="list-style-type: none">- Seperated Bicycle Paths- Train stations should have ample, secure bicycle storage. <p>If cycling is made easier, people will use it. Currently cycling around Burwood is not that safe for unexperienced riders. I have done a Undergraduate Thesis on bicycle paths and would be happy to share with council town planning team if they are interested.</p> <p>I think Burwood currently has an amazing opportunity to show how a suburb can transition into higher density living without compromising liveability.</p> <p>TOD's core value is influencing how we move around our suburb and cities by reducing reliance on private car transport.</p>
Dec 18, 2024, 10:30 AM	<p>I approve of the proposed TOD plan with the provisos that the heights of the buildings are staggered, that infrastructure is included for amenities and greenspace and that parking areas are thoroughly considered. Parking is already tight around PLC and Croydon PS in school term time and many older homes in this area have no off-street parking. Many of these residents are older persons who can't walk with groceries etc the greater distances that limited parking forces. The character of this urban area should be minimally impacted.</p>
Dec 17, 2024, 02:47 PM	<p>Mentally struggling not knowing what will happen to my street. It is agonising for residents on the streets affected by the Croydon Masterplan. No answers for 1.5 months. Dreading what the answer will be.</p> <p>Worked so hard with our full time jobs to buy our home, restore it.</p> <p>I am an essential worker providing my services to the Burwood community for the last few years.</p> <p>I need to live in a house due to my husband's chronic health issue which has debilitated him and also 3 young children.</p> <p>How are you providing the 'missing middle' by getting rid of all the more affordable homes in Croydon? Affordable due to their small lot sizes</p> <p>You are ending up with blue ribbon unaffordable homes and then high rise apartments.</p> <p>Where is the 'missing middle' that the state initiative TOD and LMR are supposed to achieve?</p>
Dec 17, 2024, 10:20 AM	<p>This will be my final submission, I have touched on many different flaws with the Masterplan in previous submissions and hope I didn't repeat myself. I also hope you are actually listening and taking all submission seriously.</p> <p>In this I want to appeal to your common sense. Resident's anger is palpable, what's happened to them feels surreal, they are at a loss.</p> <p>The current masterplan falls short in many aspects but what's is not taken into account the impact to residents, you've created winners and losers, pitted neighbours against each other, this not the way to do proper planning.</p> <p>The percentage of affected properties within the Croydon Investigation Area comes to approximately 15%. These 15% are carrying the burden for the other 85%, let alone the entire Southern side of Croydon.</p> <p>This has been facilitated the town planner's unrestrained proposed modification section 6 within the Burwood LEP to increase Shaftesbury Rd Precinct FSR ratio from .55:1 to 6:1, 4:1, 2.5.:1 to allow high rise of 30,25,15 storeys. Effectively for the east side of Shaftesbury Rd the height has gone from 9mtrs to 102,86,32 mtrs just with the stroke of a pen, these are staggering increases and unjustified. On Shafterbury Rd to go from 9 to 102 is a 11 fold increase, this absurd and reckless.</p> <p>Please refer below to the existing FOB and FSR diagrams.</p> <p>Still on the west side of Shaftesbury Rd its 30 mtrs, how can this be fair. The incentives to increase FRS without scrutiny or consultation is nothing more than giving the green light to increases heights without restriction.</p> <p>There has been no consultation process to adjust these FSR ratios, if you think the current submission to the masterplan qualifies as consultation your mistaken, consultation is back and forth, this is not the case. The proposed modification of section 6 feels like a permanent change, who is to decide when it goes from proposal to permanent.</p> <p>If I was a planner I'd be embarrassed to put forward a plan such as this one, simply put its inequitable and irresponsible. The building of high rise outside the Burwood CBD is a stain on the Burwood landscape and a poor reply to the State govt TOD, the spirit of TOD was not taken into account at all.</p> <p>As in everything there are two sides to the argument, in this case those in favour or against. Its easy to determine in favour reason, they're so far away from it it doesn't affect them or they're within the 30/25 storey precinct and feel a windfall is on the way. Both reasons are selfish and do not care about the impact to residents who don't want to leave and love living in Burwood, it's these residents that posses community spirit, I gather this is not something you consider, it obvious the masterplan is nothing more than a means to dump thousands of dwelling onto a small are in Burwood without a care to good design.</p> <p>I live on the east side of Boronia Ave, how can one think it's good design to have 25 storeys across the road on the west side, I'm at 8 storeys and behind me properties facing Lucas Rd untouched. Lucas Rd residents will eventually have an 8 storey tower in their back yard and I'll have 25 storey in my front yard. Believe me that developers will only build the 25 storey because that's were the maximin profits are, whilst we'll be staring at highrises. You could do well to re read the the spirit of the TOD intention.</p> <p>I plead with you to redo the masterpaln extensively to be more equitable to the whole community not just a few, if you can't come a a viable solution then revert back to the Croydon TOD as per the State govt original desire.</p> <p>Excerpts from the TOD Building Heights & Floor space ratio sections</p> <p>" 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.</p> <p>" 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.</p> <p>Also please use the URL below to view Apartment Case Studies of good design exhibited by the state government.</p>
Dec 16, 2024, 04:52 PM	<p>I'm annoyed there was NO information about TOD and I need to rely on my neighbours and my own research to find out about it.</p> <p>You have thrown us under the bus. To conserve the appearance of some houses, our homes have been sacrificed. I feel deeply insulted that all my years of rate paying has resulted in this.</p>
Dec 16, 2024, 12:27 PM	<p>Masterplan is great, yes to the masterplan.</p>
Dec 16, 2024, 12:24 PM	<p>Yes to the masterplan, no to the TOD and no to a combination of the two.</p>

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Dec 16, 2024, 11:29 AM	<p>Dear Burwood Council,</p> <p>I am writing to provide feedback regarding the Croydon Masterplan and the proposed Transit-Oriented Development (TOD).</p> <p>I strongly support the Croydon Masterplan and encourage the council to proceed with its implementation.</p> <p>I oppose the Transit-Oriented Development (TOD) as it does not align with the community's vision and needs.</p> <p>I also oppose the integration of the Croydon Masterplan with the TOD, as combining the two would undermine the benefits of the standalone Masterplan.</p>
Dec 15, 2024, 03:43 PM	<p>Burwood council \$3.9 million project on the beautification of Paisley Road in the South- palm trees, stormwater infrastructures, improved pathways.</p> <p>And then trash the North with high rise?</p> <p>How can there be such an unfair use of rate payers money.</p> <p>There are more rate payers in the north than south, why do we pay for the luxury living of the South while we bear the brunt with living next to high rises, and devalued homes.</p> <p>The mortgage stress of paying off a home that has lost value from being zoned, mental stress of not knowing when your neighbour will sell to developers, years of construction dust and noise.</p> <p>It's NOT FAIR.</p>
Dec 15, 2024, 01:19 PM	<p>YES to the Croydon Masterplan</p> <p>NO to the TOD (Transit-Oriented Development)</p>
Dec 15, 2024, 01:13 PM	<p>YES to the Croydon Masterplan</p> <p>NO to the TOD (Transit-Oriented Development)</p>
Dec 15, 2024, 01:05 PM	
Dec 14, 2024, 03:55 PM	YES to the masterplan, no to the tod and no to a combination of the two.
Dec 14, 2024, 03:53 PM	I support the Croydon Masterplan, it keeps the density close to the train line and stations.
Dec 14, 2024, 03:27 PM	The TOD plan has no merits, it is an imposed "one size fits all" with no investigation as to the impact on each station's unique situation nor a community planning input. The suggestion of just extending it to 800 meters on one side of the line also is a poor response as the narrow roads that access 4 large schools are already major traffic & child safety concerns & adding more high rise will increase congestion & gridlocks. Increasing the density of housing needs to be a well planned delivery to residents that includes local knowledge & expertise planning for a comfortable physical environment, with easy access to a range of amenities, otherwise, community is lost in a "concrete jungle". I endorse the Croydon Masterplan.
Dec 14, 2024, 12:55 PM	I am in agreeance with the Croydon Master Plan however say NO to the TOD.
Dec 14, 2024, 12:38 PM	<p>I am in support of the Croydon master plan which has actually taken the charm, operational flow and residents of the area into account.</p> <p>I am NOT in support of the TOD which has no consideration for keeping the community of our neighbourhood in tact.</p>
Dec 14, 2024, 10:06 AM	The Croydon Masterplan is appropriate. The TOD is inappropriate for this area, (and so is a combination of both). The only appropriate plan is the Croydon Masterplan. High buildings should be closer to Burwood (where there is already highrise) and railway line. Yes to the Croydon Masterplan.
Dec 14, 2024, 10:04 AM	The TOD is completely inappropriate for this area, and so is a combination of the Croydon Masterplan and the TOD. The only appropriate plan is the Croydon Masterplan, which puts the higher buildings closer to Burwood (where there is already highrise) and the railway. Yes to the Croydon Masterplan.
Dec 13, 2024, 05:37 PM	<p>We live on [REDACTED] and recently made a submission to support the Croydon Masterplan.</p> <p>At the time, we were unaware that the consultation period would be extended or that further alternatives, such as a hybrid of the Transit-Oriented Development (TOD) and the Croydon Masterplan, could be proposed to the State Government.</p> <p>To clarify our position:</p> <p>We fully support the Croydon Masterplan.</p> <p>We are strongly opposed to the TOD.</p> <p>We are equally opposed to any hybrid of the Croydon Masterplan and the TOD.</p> <p>Incorporating the TOD would negatively impact the southern end of Wright, Robinson, and Young Streets, with further ripple effects on the rest of these streets. Our area is surrounded by schools and narrow streets, and adding more residents to an already congested area would not align with good town planning principles.</p> <p>The Croydon Masterplan specifically identified these streets and recommended against rezoning them due to their proximity to schools, existing traffic concerns, and the need to preserve the character of the suburb.</p> <p>The Council previously requested an opportunity from the State Government to develop a plan that considered critical planning factors, ensuring the suburb's character was retained while accommodating additional housing. The Croydon Masterplan effectively achieved this by proposing development along the rail line and emphasizing connectivity between towns as the optimal solution.</p> <p>We urge you to allocate the additional dwellings to areas identified in the investigation study"such as Brooklyn Street, Wyalong Street, Charles Street, and Shaftsbury Road"where development can remain concentrated along the rail line.</p>
Dec 13, 2024, 11:39 AM	The new extensive Croydon plan shows an informed understanding of the local area, with its valuing of history conservation & issues with traffic congestion & other impediments from the TOD.Meeting the needs of a mandated denser population the suburb will change but it can be made into a comfortable place to call home, with well planned & designed liveable structures, supported by a focus on accessible amenities & a quality environment to ensure it meets the needs of a cohesive, culturally diverse community. The Burwood Council Plan meets these requirements.

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Dec 12, 2024, 09:47 PM	<p>The Croydon masterplan is a sensible alternative which should be adopted.</p> <p>It disperses the development away from an already busy section of Croydon, one which is plagued with traffic congestion due to the schools and narrow street. It also allows potential residents better walking access to shopping (Westfields) and allows them access to Burwood station. It also allows them access to the schools. The MasterPlan allows potential development into streets which are wider than the TOD and hence more capable to cope with the traffic.</p> <p>If the original state government plan was to be implemented it would unnecessarily increase traffic in a congested area, An area with 2 main schools and hence many schools kids. To do date there does not seem to be any studies on the effects of traffic should the TOD be implemented.</p> <p>The streets around Wright St. are currently not wide enough to have 2 way traffic. How will it cope with the potential increase in traffic?</p>
Dec 12, 2024, 11:50 AM	<p>No to Croydon Masterplan, and Yes to TOD.</p> <p>I am feeling a sense of FOMO (feeling of missing out). To save the Malvern hill and Cintra conservation area in the South, density has been all moved to the North.</p> <p>How come I don't receive the love from Burwood council in the North for: Lucas Road conservation area, Boronia Avenue conservation area, and all the valuable Heritage Items on brand street, Webb street, Albert crescent, Cheltenham Road, Lucas road.</p> <p>What makes the South heritage more SPECIAL than the North heritage?</p>
Dec 11, 2024, 03:11 PM	<p>hi,</p> <p>After having discussion with most of the councilors after last night's council meeting it's became apparent that they are strongly against the current Masterplan. Words like horrible and excessive were often used leading to the conclusion that this Masterplan is dead and will be not be selected as an option to the TOD.</p> <p>It beggars belief that you as planners could arrive at a plan that is excessive, unfair and equitable. Your job as planners is not to put as many highrise dwellings into such a small area, such as Shafterbury Rd Precinct but to create an environment that embraces optimum community engagement leading to a decent quality of lifestyle. The higher you go the less engagement there is with neighbours. I'd say your credibility is in tatters in the eyes of the councilors and residents.</p> <p>You have been requested to develop a revised masterplan that will be presented to the Council based on feedback from residents. Considering the hundreds of thousand of dollars of ratepayer money thrown at the first alternative I would have expected a better solution. However this is an opportunity for the planning department to redeem themselves and come up with a new masterplan that is acceptable by Councilors and residents.</p> <p>There are many Burwood residents that won't accept any revised masterplan as this was meant to be a Croydon TOD not Burwood, who has done more than most councils in building extra dwellings for our growing population.</p> <p>I am a pragmatist and I believe that council is hell bent in delivering an alternative to the TOD in order to save south Croydon whether rightly or wrong. I therefore want to give you ideas on how to make is more equitable for all residents , whether they reside in Croydon or Burwood. I would also want to say TOD is my preferred option but failing that I'd like input into a revised masterplan</p> <p>The biggest issue is the excessive height planned for Shaftesbury Rd. You can't have 30 mtrs height on the current CBD border then jump to 102 mtrs across the road, this is reckless and deplorable planning. To increase the FSR from 2.5:1 to 6:1 is irresponsible and I would be ashamed as a planner to apply such a factor.</p> <p>This is the actual wording and guidelines from the State government TOD</p> <p>"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."</p> <p>"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".</p> <p>I strongly recommend that you apply this height limit throughout the Croydon Investigation Area, spread it around so the entire area is contributes to the plan. You can't expect Shaftesbury Rd Precint to take all the burden by absorbing all the high rises dwellings for such a small area. All residents must share the impact of development and not just a few. I think it will result in better communities with low level housing rather than extreme high rise. High rise towers either become ghettos or ghost towns.</p> <p>My son lives [REDACTED] and I always admire how they have developed communities with internal playgrounds and amenities all this with 5 storey builds. Why can't we replicate this, they are far advanced than the rest of the world with it comes to sustainable and community housing, you can certainly learn from them.</p> <p>I hope you take my comments seriously, not everybody will be happy but it will be more equitable for all.</p> <p>Regards,</p>
Dec 10, 2024, 10:28 PM	<p>- as a young australian I have concerns around rising cost of housing and being priced out of the market</p> <p>- Impractical to keep building outwards of sydney with little to no ammenity</p> <p>- housing shouldnt be a previlige and a way to increase wealth, it is a necessity and should be accessible for everyone</p> <p>- Increasing density when done well through the use of mixed use zoning, maintaining green space and with transit oriented design helps build communities</p> <p>- Increased density and variation of properties brings a diverse population and people closer together</p> <p>- the north side of croydon has it's fair share of density as appose to the south side especially around Malvern Hill</p> <p>- the areas in the immediate proximity to the station should all be zoned for higher density, why should a specific area be excluded.</p> <p>- density can be done right without the risk of losing any "charm" of a certain area. the "charm" comes from the people that get to interact within the community and more density can only further increase this.</p> <p>- density with strong active transport links (walking,cycling,public transport) will not necessarily contribute to road congestion as a lot of people will be using these active links as appose to driving.</p>
Dec 10, 2024, 08:00 PM	<p>I would like to vote NO to the Croydon Masterplan. Having apartments between 20-30 storeys high will destroy the current residential landscape of Burwood & Croydon, whilst also increasing the congestion on our streets. Traffic and parking will not cope. I vote yes to TOD.</p>

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Dec 10, 2024, 05:22 PM	<p>I urge councillors to reject the Croydon Masterplan (CMP) and any rushed alternative plan based on the CMP.</p> <p>One of the principles relied on by Burwood council in arriving at the CMP was, "planning for growth while maintaining Croydon's unique character " Ms Navaratnam prepared a facile PowerPoint on 5/12/2024, which included this fairly meaningless phrase.</p> <p>Leaving aside the lack of utility in this " principle ", it does however betray a significant failure on the part of Burwood council and the CMP.</p> <p>The CMP should be rejected for its limited, narrow and misleading engagement with residents. It should also be rejected for the limited, narrow and self serving HIA chosen.</p> <p>However in addition to the failure in engagement and the deliberately limited HIA, the CMP and the council (mayor, deputy mayor, some councillors and all council planners) have betrayed the trust of all residents. To deliberately act on behalf of one section against another is a massive failure of governance apart from being blatantly unfair. The role of council is not to advance the interests of some in Croydon over all in the Burwood municipality.</p> <p>The council's partisan approach reflected in the CMP offends all principles of government. It is particularly repugnant in local government, where councillors (should) have more day to day contact with their constituents. The residents of the Burwood municipality have a right to expect council to balance fairly the effects of any planning. Burwood council has failed miserably in this regard. There has been no balance in the CMP, just a craven abdication of duty to the residents affected.</p> <p>It is incredible that Burwood council have chosen to disadvantage 1000 residents rather than prepare alternate scenarios involving development across the whole municipality.</p> <p>A more appropriate guiding principle should have been - To act reasonably and equitably in the interests of all constituents in the LGA.</p> <p>[REDACTED]</p>
Dec 09, 2024, 12:37 PM	<p>I endorse the masterplan. Having the highest density towards Burwood station is the right way to go. Let's make Burwood a destination to rival Parramatta. We already have the best Chinatown. Let's make it bigger and better. More people living nearby will support the local economy and encourage/support growth.</p>
Dec 09, 2024, 10:00 AM	<p>Dear Council, as a resident of Burwood [REDACTED] i fully support the Draft Croydon Masterplan. I endorse all the Highrise to be on Shaftesbury Rd, please do not approve any high storeys from Croydon station to Lucas rd. Highrise especially 20-30 storeys to be near Burwood town centre. I do not support reverting to the original plan TOD at Croydon. My boys go to the local Croydon Public school and don't want to see any more high rise or low rise there please!</p>
Dec 08, 2024, 12:32 PM	<p>Council's justification for Croydon not doing its fair share to address the housing crisis is hypocritical.</p> <p>Council's over reliance on heritage to push all high density development to the Shaftesbury Precinct is hypocritical and unjustified.</p> <p>Boronia Avenue is impacted severally by this Masterplan. Boronia Avenue has heritage value and it is not part of Burwood Town Centre, it is a residential street.</p> <p>So why is Boronia Avenue Burwood not getting the same protection as the many streets in Croydon from Burwood Council or the planners?</p> <p>If the council really cares about preserving heritage then it would not be proposing 25 and 8 storey towers in Boronia Avenue.</p> <p>Boronia Avenue is of historical significance to Burwood and was even the home to 2 former Mayors.</p> <p>The houses on Boronia Avenue all came from the fact that the land was subdivided in 1913 at the same time and the Avenue was deliberately planned. The heritage report ignores entirely the significance of Boronia Avenue and lumps it with post 1970's development. THIS IS FALSE!!!</p> <p>Boronia Avenue has significant architectural beauty on both sides of the Avenue, with Federation homes that vary with unique and interesting details. Many of the houses have original stained glass windows, unique and rare stained glass portal windows and bay windows. Differences in verandah composition, some with wrap-around verandahs with federation tessellated tiles. Nearly all homes still have original ornate ceilings, fireplaces with ornate timber work and carvings. Original Kauri timber flooring and original wood work features. WHY IS BORONIA AVENUE NOT BEING PROTECTED?</p> <p>Another point I must make, is that council's heritage report justifies the exclusion of McGregor Street Croydon because of its planting of palm trees - Boronia Avenue also is lined with palm trees on both sides of the Avenue, that have been there since the early 1900's. WHY IS THIS NOT PROTECTED?</p> <p>This is another example of council planners and councils, selective and ridiculous justification to arrive at the answer they want. If McGregor Street can be saved because of its palm trees then surely Boronia Avenue should be saved!! WHY THE DOUBLE STANDARD?</p> <p>[REDACTED]. Before us it only had one other owner [REDACTED] who bought the land in 1913 and built this house in Boronia Avenue.</p> <p>We have a very much loved Federation house that is well maintained. We have spent a lot of time, effort and money recently renovating and restoring our house to its original glory, as have a few other neighbours. We are all house proud and love our neighborhood. Three generations of my family have lived in our house. My husband and I were looking forward to a peaceful retirement in our home with our children and grandchildren. But Burwood Council is happy to destroy our house and our street and displace me and my family to save Croydon!!</p> <p>We have had sleepless nights, frustrating days and even tears!</p> <p>Mayor Faker and Burwood Council and the planners have failed us and they may well ruin our lives.</p> <p>Maybe from the 25th or 30th floor of these proposed towers we will be able to see Malvern Hill and think our sacrifice was all worth it. I DON'T THINK SO!!</p> <p>I say NO to the MASTERPLAN OR ANY ALTERNATIVE PLAN. Extreme high density dumped in a residential area is grossly unfair to the residents of Burwood. By council's own logic, why can't these high density towers be dumped in Croydon's "low density precinct" where they will also be surrounded by single dwelling houses and be close to transport and Croydon shopping centre? After all the Croydon low density precinct was identified as suitable for development.</p> <p>I say YES to the TOD. It is an equitable, fair and sensible way to achieve visually appealing suburban infill.</p> <p>I urge councillors to reject the Masterplan and any alternative and to do the right thing for the residents of Burwood, at minimum we expect councillors and the council to act fairly and justly.</p> <p>[REDACTED]</p>

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Dec 07, 2024, 11:05 AM	<p>Dear Council Planners,</p> <p>In principle, I am in favour of Burwood Council's Alternative Masterplan as a better outcome rather than the NSW government's arbitrary TOD which in my opinion would lead to the destruction of Croydon's heart, The Strand and Edwin St shopping strip and the immediate surrounding area, whose dwellings have long been protected within various Heritage Conservation Areas.</p> <p>The only amendment to the Croydon Masterplan that I would suggest, is reducing the size of "Proposed Amalgamation for Key Sites (LEP)" which in my opinion are generally too large. That is, the number of properties required to be amalgamated in these designated Key Sites blocks, would require far more agreement between a greater number of landowners than most "Indicative Site Amalgamations (DCP)" blocks.</p> <p>While I appreciate larger amalgamations may produce better planning outcomes and greater incentive to larger developers (?), the smaller size of property parcels would mean that far more individual property owners would have to agree to sell which is more problematic than fewer property owners. Most site amalgamations in the area enclosed by Albert, Cross, Cheltenham and Webb Street, my immediate area, are between 1,500m2 and 2,000m2 and mainly involve the amalgamation of six (6) sites. In comparison the "Proposed Amalgamation for Key Sites" plan contained within the Croydon Masterplan that includes our property at [REDACTED], would have to seek agreement with 11 individual parcels/landowners, with a block area of approximately 3,800m2 that would also have the added complexity of a pocket park at 82 Cheltenham Rd and a Heritage Item at 23 Brand St.</p> <p>Generally, I believe the larger amalgamation pattern requirement under the masterplan in conjunction with the small parcel sizes, of the Railway North Precinct of Croydon Masterplan i.e., meaning more landowners reaching agreement to sell would act as a deterrent to orderly development by making it more difficult for developers to acquire the site in a timely manner.</p> <p>The case for larger development blocks either under the "Proposed Amalgamation for Key Sites" or "Indicative Site Amalgamation" proposed in the draft Croydon Masterplan I believe is counter intuitive to the NSW state government's policy of accelerated housing delivery as a solution to the shortage and affordability of housing in Sydney.</p> <p>Our property at [REDACTED] is one of 11 properties forming Key Site Area 13. I believe a solution to alleviating these issues, would be to create two (2) smaller "Proposed Amalgamation for Key Sites" blocks similar in size to the most immediate surrounding smaller blocks in Brand Street. This would mean an amalgamation pattern that would combine the eastern side comprising four (4) properties in Brand St, with three (3) properties on Albert Cres, i.e., 21, 23, 25 & 27 Brand St and 17, 19 & 21 Albert Cres. And a western side comprising three (3) properties on Albert Cres, with one (1) property 82 Cheltenham Rd, i.e., 23, 25 & 27 Albert Cres and 82 Cheltenham Rd.</p> <p>Although this proposal would create two unequally sized development parcels, the smaller of the two (2) development parcels would be of equal size to the smallest of the "indicative Site Amalgamation" in the Railway North Precinct. This new amalgamation pattern would create one parcel comprising seven (7) properties, i.e., the eastern side and another of four (4) properties, i.e., the western side.</p> <p>For the reasons mentioned above I believe splitting this block from one large Key Site (Area 13) into two (2) smaller parcels would make both sites, firstly be easier to gain consensus amongst the fewer landowners to go to market and secondly be a more attractive proposition to developers to acquire.</p> <p>Kind regards, [REDACTED]</p>
Dec 06, 2024, 08:12 PM	<p>Dear Council Planners,</p> <p>In principle, I am in favour of Burwood Council's Alternative Masterplan as a better outcome rather than the NSW government's arbitrary TOD which in my opinion would lead to the destruction of Croydon's heart, The Strand and Edwin St shopping strip and the immediate surrounding area, whose dwellings have long been protected within various Heritage Conservation Areas.</p> <p>The only amendment to the Croydon Masterplan that I would suggest, is reducing the size of "Proposed Amalgamation for Key Sites (LEP)" which in my opinion are generally too large. That is, the number of properties required to be amalgamated in these designated Key Sites blocks, would require far more agreement between a greater number of landowners than most "Indicative Site Amalgamations (DCP)" blocks.</p> <p>While I appreciate larger amalgamations may produce better planning outcomes and greater incentive to larger developers (?), the smaller size of property parcels would mean that far more individual property owners would have to agree to sell which is more problematic than fewer property owners. Most site amalgamations in the area enclosed by Albert, Cross, Cheltenham and Webb Street, my immediate area are between 1,500m2 and 2,000m2 and mainly involve the amalgamation of six (6) sites. In comparison the "Proposed Amalgamation for Key Sites" plan contained within the Croydon Masterplan that includes our property at [REDACTED], would have to seek agreement with 11 individual parcels/landowners, with a block area of approximately 3,800m2 that would also have the added complexity of a pocket park at 82 Cheltenham Rd and a Heritage Item at 23 Brand St.</p> <p>Generally, I believe the larger amalgamation pattern requirement under the masterplan in conjunction with the small parcel sizes, of the Railway North Precinct of Croydon Masterplan i.e., meaning more landowners reaching an agreement to sell would act as a deterrent to orderly development by making it more difficult for developers to acquire the site in a timely manner.</p> <p>The case for larger development blocks either under the "Proposed Amalgamation for Key Sites" or "Indicative Site Amalgamation" proposed in the draft Croydon Masterplan I believe is counter-intuitive to the NSW state government's policy of accelerated housing delivery as a solution to the shortage and affordability of housing in Sydney.</p> <p>Our property at [REDACTED] is one of 11 properties forming Key Site Area 13. I believe a solution to alleviating these issues, would be to create two (2) smaller "Proposed Amalgamation for Key Sites" blocks similar in size to the most immediate surrounding smaller blocks in Brand Street. This would mean an amalgamation pattern that would combine the eastern side comprising four (4) properties in Brand St, with three (3) properties on Albert Cres, i.e., 21, 23, 25 & 27 Brand St and 17, 19 & 21 Albert Cres. And a western side comprising three (3) properties on Albert Cres, with one (1) property, 82 Cheltenham Rd, i.e., 23, 25 & 27 Albert Cres and 82 Cheltenham Rd.</p> <p>Although this proposal would create two unequally sized development parcels, the smaller of the two (2) development parcels would be of equal size to the smallest of the "indicative Site Amalgamation" in the Railway North Precinct. This new amalgamation pattern would create one parcel comprising seven (7) properties, i.e., the eastern side and another of four (4) properties, i.e., the western side.</p> <p>For the reasons mentioned above I believe splitting this block from one large Key Site (Area 13) into two (2) smaller parcels would make both sites, firstly easier to gain consensus amongst the fewer landowners to go to market and secondly be a more attractive proposition to developers to acquire.</p> <p>Many Thanks [REDACTED]</p>
Dec 06, 2024, 11:26 AM	<p>We write to express our strong opposition to the Draft Croydon Masterplan. The proposed changes to current controls on building heights and density will have the effect of significantly diminishing the amenity of our neighbourhood.</p>
Dec 06, 2024, 11:22 AM	<p>I write to express my strong opposition to the Draft Croydon Masterplan.Â The proposed changes to current controls on building heights and density will have the effect of significantly diminishing the amenity of our neighbourhood.</p>
Dec 05, 2024, 08:30 PM	<p>Dear Council, i have been living in the area for a couple years and can't afford any property in the area. I believe the Croydon Masterplan is well thought out, please implement this plan! Will there be affordable housing for the high-rises along Shaftesbury Rd for the first time home buyers? if not, perhaps considering adding more units to meet the affordable housing criteria for first time home buyers.</p> <p>Best,</p>

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Dec 05, 2024, 08:20 PM	Hi Council, The Draft Croydon Masterplan has my full endorsement, i have a daughter at PLC, i don't want to see Croydon village being ruin but Highrise. Keep the Highrise at Burwood Town Centre, it makes send that it goes there will all the other high-rises. Leave Croydon village alone! No TOD for Croydon.
Dec 05, 2024, 08:15 PM	Dear Council I support the Draft Croydon Master Plan. Please keep it and don't make any further changes. The Highrise is where it needs to be given the close proximity to the Burwood Town Centre. It is a very well thought out plan!! Please no changes to the Malvern Hills Estate, that would ruin the village feel of Croydon. Thank you
Dec 05, 2024, 08:01 PM	Please keep the Draft Croydon Masterplan and do not change the Malvern Hills Estate. I don't want the TOD; it will ruin the feel of Croydon.
Dec 05, 2024, 07:47 PM	I am against the proposed Croydon Master Plan for the following reasons: - The Croydon Master Plan should be called the Burwood Croydon Master Plan as the name is very misleading as the current title give the impression that only properties in Croydon are affected. - The characteristic of this area will be changed due to the increase in population density and the problems associated with it (such as increased traffic, schooling capacity etc.) - My property will be significantly devalued due to potential high-rises that could be built at the adjacent properties on [REDACTED] - [REDACTED] This is unjust. The entire block should be rezoned to the same density. - Loss of privacy once buildings are built.
Dec 05, 2024, 07:31 PM	I am a long-time resident of Burwood LGA (living in this area for over 15 years). I favour TOD over the Croydon Masterplan as I do not want my area to be negatively impacted by the increase in population density. The increase in population and the introduction of low-rise and high-rise buildings in the area will significantly change the characteristics of this area. However, if the community and the council favour the Croydon Masterplan, then I would like my property [REDACTED] to be rezoned to a higher FSR similar to the properties on the adjacent street. This is to ensure equity in land value.
Dec 04, 2024, 03:55 PM	no to croydon master plan !!! yes to TOD
Dec 04, 2024, 03:51 PM	As a resident of [REDACTED] my response to the master plan is.. - My preference is for the State Governments proposal to remain in its original form, 400m from Croydon station - However if the Master plan is selected Lucas Rd Should be included with the conservation area removed and revised development controls applied to the area including oHOB to 54m to be inline with developments surrounding Lucas Rd â€” with options to increase to maximise usage of the land. oFSR of 3:1 in line with developments surrounding Lucas Rd â€” with options to increase to maximise usage of the land (eg take to 6:1). oLucas Rd HCA to be included as a key site to ensure that amalgamation occurs respectfully and no resident is left behind.
Dec 04, 2024, 02:07 PM	Someone door knocked about TOD and Masterplan today. I say no to Masterplan and Yes to TOD. It is not fair to have a revised Masterplan and not have community feedback for this. No one wants the density to be where there home is, so it will again be based on skewed information collection. TOD is FAIR. No one can complain because it's a state government initiative affecting 38 train station. Please save yourself headache and spending excessive tax money and just go with the original plan, TOD. I am a home owner.
Dec 03, 2024, 10:37 PM	I vote no to the Croydon masterplan which allows 32 story high buildings to be built. I would prefer the Transport Oriented Development Program where maximum height of buildings are 6 stories. I believe the local amenities and infrastructure cannot meet the needs of a dramatically higher density of living.
Dec 02, 2024, 06:43 PM	I support the Croydon Master Plan
Dec 02, 2024, 06:41 PM	I am AGAINST the TOD I SUPPORT the Croydon Master Plan
Dec 02, 2024, 01:25 PM	We are strong supporters to Burwood council master plan This will great for local community Thanks [REDACTED]
Dec 02, 2024, 10:49 AM	I support the Council Croydon Masterplan, the heritage houses the history of Croydon need to be preserved. No high rising buildings from the strand towards Thomas and Dickinson Streets to be touch.
Dec 01, 2024, 07:15 PM	Dear council, No to Croydon Masterplan. I only want TOD. TOD is closer to the Croydon station for transport and maximum 6 stories. The council can control the approvals of the builds. Traffic too much already in the north of Croydon -especially with 4 schools. There are heritage items in north that have density built around them, very unfair that they are treated differently from Malvern Hill.

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Dec 01, 2024, 11:51 AM	<p>No to Croydon Masterplan.</p> <p>Inadequate engagement and inadequate data.</p> <p>The Kuringai council engagement appears to present 5 scenarios for community to provide feedback. TOD is included as one of the scenarios.</p> <p>How can we justify 600k spent for the Masterplan (tax payers money) when it is nowhere near this calibre? It has taken money away from completion of the Burwood north. The Kuringai feedback form is also more detailed and allowed for proper understanding of residents views.</p> <p>https://krg.engagementhub.com.au/housingscenarios</p> <p>https://tavernersurveys.com.au/wix/7/p871280390837.aspx</p>
Dec 01, 2024, 11:25 AM	<p>No the Croydon Masterplan, Yes to TOD</p>
Nov 30, 2024, 11:58 AM	<p>NO to Croydon Masterplan and YES to TOD</p> <p>TOD is fairer for everyone. The density is lower for TOD. Safer for street traffic with so many schools.</p> <p>People will stop complaining to Burwood council because this is a State initiative.</p>
Nov 29, 2024, 07:58	<p>I agree with the proposed Masterplan. It balances heritage precinct preservation in Froggatt Crescent, Ivanhoe St / PLC area and Malvern Ave with increased population density.</p>
Nov 29, 2024, 04:07 PM	<p>The Master Plan reads like a joke designed by people who want to protect the dollar value of their homes over allowing their kids to ever afford to live within reasonable distance of where they work and study with access to the same amenities as their parents enjoyed when they were their age.</p> <p>The heritage listing of the area south of the station is spurious, protecting single family homes utterly unremarkable in this extremely low-density city. These "heritage" areas were explicitly found to have zero social, cultural or spiritual significant to any community or group, zero historical associations with any notable person or group, zero research potential, and their housing to _not_ be rare not only within the wider city but even in the local area! These heritage claims do not pass the sniff test.</p> <p>These homes are benefiting from the public investment into the public transport system without giving anything back to the public in return. That land on which those houses stand is part of all of our shared ownership of this country, with our tax dollars going to make these areas nicer places to be. The benefits of the railway, paid for by our taxpayer dollars, should be shared by as many as possible. It's simply selfish to lock out new families from reaping the benefits of this public investment of their own tax dollars by preventing reasonable development around such amenities. These amenities were built for the public, so as much of the public as possible should stand to benefit from these amenities! It's only fair.</p> <p>The data analysis in the report itself was extremely sub-par, possibly even cherry-picked to support the conclusion the writers already planned to reach. Out of over 1200 people who accessed the page, only 20 submissions were made opposing the plan.</p> <p>However, that</p>

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Nov 29, 2024, 03:22 PM	<p>The Croydon Masterplan (the Masterplan) and any amended plan should be rejected.</p> <p>The process to prepare the Masterplan and the Masterplan itself are both deeply flawed. Given the deficiencies in the Masterplan, any proposed amendments will also be flawed, probably even to greater degree.</p> <p>Flaws in the process</p> <ul style="list-style-type: none">- poor and misleading community consultation. <p>The community consultation was narrow and limited. Of those who were asked to respond, the majority supported development south of Liverpool road, around Croydon Strand and south of Croydon railway station. No respondent supported development east of Shaftesbury road. The Shaftesbury road area affected is not Burwood town centre!</p> <p>Residents were not asked to comment on high density.</p> <p>Residents of backgrounds other than English were not assisted by council Masterplan website page (a comparison of the Masterplan to Burwood north pages reveals a significant disparity and deficiency in multicultural engagement)</p> <p>On 14/11/2024, I raised the issue of inadequate council signage of the Masterplan in the Burwood areas most affected by the plan with Sumathi Navaratnam, Manager of city planning at Burwood Council. No signage has yet been placed around the Burwood areas affected by the extreme development of the Masterplan. However multiple signs had been placed in Croydon for many weeks. Why council chose not to place an equivalent number of signs in Burwood has not been explained. It suggests a deliberate attempt to avoid communicating details of the Masterplan to those principally affected, or, an incompetent omission.</p> <p>At the meeting with Burwood council city planners on 22/11/2024. The planners clearly conceded that their community engagement to date was not sufficient. They specifically said that there would be council door knocking of residents in affected areas in Burwood. I live in an affected area. No door knocking has taken place. Why not? Why was this proposed if the council had no intention of undertaking this process?</p> <ul style="list-style-type: none">- misleading title. <p>The use of the titles Croydon HIA and Croydon Masterplan are deliberately designed to draw attention away from the extent and nature of development in Burwood.</p> <ul style="list-style-type: none">- misleading figures <p>The Croydon TOD is shared with Inner West Council. The numbers of dwellings required by the NSW Government have been variously reported by the council as 1500, 1800 and 3600. A significant disparity of an important fact. A fact presumably able to be accurately determined.</p> <p>It is frankly unbelievable that the mayor and council cannot accurately report the figure. It is a significant and fundamental part of the process. It impacts the extent and nature (not least, the height) of any dwellings required.</p> <p>The higher figure (approximately 3600) suggests that Burwood council has found twice the number of dwellings required by the Croydon TOD program. If that is correct, why then propose a plan with such density in residential areas in Burwood?</p> <ul style="list-style-type: none">- blaming the NSW Government for the timetable <p>Burwood Council have continually sought to blame the NSW Government for their failure to properly prepare for and deliver a timely, fair and balanced plan. This is a failure of leadership, competence and professional responsibility by Burwood Council.</p> <p>The council's inability to deliver a fair and balanced plan seriously suggests that all planning responsibilities be taken from the council and devolved to the NSW Government. The \$600,000 was clearly spent poorly.</p> <p></p> <p>Poor plan</p> <ul style="list-style-type: none">- undeveloped <p>no shadow diagram has been prepared. Ryan Cole, a city planner, suggested at the meeting on 22/11/2024 that one was prepared. He has yet to provide a copy. So at this stage, the existence of the shadow diagram may be another falsity, like the proposed door knocking of residents in the affected areas.</p> <ul style="list-style-type: none">- omissions <p>If a shadow diagram was obtained by the council, it was not included in the Masterplan. A grave and unexplained omission which significantly devalues the report and its findings. Clearly it may have been a significant constraint to the proposal for extremely tall towers in a residential area.</p> <p>Another grave omission from the Masterplan was the effect of the Burwood RSL development of the western end of Waimea street. High towers are proposed in this development, although on the Western side of Shaftesbury Road and accordingly are likely to enhance the liveability and maintain the heritage of Burwood.</p> <p>Council planners advised that the Burwood RSL development was a relevant issue in the findings of the Masterplan. Yet this is not referred to in the Masterplan - at all! A significant omission which again substantially devalues any findings in the Masterplan. Why the council planners chose to not even refer to crucial evidence/documentation in a report is a colossal failure of transparency and suggests either incompetence or deliberately choosing to avoid transparency.</p> <ul style="list-style-type: none">- The Masterplan is extreme. <p>The TOD is not extreme. It caps heights and allows Burwood council to maintain oversight of any development in heritage areas by assessing whether the specific development proposed improves and enhances heritage values. By contrast the Masterplan effectively destroys the Lucas Road heritage area by surrounding it with a number of 8 and 15 storey towers.</p> <p>The TOD proposes measured development consistent with an area. It fairly balances necessary housing development with the existing nature of an area. By contrast the Masterplan has no balance. It proposes to destroy the nature of the Burwood area.</p> <p>It is frankly embarrassing that such an extreme plan was proposed by planners who should have satisfied themselves professionally that there was community support. The Masterplan has been proposed in spite of significant community opposition. It lacks fairness and balance.</p> <p>The Masterplan is a deficient, unbalanced and unfair document. It is significant that neither the council planners nor the mayor sought to defend the Masterplan to residents attending the meeting on 22/11/2024. On the contrary, both proposed amendments immediately. The mayor even describing an element of the Masterplan as "dumb.â€ Hardly a ringing endorsement.</p> <p>The Councillors should reject the Masterplan and any amendment to the Masterplan as it can only be worse than the original given the limited time available for its preparation; and taking into account the lack of balance, competence and professionalism displayed by the Burwood city planning management and planners to date.</p> <p></p>
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Engagement Outcomes – Redacted Formal Submissions

Nov 29, 2024, 02:54 PM	<p>I am writing to you, urging you vote NO for the Croydon Masterplan or any alternate Masterplan for Burwood.</p> <p>This whole process has been unfair to the residents of Burwood. There was no community consultation done in Burwood for this Masterplan. The people affected most had no idea that they were going to get massive towers in place of their homes or near their homes. The residents of Burwood in the affected areas found out about Croydon Masterplan in early November (around the 7th). The areas affected had no flyers, no A-frames or sandwich boards, no door knocking and no Mayor greeting residents to inform them of what was going to happen to the area. This is in stark contrast to the Mayor and Burwood Council's high profile advocacy for the residents of Croydon.</p> <p>The only people consulted were people in Croydon, who live 1.2km away from the affected area. Do you think this is fair? The residents of Croydon were asked to provide suggestions for where density should be located within a 1000m radius around Croydon station, not 400m radius mandated by the NSW Government. The actual Croydon Masterplan is 1.2km from Croydon Station therefore, the TOD is now in Burwood rather than Croydon. Except it's not the TOD, it's CBD-level towers, not the gentle density proposed by the TOD.</p> <p>Burwood is already overdeveloped. The huge towers that we already see from our homes are very out of place. We have lived in the same house on Boronia Avenue since the early 60's. We have seen Burwood change and we understand that there is a housing crisis and everyone has to chip in but Burwood is already doing its bit, so why is John Faker so scared to give Croydon its chance to chip in?</p> <p>Croydon needs more housing. Croydon's shopping district is drab, unimpressive and in need of a major uplift. Why not develop The Strand and surrounding streets? How great would that be for Croydon! How great would that be for first home buyers and for renters! This is what the TOD is all about!!</p> <p>The TOD was never meant to overcrowd a suburb like the Croydon Masterplan proposed by Burwood Council will do to Burwood. Tall buildings should never reach residential areas. Any further development in Burwood should not cross Shaftesbury Road as it is proposed in the Croydon Masterplan, encroaching on our houses. Development should remain around the town centre and not impose itself in residential streets. I note that the Burwood North Precinct Masterplan does not cross Shaftesbury Road, let's keep that consistent all along Shaftesbury Road! Makes sense, doesn't it?</p> <p>If the only reason John Faker has for saving Croydon from the TOD is that it has a few pretty homes, well guess what? So does Burwood! But, John Faker and the planners seem happy to tear down these houses to build monstrosities in place of beautiful well kept federation homes in Burwood. What a shame and actually, WHAT A DISGRACE!</p> <p>It is unacceptable for the Mayor and Burwood planners to deliver such a poor plan and present it to councillors, without allowing them time to study the plan or do their own research before voting to present it to the community. Any claims by council planners or the Mayor about the timeframe they agreed to in April 2024 should be ignored.</p> <p>Council also left it to the last minute to inform residents in affected areas but somehow the residents of Malvern Hill knew all about the new Masterplan. But the people of Burwood have rallied and have let councillors and planners know that we are against this poorly planned Masterplan, which has given no thought to the residents of Burwood. Councillors voting for a rushed amended plan will also be unfair to the residents of Burwood.</p> <p>Burwood Council and Mayor Faker wanted this plan to happen in the dark and the residents of Burwood dragged it into the light.</p> <p>Mayor Faker has caused this entire mess, pitting Croydon against Burwood, essentially pitting neighbour against neighbour. We wont be voting for councillors who vote for this Masterplan or any amended Masterplan. We have been Labor voters all our lives at all levels - Council, State and Federal and it has taken this Croydon Masterplan to turn our vote- THAT'S HOW BAD IT IS!!</p> <p>This Croydon Masterplan has been a Faker initiative and he just simply did not have to do it. I'm urging all councillors to make a conscience vote and to not just follow party lines as this is not a party political issue. In fact, the Masterplan, does not meet Labor principles of fairness.</p> <p>Is it fair that the people of Burwood should protect the residents of Croydon from the TOD?</p> <p>Why should the character of one suburb have to change so drastically or extremely to protect the character of another suburb?</p> <p>Why should Croydon not contribute to solving this housing crisis?</p> <p>Why should the Burwood residents be worse off than the residents of Croydon?</p> <p>By adopting this extreme Masterplan Burwood residents will be worse off with buildings towering over their homes (30, 25, 15 and 8 storey towers). If the TOD is adopted Croydon will benefit as it will introduce a gentle growth of low density housing to the area (2-6 storey buildings).</p> <p>Why should the residents of Burwood have less green spaces and less sunlight, than the Croydon residents?</p> <p>Why should the residents of Burwood have more traffic, more noise, wind tunnels and more overcrowding and an overall lower quality of life delivered by Burwood Council than the rest of Croydon?</p> <p>The Masterplan was an extreme response to a manufactured or false problem - THE TOD DOES NOT DESTROY HERITAGE! The TOD states that the Council will always have the last say in development in heritage areas.</p> <p>This is Mayor Faker's plan, some of you are newly elected councillors. Mayor Faker has made a major strategic mistake in developing this Masterplan. It was prepared with selective community involvement and zero involvement by the residents in the affected areas. And the Mayor has proved this by now hastily organising informal meetings and conversations with individual residents. He is allowing an amended plan to be rushed through that people affected won't be able to comment on and despite promises, there still have been no letter drops or door knocking to inform the residents in the affected areas. An extended timetable means nothing if people aren't aware.</p> <p>The point is don't let Mayor Faker's bad judgement cloud your vote or be your problem to fix. Mayor Faker should have to wear the full embarrassment of having spent over \$600,000 of rate payers money, only to deliver to the NSW Government a bad plan rejected by the majority of the Burwood Community.</p> <p>Please, I urge all councillors to use your judgement and vote for the Burwood community and against this Masterplan and any amendments.</p>
Nov 28, 2024, 07:49	<p>With regards to the amalgamated sites - areas 1, 2 and 3. Why does only area 2 have open space? Areas 1 and 3 are comparable in overall size / site area and do not have any open space. Areas 1 and 3 should also include open space consistent with area 2.</p>

Engagement Outcomes – Redacted Formal Submissions

Nov 28, 2024, 03:27 PM	<p>Dear Burwood Council,</p> <p>I am writing to express my strong support for the proposed Croydon Transport-Oriented Development (TOD) Precinct. This initiative presents a significant opportunity to address Sydney's pressing housing affordability issues by increasing residential density in areas well-served by existing infrastructure.</p> <p>The current master plan's focus on preserving certain low-density areas, particularly those designated as heritage conservation zones, limits the potential for much-needed housing development near Croydon Station. Given the station's proximity to the city center and the high demand for housing in this area, it is essential to utilize the available land effectively. Expanding development closer to the station would provide more residents with convenient access to public transport, reducing reliance on private vehicles and contributing to environmental sustainability.</p> <p>While heritage conservation is important, it is crucial to balance this with the need for affordable housing. Many of the areas currently protected under heritage status lack significant historical or cultural value. Reevaluating these designations could unlock substantial land for development, helping to alleviate the housing shortage and make living in Sydney more accessible to a broader population.</p> <p>I also encourage the council to reconsider additional planning controls that may hinder development, such as stringent design excellence requirements and excessive setbacks. Streamlining these regulations can facilitate the construction of well-designed, affordable housing without compromising the area's character.</p> <p>In conclusion, I urge Burwood Council to adopt a more ambitious approach to the Croydon TOD Precinct by allowing increased residential development near the station and reassessing heritage conservation areas. This strategy will contribute to a more inclusive and sustainable Sydney, providing affordable housing options in well-connected neighborhoods.</p>
Nov 28, 2024, 12:07 PM	<p>Having studied the Croydon Masterplan I note the aims i(in addition to meeting housing needs) include green space, setting the benchmark for health, wellness, liveability Laudable but in-achievable given no evidence of sustained additional green space.</p> <p>Point 1. Additional large open park space needs to be gazetted (developers used to have to included provision for this). "Pocket" parks don't do the trick. Centenary Park (Queen, Church and Lang Streets) is hardly ever available since being repurposed as a sporting site. Cricket in summer, football in winter. It is used by schools and local sporting groups. Public walkers can barely walk around the hilly edge. There are no benches to sit on. (Except in children's play area by the club). Blair Park seems to be at 100% usage. More green space parks needed.</p> <p>Point 2. Parking needs to be included in housing. No housing should be constructed without including adequate parking space for residents â€” at least one space needed, preferably two. Street parkingwill not suffice. It is now practically at 100% use in some spots. Visitors need space to park. Special events eg at PLC School are dreadful.</p> <p>Point 3. Expect nightmare traffic with greater housing density. Already at school drop off and pick up times traffic around PLC (North Croydon) and getting across the railway bridge at Edwin Street into the Strand is horrific. Travelling by car from Wright Street up Young Street, cars can be backed up to Croydon Public School as the right turn onto the bridge is impossible. Similarly going left into Edwin Street South, traffic is backed to Elizabeth Street as traffic approaching the bridge is held up by students ambling across the pedestrian crossing, the grid lock caused by the traffic lights by the station and Railway Parade. Cars wishing to proceed along the Strnd are stopped by a straggle of pedestrians using the crossing often whilst simultaneously using their phones. The roundabout to turn right onto Malvern Road gets grid blocked by cars unable to continue along the Strand and hence block access for other users. Existing roads are too narrow to cope with greater density use. Alredy when care are parked on either side, there can only be one-way traffic. Cars have to give way and often don't.</p> <p>Some days it can take me 15 mintues to get from Boundary Street to across the roundabout. Then there is the wait at the traffic light to traverse the Highway to get onto Croydon Road south. These lights take about 2 to 3 mintues to allow about 4 cars through.</p> <p>More housing is fine but the plannning for liveability especially regarding traffic and people needs must be coordinated. Already the situation is fraught with the to and fro to meet the demands of schooling and get into the shopping centres to get groceries.</p> <p>Point 4. Solar panels should be mandated on all new buildings and Electric Vehicle charging included.</p> <p>Summary : Point 1. Large open park space needed. Point 2. New housing should included provision for parking. Point 3. Increased traffic demands and management must be coordinated. Point 4. Solar panels and EV chargers should be mandated for all buildings..</p>
Nov 28, 2024, 09:49 AM	<p>Hi,</p> <p>This is my 2nd submission, I'm not going to reiterate my views from my first submission, you can refer to my original one.</p> <p>However I'd like to touch an area in the masterplan that displays complete disregard for neighbours and pits them against each other.</p> <p>What I mean by this is the dwellings allocated to one part of the street and leaving the other free of development, Webb St & Cheltenham Rd.</p> <p>The situation where one side of the street has 25 storeys and the other 8 as in the case of Boronia Ave, this will cause severe overshadowing.</p> <p>Also the end of the development behind the houses on the east side of Boronia Ave, houses facing Lucas Rd will have a 8 storey building in their backyard, this is very poor planning and design.</p> <p>This masterplan has been rushed, poorly planned and the lack of community engagement with residents affected resulting in the huge community backlash. We are not the vocal minority, there are many residents that can't reply due to written barrier as English is not their first language. In 2021 57.7% of residents born overseas.</p> <p>Sure they're are some residents that favour of the Masterplan, their only motive is money, they think they'll make a huge windfall, sadly they are mistaken.</p> <p>We are not driven by riches but by a cohesive community and quality of life that can be shared by all, that's our riches, money can't buy that.</p>
Nov 28, 2024, 09:10	<p>Thank you for the opportunity to provide feedback on the proposed Croydon Master Plan. I have no objections with the areas gazetted for the new precincts and I think it strikes a good balance between contributing to the NSW TOD program and preserving our local heritage. Regards</p>
Nov 28, 2024, 09:05	<p>Dear Burwood Council. I am a current resident of Croydon. Having reviewed the proposed Croydon Master Plan, I am supportive of the proposed precincts for med-high density dwellings. The new precincts integrate well with the existing high-rise units within nearby Burwood and is closely located to the Burwood Westfield and train stations.</p>

Engagement Outcomes – Redacted Formal Submissions

Nov 27, 2024, 11:47 PM	<p>After attending the Burwood Council meeting on 22nd October, we were pleased to hear that the Railway South Precinct is not proposed for the draft Masterplan development, - given its proximity to Malvern Hill Heritage Conservation Area and several high value heritage items-, and that this precinct has been removed for future consideration.</p> <p>Residence on the South side of the Railway, are also determined to preserve and the protect the heritage of The Strand, Malvern Hill, Railway South Precinct and Cintra Heritage Conservation Areas, while higher density development is proposed near the Burwood Town Centre and / Westfield shopping centre.</p> <p>Another concern is, that if/with the approval of the North Croydon area for redevelopment is passed, will it set a precedent regarding changes to land use zones, building heights, and density within other Croydon / Burwood Areas.</p> <p>What will prevent some residence for example, from the South of the Railway [in non-conservation / heritage properties] from seeking approval from the NSW Department of Planning and Environment to develop multi-storey or duplexes on their land?</p> <p>This type of development would still be a visual disruption to this streetscape/ landscape of this beautiful Conservation areas; and inevitably impact on the value of heritage/ conservation area properties, not to mention the reduced privacy of those residence who have high rise dwellings next door or even visible from their backyards.</p> <p>Many residents such as myself, moved to this area because Burwood Council prides itself on its celebration of its cultural diversity, and its aim for improvements in the community with respect for the cultural and architectural heritage of this area. It would be disappointing to see this destroyed; and it would go against all the years of work put in by Council and its Residents to uphold the wonderful and long-standing history of our area, that we are seeking to preserve the architectural heritage for future generations.</p> <p>Thank you.</p>
Nov 27, 2024, 10:47 PM	<p>Dear Council,</p> <p>Due to its poor planning and poor consultation we do not accept Croydon Masterplan as a solution to increased housing in the Burwood area.</p> <p>Burwood is at capacity and has already provided enormous growth with the Burwood North precinct.</p> <p>Burwood was NOT included as a suburb by the state government to provide more housing.</p> <p>The Croydon Masterplan is very destructive and divisive to the Burwood community and built and historic heritage, especially the heritage of Boronia avenue, Burwood and surrounding conservation areas.</p> <p>As Croydon is included in the TOD, it could provide this by shop top housing along the strand and by redeveloping the many disused, empty and derelict buildings especially on nearby Parramatta road, instead of destroying established heritage homes and communities in Croydon and Burwood that have contributed so much to the character and liveability of these areas.</p> <p>Sincerely [REDACTED]</p>
Nov 27, 2024, 09:24 PM	<p>I advocate for selecting the Croydon Master Plan over the TOD. However, to genuinely benefit our local community, it's essential to consider the following changes:</p> <ol style="list-style-type: none">1. Reduce the height of properties along Shaftesbury from 30 storeys to 20 storeys. Constructing multiple 30-storey buildings on Shaftesbury would exacerbate the existing traffic issues, particularly during peak hours and road closures. The traffic on Shaftesbury is nearly at a standstill in these situations, and adding excessive density could be disastrous for the local community.2. Increase the density of all properties on Brand Street to a 4:1 Floor Space Ratio (FSR) and raise the height limit by 3-5 storeys. This adjustment makes sense for several reasons:<ul style="list-style-type: none">* Increasing the density and height on Brand Street will have the least impact on the local community, as it is at a lower elevation than surrounding areas and is flanked by the rail line and other medium/high-density zones.* The total area of Brand Street is significantly larger, providing more housing than would be lost by reducing density along Shaftesbury. This approach will help the local government meet future housing demands from the State Government without rezoning other areas for the next 20-25 years.* Higher density will allow for the construction of family-sized apartments rather than tiny studios or one-bedroom units.* This solution is commercially viable compared to the current proposed FSR.3. Reduce the density on Webb Street near Irrara Street to minimize impact on residents and adjacent low-density housing.
Nov 27, 2024, 09:21 PM	<p>Hello,</p> <p>Our family does not support the proposal put forward by Burwood Council.</p> <p>We believe that the proposal will destroy the area around where we live [REDACTED], which we cannot support. Burwood has already been destroyed by the approval and growth of a ridiculous amount of apartments over the last 20 years - to then proceed with a plan which will result in a greater number of apartments built than the State Government has been planning for does not make sense, especially if it is only to protect The Strand and a small number of heritage homes around Croydon Station.</p> <p>In addition to this, every week on websites such as realestate.com.au and domain.com.au there are more than 200 properties available for rent. There are simply enough apartments in Burwood - agreeing to a plan that will result in an over supply greater than the State Government plan is just plain wrong. Burwood is already under infrastucture strain - this will place even more pressure on us.</p> <p>I hope commonsense provails and this plan is rejected.</p> <p>Thank you for reading my submission.</p>
Nov 27, 2024, 08:49	<p>We endorse the draft master plan to protect the heritage of Croydon</p>
Nov 27, 2024, 08:47	<p>We endorse the draft master plan to protect the heritage of Croydon</p>

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Nov 27, 2024, 08:10 PM	<p>I believe the Croydon Master Plan should be chosen over the TOD, if the Master Plan is fair, equitable and consistent across the entire Croydon community. During this planning process, entire blocks need to be assigned the same zoning to ensure consistency and fairness across Croydon. For example, if Brand Street is rezoned, then Webb Street and surrounding blocks need the same zoning applied to ensure equality across Croydon. I support the Draft Croydon Master Plan if fair the rezoning is extended to the whole community and believe it represents an opportunity for positive development and progression of the Croydon area. This is because the rezoning proposal is the best outcome for the medium to long term and would benefit the whole community.</p> <p>I don't think it is fair that the residents in the TOD designated area are aware that if the Croydon Master Plan is not approved then by default the TOD will take effect. This process excludes any feedback from the residents and property owners from this part of Croydon, who thought their area would be excluded because of council's insistence that Croydon village, Malvern Hill estate and other adjoining conservation areas, should be protected and other alternative areas be investigated and recommended for rezoning. The consequence of this unfortunate process might be that residents of one area, having a say in what development is favoured in another area. This could be interpreted as favouring one group of residents over another. It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning if it is fair and extended to the whole community and believe it represents an opportunity for positive development and progression of the Croydon area.</p> <p>One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:</p> <ol style="list-style-type: none">1. Economic Feasibility: Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.2. Optimised Land Use: Increasing the FSR allows for more efficient use of land, which is especially important in urban areas where space is limited. This would also provide more housing opportunities, supporting the housing crisis currently being experienced by many.3. Improved Infrastructure: With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.4. Sustainable Growth: Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities. <p>In addition to these general benefits, there are specific reasons why Brand Street should be included in the Croydon Master Plan rezoning:</p> <ul style="list-style-type: none">- Proximity to Amenities: Brand Street is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.- Public Transport Access: The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.- Minimal Impact on Lower Density Areas: Brand Street's location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.
Nov 27, 2024, 07:35 PM	<p>I believe the Croydon Master Plan should be chosen over the TOD, however, to provide a better solution to the local community, the following changes to the Master plan should be considered:</p> <ol style="list-style-type: none">1) Reduce the size of the properties along Shaftesbury from 30 storeys to 20 storeys. Having multiple 30 storey buildings along Shaftesbury would exacerbate the existing traffic issues during peak hours and when a road closure occurs. In these situations the traffic along Shaftesbury is near standstill and adding too much density directly on Shaftesbury would be disastrous for the local community.2) Increase the density of all Brand Street, Webb Street (facing the Meriton Apartments), and Cheltenham Road (from the rail tracks to Cross Street) to 4:1 FSR and increase the height limit BY 3-5 storeys would make sense for the following reasons:<ol style="list-style-type: none">2a) Increasing the density and height of Brand Street, Parts of Webb Street and Cheltenham Road will have the least impact on the local community as it is at a lower elevation than surrounding areas and will be surrounded by the rail line and other medium/high density areas.2b) the total area of these streets are much larger and will therefore provide more housing than what would be lost from reduction in the density along Shaftesbury. Also, this will allow the local government to meet any future housing demands from the State Government without the need to rezone other areas for potentially the next 20-25 years.2c) With a higher density any development will have sufficient floor area to build actual family sized apartments rather than tiny studios or one bed apartments2d) This will provide a solution that is commercial viable vs the current proposed FSR3) Reducing the density on Webb Street closest to Irrara Street to reduce any impact on these residents and other low density housing.
Nov 27, 2024, 06:52 PM	<p>I live on the south side of the station. Whilst I understand some people (the NIMBY crowd) here reject any development, I do not believe it is fair for a small area in north Croydon to bear all the burden of new housing. Here on the south side the conditions are ideal. Land is flat, roads are wide, and there are no flood areas. Liverpool road is also easily accessible in addition to the station. Furthermore, Inner City West council is not protecting their half of Croydon. Burwood council needs to let go of this heritage bias and realise most people in Burwood LGA do not care and about protecting it. Burwood council should reject this plan, revert to TOD and accept that is the best outcome for the majority.</p>
Nov 27, 2024, 06:36 PM	<p>I strongly reject the master plan and demand Burwood council votes to reinstate the TOD</p> <p>The "heritage" excuse south siders use does not fly when it's fine to surround Lucas st with 25 storey apartments. The 3-6 storey apartments under TOD were much fairer so the south siders have no excuse to not take on their fair share of new homes.</p> <p>Furthermore the roads are wider, Liverpool road access it great and the area is under developed. It's a no brainer!</p>
Nov 27, 2024, 05:59 PM	<p>Building apartments in this area presents numerous downsides, starting with the severe impact it would have on traffic congestion. Currently, traffic in the area is already at extreme levels during peak hours, with a simple 1-kilometer journey from my house to Parramatta Road taking up to 20 minutesâ€”something that should take no more than five. Adding hundreds, if not thousands, of new residents to the area would significantly exacerbate this issue, further stretching already overwhelmed roads and intersections. From an engineering perspective, Croydon's infrastructure is not equipped to handle the density proposed by this development plan. Essential systems such as water supply, sewage, and public transportation are already operating at or near capacity, and an influx of new residents would overwhelm these services. Beyond the technical and logistical challenges, there is also a cultural and community impact to consider. Croydon is cherished for its suburban charm, particularly areas like Malvern Hill, which offer a unique and tranquil environment. Turning the suburb into a high-density zone would erode this character, making it indistinguishable from the growing, congested cities nearby. This shift would likely lead to a drop in housing prices as the neighborhood loses its appeal, deterring long-time residents and families looking for a peaceful lifestyle. The proposal threatens to strip Croydon of what makes it special, transforming it into another urbanized hub and undermining its historical and community value.</p>
Nov 27, 2024, 05:06 PM	<ol style="list-style-type: none">1. Incorrect engagement data. Not consistent. Too small numbers to use as real data.2. No communication to residents affected. Missing letters. All in English. Too many pdf files to read to understand.3. Safety concerns for school children crossing roads especially with no traffic modelling.4. I want TOD but no one from council send me any letters or help me to understand. Only tell me to give feedback to Masterplan. Where is my choice?5. TOD is fair. Everybody same density. Masterplan creating division in community. Everyone pushing density away from them. I don't want to see Burwood people unhappy. Unhappy people mean they start blaming government for poor management.6. Town centre so old. Please do TOD so I can stop seeing ugly metal bars go up in shops like the tobacco shop. So ugly. No heritage at all.
Nov 27, 2024, 02:22	<p>Don't agree with the development in our area. Keep Croydon the way it is.</p>

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Nov 27, 2024, 01:35 PM	<p>As a resident of [REDACTED] I am writing in regards to the upcoming exhibition of the Croydon Masterplan and the inclusion of the Lucas Rd Heritage Conservation area as part of the plan.</p> <p>My Key submission points are as follows:</p> <p>Whilst our preference is for the State Governments proposal to remain in its original form, 400m from Croydon station, the question we have been asked is about the inclusion of the Lucas Rd HCA in the alternative masterplan. Our preference in this case is Lucas Rd SHOULD BE INCLUDED in the masterplan with the conservation area removed and revised development controls applied to the area including</p> <ul style="list-style-type: none">oHOB to 54m to be inline with developments surrounding Lucas Rd “ with options to increase to maximise usage of the land.oFSR of 3:1 in line with developments surrounding Lucas Rd “ with options to increase to maximise usage of the land (eg take to 6:1).oLucas Rd HCA to be included as a key site to ensure that amalgamation occurs respectfully and no resident is left behind. <p>My neighbours including [REDACTED] are aligned with this position so we ask the preference of the residents living in the street are respected and acted upon.</p>
Nov 27, 2024, 11:00	<p>I agree with the figure 3 of the alternative masterplan. It makes sense that more housing is closer to schools, the burwood shopping district, train station, major bus routes and the new Burwood Metro.</p>
Nov 27, 2024, 09:58 AM	<p>I would like to lodge an objection to the Croydon Master plan, it is neither equitable or desirable.</p> <p>It is not equitable as the burden of dwelling is concentrated in the small area of Shaftesbury Rd Precinct.</p> <p>It is not desirable as the number of high rises would destroy a part of Burwood that maintains character with a mixture of post federation houses.</p> <p>The traffic assessment lacks credibility as no consideration was taken of the impact of the future Burwood RSL at 2 George St, it will cater for 1265 cars. This will lead to major increase in traffic movements daily. The idea of introducing new traffic lights at Waimea, opposite the entry/exit of the RSL car park is ridiculous that the traffic assessment can't be taken seriously.</p> <p>Also to suggest Albert Crescent to become a major arterial road is also flawed, there is not way to turn right into Shaftesbury Rd unless you want to create a traffic nightmare. People who write these documents don't live here so they don't really know the local traffic movement.</p> <p>I have a few option that the Planners could pursue:</p> <ol style="list-style-type: none">1. Scrape the Croydon Master altogether as it lumps the bulk of dwellings on Burwood unfairly, if Croydon was not the the jurisdiction of Burwood council then no dwellings would have been dumped on Burwood. Revert back to the Croydon TOD.2. Focus on along the railway corridor and reduce height to 8 storeys. The area bound be Shaftesbury Rd, Victoria St, Waimea St and Lucas Rd be left as to alleviate in increasing traffic that will result from a new RSL and other development. The reduction of dwellings should be reallocated to other areas within the Croydon Investigation Area, in particular those closer to Croydon as intended by the State govt.3. Reduction all building heights to 8 storeys, whilst this impact the character of the area it will not have the horrific impact of destroying the affect neighborhood, high rise should still be assigned only to the CBD. Again please refer to the previous point regarding re allocation of dwelling. <p>The 30/25/15 storey buildings are excessive and will taint Burwood as a high rise ghetto, not a place to raise a family.</p> <p>Please take my comment seriously as it affects the lives of many Burwood residents.</p>
Nov 27, 2024, 08:07 AM	<p>Burwood Council is to be applauded for its proactive stance in pre-empting the State Government's TOD plans with its own measured response.</p> <p>That said, there are a number of concerns that I think should be considered as Council prepares its final adjustments to the draft plan currently in circulation to the community.</p> <p>Rates and levies</p> <p>Although residents have been reassured that property transactions will be voluntary, one wonders how this can be so. Where a whole neighbourhood is set to be redeveloped, one can assume that Council rates and levies on that area will be adjusted upwards accordingly. This would be an effective means of pressuring residents into the sale of their properties to developers. In a related concern, one must question what impact the Croydon proposal will impact on Council ratepayer generally, given the level of public infrastructure that will be required.</p> <p>Traffic</p> <p>The question of traffic is of great concern in the area, especially those of us who live near the suburb's schools. Burwood Road aside, there are only two points at which traffic can cross the western railway line, and both are used heavily. One sees from the draft plans that a number of "green" streets are envisaged in the area, but evidently nothing to address increased traffic flow. At a more localised level, one expects (and a Council officer made this assurance during one information session at Croydon) that there will be no renewed push by PLC to have the eastern section of Boundary Street closed to general traffic. Before it was closed early to comments, one commenter the online feedback function on the draft plan proposed such a closure and the apparent unanimous response seemed rather suspicious given the level of objection to this suggestion when it was last raised some years ago when. One might also note that a painted sign on the road at the corner of Boundary and Young streets seems to make it illegal to cross Young Street from Boundary (in an easterly direction). The source and validity of this sign should be the subject of a separate Council investigation.</p> <p>The 400m zone</p> <p>According to a question put to a Council officer at a Croydon information session, it would seem that there has been no coordination between Council and its Inner West counterpart on the 400m around Croydon station zone of interest. We are a small community within Burwood's stewardship, and yet the sense of neglect about the whole community's needs is puzzling. And on that 400m zone, it seems to be ill-defined, depending on where exactly is the centre of that circle. [REDACTED] the arc of the circle includes “ on one map “ the Heritage-listed Arlington; on another, the circle ends at the southern end of the crescent. Although it is assumed that the crescent's conservation area will remain unaffected directly by the development plan, it would have been reassuring to know exactly where the 400m circle is centred.</p> <p>Feedback inconsistencies</p> <p>The voting on the online feedback and suggestions function closed some weeks ahead of the closure of submissions. Why? That is, of the two parts to the feedback function one, which invited general comments, remained open. But the interactive comment and vote section was closed. The resulting snapshot of comments in the latter section is wildly biased. In addition, the comments does not require proof of residency for comments, opening the process to bias from potential lobbying “ witness the comments around the area adjacent to PLC and calls (again!) to close part of Boundary Street and rezone that part of the Boundary/Wright?Gibbs/Young block to be rezoned (doubtless tempting PLC to consider land-banking of the properties it does not already own.</p> <p>Once again, I compliment council for its stand and offer these comments as part of the public discussion.</p> <p>Regards</p> <p>[REDACTED]</p>

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Nov 27, 2024, 12:54 AM	<p>I strongly support the Croydon Masterplan as a vital step forward. To address the housing crisis effectively, we should expand high-density developments near key infrastructure and ensure faster implementation while maintaining a balance with heritage preservation.</p> <p>Regards, [REDACTED]</p>
Nov 27, 2024, 12:52 AM	<p>I support the draft Croydon Masterplan and believe it should go further. Leveraging infrastructure near shopping areas and transport hubs is smart, but we need to accelerate and expand high-density developments to better address the housing crisis while balancing heritage preservation.</p> <p>Regards, [REDACTED]</p>
Nov 26, 2024, 11:56	<p>The existing morass of highrises have already made traffic in Burwood horrible to deal with, while finding anywhere to park in the Croydon high street is a crap shoot. introducing the vast numbers of people this plan wants is going to vastly curtail the ammenity of the area for existing residents</p>
Nov 26, 2024, 11:56 PM	<p>My name is [REDACTED], and I reside at [REDACTED]. I am writing to request that my property be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.</p> <p>It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning and believe it represents an opportunity for positive development.</p> <p>One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:</p> <p>Economic Feasibility: Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.</p> <p>Optimised Land Use: Increasing the FSR allows for more efficient use of land, which is especially important in urban areas where space is limited.</p> <p>Improved Infrastructure: With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.</p> <p>Sustainable Growth: Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities.</p> <p>In addition to these general benefits, there are specific reasons why Brand Street should be included in the Croydon Master Plan rezoning:</p> <p>Proximity to Amenities: Brand Street is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.</p> <p>Public Transport Access: The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.</p> <p>Minimal Impact on Lower Density Areas: Brand Street's location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.</p> <p>I kindly request that Brand Street be included in the Croydon Master Plan if the Master Plan is selected as the preferred option. Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail. This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome.</p> <p>Thank you for considering my request. I look forward to your response and to participating in the ongoing discussions about the future development of our community.</p>

Nov 26, 2024, 11:52 PM	<p>OBJECTION TO THE DRAFT CROYDON MASTERPLAN</p> <p>I live at [REDACTED] This home has been in the family for three generations and it was the intention that it remained in the family. It is our family's heritage. This however will not be the case if the Croydon draft masterplan is approved.</p> <p>I strongly oppose the draft masterplan for the Croydon Precinct and urge the Council and State government to adopt the Croydon TOD and rely on the State government's pattern book as guide for the style of the development. The reasons for this are as follows:</p> <p>1.The proposed plan is well outside of the proposed 400m zone within Croydon and places the density mainly within Burwood, an area that already has significant high rise development and where there are already plans to develop the area near the metro. How much more housing does this one area have to give when it has already so much to assist the state. If the draft Croydon masterplan proceeds this would mean that there will almost be no residential houses left in the Burwood area which is inconsistent with the needs of the community. Residents have purchased houses, not apartments or townhouses as they too would also like to reside in an area close to transport and other infrastructure such as schools. Burwood needs to retain this balance. Croydon, on the other hand has little to no medium to high development despite having access to a train station and other infrastructure.</p> <p>2.I understand that the overriding reason for the Croydon TOD being rejected was due to 'heritage'. A review of the State Heritage Register does not indicate that the whole of the TOD area is heritage listed. In fact, it is clear that there still remains a significant amount of area within the Croydon TOD area where development can occur in harmony with any areas considered to be of significance. In addition, the TOD planning controls do apply in Heritage Conservation areas therefore the entire exclusion of the Croydon TOD based on this reason is incorrect, misconceived and deceptive. For example, the street façade for the Strand could be retained with high rise development behind it as has occurred all over the State. Further, why is Albert Crescent being developed but the area south of the railway is not. That side is also within the same two train stations used to justify the draft Croydon masterplan.</p> <p>If the Croydon TOD is adopted, this would ensure that the development and density is equitable in both Burwood and Croydon whilst retaining a variety of accommodation types for all community needs and without wiping out an entire suburb for the sake of even more high-rise development.</p> <p>3.The draft masterplan is inconsistent with the TOD principles. The masterplan proposes high density buildings up to 30 stories compared to 6 stories as proposed in the TOD. The draft plan appears to create greater density than in Burwood Town Centre which is closer to infrastructure.</p> <p>4.There lacks consistency in planning, with 15 story high buildings in the middle of 8-9 story high buildings and then 25 stories. It almost looks like the planners played pin the tail on the donkey as to where the high-rise buildings were placed.</p> <p>5.Burwood has had significant development and future planned development with the new metro line. Why then is Burwood Council offering up more dwellings than was even anticipated by the Croydon TOD? Why does Inner West Council have less proposed housing than Burwood?</p> <p>6.The council proposes set backs of 3 metres which is inconsistent with its own planning principles which has a current set back of 6 metres. What will occur with footpaths and the balance with landscaping and street appeal.</p> <p>7.The plan proposes less green space which would have a negative impact on residents. Council meets less than 10% of it's own requirements for green space. The draft masterplan is approximately 0.67sqm per additional resident. In addition, the proposed areas marked for green space are on average 500sqm which would provide little area to accommodate a full park, picnic, training or walking facilities, let alone an area for wildlife to be. Even with the proposed 'green space area' there will be so much concrete and building material that it will have a negative impact for air and noise pollution and temperatures.</p> <p>8.Whilst the draft masterplan allegedly considers overshadowing, this is far from the case with variation in heights between the areas which will create shadowing. A 25-story tower will overshadow an 8-9 story building near it. The development on Cheltenham Road and Waimea Street will create shadowing for the heritage listed properties located on Lucas Road towards Albert Crescent.</p> <p>9. Burwood train station is already a busy station with peak hours trains often being busy. With a significant increase in residents, how is the station meant to cope? Croydon station on the other hand is under-utilised and has the same infrastructure such as lifts to support more residents. There are always trains during peak hour that stop at Croydon, in fact more than the fast trains to and from Burwood.</p> <p>10. There appears to have been no consultation with the Department of Education and the Department of Catholic Education as to the ability of the three schools in the draft masterplan's area's ability to accommodate further students. Holy Innocents Primary already has a wait list for Kindergarten 2025 and Croydon Public has only just completed renovations to accommodate students. Further, there has been consideration of safety for the children in these schools with high rise developments surrounding them. Children should be free to attend school without people watching them from their windows as is the same for residents in their own backyard.</p> <p>11. There has been no consideration or plans for the impact of further traffic in the area. The roads are already heavily congested and the roads around the schools during drop offs and pick up time would be a safety hazard, let alone the amount of pollution and noise that would increase in the area. Will council compensate the family if something untoward occurs to a child that is at school or travelling to and from school because they chose to squeeze a development into the zone of three schools as opposed to away from the schools in the Croydon TOD. The streets within the Croydon masterplan are already restricted parking areas with permits being required for residence to park. Whilst some developments will include parking, they will not be able to accommodate parking for all the additional people and their visitors or flat mates which will create further difficulties travelling up and down streets with ease and there will be little to no parking for those that are utilising Wangal or Blair park for recreation or sports. Shaftsbury and Cheltenham Roads are already major thoroughfares connecting Burwood with Parramatta Road and the Croydon masterplan is within this area.</p> <p>12. There has been no consideration of the impact on the current community facilities in Burwood. Residents are not always able to obtain a doctor's appointment when required, or readily access other health facilities. Further Westfields Burwood on the weekend is often so busy that entrances are closed to allow vehicles to exit. With the Croydon TOD, bordering areas like Ashfield who also have a station, bus routes, library, medical, financial institutions and well developed shopping and restaurant precincts can assist with the additional demands placed on the area.</p> <p>The State Government chose the Croydon TOD for a reason, it was not developed, and the proposal was consistent with plans for other local councils, so I implore the government to endorse the Croydon TOD and make development in the area equitable.</p> <p>Consultation of residents in respect of the draft masterplan</p> <p>In addition, I would like to raise the fact that the Council has failed to inform the residents within the Croydon Draft Masterplan area that their area was being considered. The Croydon TOD was well communicated, however the areas within the Croydon Draft Masterplan were never told their area was being considered for re-zoning. Not one letter was sent to residents advising them directly that the Croydon TOD was not being considered and a far wider zone was being proposed which encompassed their home. If you own an investment property in the area, did council send letters to the owners of those properties? Of course not. Did council send out detailed flyers in different languages? No, you didn't. Why not? The Council had 'drop in sessions' where the community could apparently get answers, however these were staffed by people who could not answer the questions being put forth by residents and information was misleading and confusing. There were also no interpreters available at these sessions. Given the makeup of the Croydon/Burwood area is predominately of Asian descent this is blatant discrimination and appears to be an attempt to deceive residents into what was occurring. Further having flyers at the drop in sessions titled, 'Be part of Croydon's Future' does not communicate what the Masterplan is and the impact it could have on the residents. How is bulldozing down my home making me part of Croydon's future?</p> <p>Council have not consulted residents sufficiently about the Draft Masterplan. Those impacted by the Draft Croydon Masterplan have had little time to respond to the draft masterplan, even though it impacts their lives and future directly. You can only access maps, diagrams etc online which are difficult to read and distort when you try to enlarge them. Whilst the plans are available at the drop in sessions to view, there are only one on display and having time to review and consider it in detail is limited</p>
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	<p>health, other mobility constraints, work or family commitments? Further, these plans only depict medium density housing, not high-rise buildings 15-25 stories high. This is deceptive, particularly to residents that cannot read English or have learning difficulties.</p> <p>In relation to the ‘pin drop’ that council conducted, where is the data that undermines this approach? Council states that people voted for the masterplan “ I can categorically state that I did not and neither did my neighbours. If there were 82 pin drops on the area affected by the Draft Masterplan, where did those people reside? How many votes per person were allowed and were people outside of the area under consideration able to vote. There is no transparency in the data and how it was obtained. Further it does not reflect the views of the residences impacted by the Draft Masterplan or at minimum a broad section of the community.</p> <p>I am extremely concerned about Council's view on the matter. On the council website for the Draft Croydon Masterplan under the heading, ‘Have your Say’ the following is stated:</p> <p>When providing feedback, it is essential to recognise that a key condition of the NSW Government's deferral is that any alternative local strategic plan must meet or exceed the housing density outlined in the Government's TOD plan. Furthermore, the final documentation must be adopted and submitted to the NSW Department of Planning, Housing, and Infrastructure by January 2025.</p> <p>Failure to meet these requirements could result in the NSW Government's SEPP TOD provisions being enforced, which may significantly impact The Strand, as well as the Malvern Hill and Cintra Heritage Conservation Areas.</p> <p>Public consultation on the draft Croydon Masterplan is currently open.</p> <p>It is clear from this statement that Council is and continues to only be directing their attention to those people impacted by the Croydon TOD and not those impacted by the Draft Masterplan. It also implies that a decision has already been made and the so called ‘consultation’ is a façade “ clearly evident by these factors and that those impacted by the TOD have had less consultation time than those in the Croydon TOD. It has also created a divide in our area “ Croydon TOD area vs Croydon Draft Masterplan area “ so much for representing our community Burwood Council.</p> <p>Also, as the Croydon TOD is a state initiative and the Draft Masterplan is prepared by council, how can residents be assured that councillors are voting independently and of their own free will free from any influence? I would like assurance that councillors will be voting independently and of their own will. How is it that Michelle Rowland, Labor Member for Greenway has come out against the housing development in her area and the Minn's Government has significantly scaled back high rise development numbers around Norwest and Kellyville Metro Stations. These are newer areas which should have factored in future development. Burwood Council on the other hand appears to be delivering more housing than proposed by the Croydon TOD whilst also indicating that further development will occur in the area for medium density. Burwood and Croydon are established areas.</p> <p>Further, given that residents will be forced to leave their homes due to factors outside their control, please confirm that there will be no rate increases should the re-zone occur and that the residents impacted will receive a waiver of any taxes and associated costs from the sale of their homes as well as the repurchase of a property thereafter.</p> <p>I am extremely disappointed in the way that my family and I have been treated by council as a long-standing rate payer and I will reconsider my vote pending the outcome of this matter.</p> <p>Please oppose the Croydon Draft Masterplan.</p> <p>██████████</p>
Nov 26, 2024, 11:24 PM	<p>Very disappointed with your plan - the fact that you sold the old library to the RSL, which is planning to go only 18 storeys, yet on the other side of the road, you will have THIRTY storey buildings towering over the single storey buildings on the other side of the block (Lucas St). I know that you plan to have mixed levels in between, but quite frankly, the very tall towers will still loom on the single storey buildings as the block is not really that big. Not to mention that you will be allowing the demolition of historic boarding houses, which the current residents will never be able to afford the units that will be put up here - very, very well demonstrated by the fact that the state government (your fellow Labor party members) have decided that they will reduce the tiny amount of affordable housing from 5% to an even smaller 3%.</p> <p>The idea that putting in all these units will somehow make housing easier is facetious - you just have to look at the current costs of one bedroom units here in Burwood to both buy and rent. The council should quite frankly join with the other local councils in much the same way as the councils did to oppose the previous government's ridiculous merger of local councils, especially when you consider that some councils have had the amounts of people that they were supposed to increase to decreased by huge amounts.</p> <p>Also the fact that the current roads and other facilities do not have the capacity to deal with the extra traffic that this would generate. I may have missed it, but there seems to be no new public carparking, because the idea that the people living in these buildings, not to mention those coming to visit them won't have cars is insane. With your dreadful closure of Deane St, which was supposed to be temporary when you first wasted all that money on it, you have destroyed the ease of flow of traffic for those of us on the east side of Burwood Rd, both onto it and past it at the current levels, again this area will be a standstill with all the traffic from this plan, not to mention that totally ridiculous erection that is occurring opposite Westfields. How precisely will the school be able to deal with these numbers? The schools around Meadowbank are groaning with all the people from the towers that are only 10 storeys, and when you consider that the 2050 masterplan for Olympic Park, is getting rid of the archery club and the bike park, where will all these people go for physical recreation?</p> <p>This plan really needs to be rethought and reduced substantially, not to mention telling the State government to do some rethinking itself.</p>
Nov 26, 2024, 10:06 PM	<p>The proposed plan is good, although the area within 400 metres in and around Gibb's Street to Cantor Lane should be zoned with an FSR of 3:1.</p> <p>The whole point is to have housing close to transport, and to excise these areas diminishes that aim.</p> <p>The protection of the Malvern Hill estate by extra FSR is laudable, but the exclusions north of the railway line just limit the possibility of affordable and well located houses</p>
Nov 26, 2024, 09:46	<p>I am supportive of the masterplan but I believe that given the challenges in the property market, it will be a good idea to increase density (FSR) to ensure that residents are able to sell their land for a premium, therefore allowing residents the best chance to relocate to equivalent locations/quality of accommodation.</p>
Nov 26, 2024, 09:31 PM	<p>To whoever is concerned,</p> <p>I agree that the Croydon Masterplan is the best positioned to assist in solving the current housing shortage. The area earmarked for increased density is well serviced that makes it within easy walking distance to Croydon & Burwood shops & train stations. Additionally, it also preserves Croydon shopping centre and the heritage conservation areas around it.</p>
Nov 26, 2024, 09:25	<p>We do NOT want any high rise buildings as proposed in Croydon Master Plan, and we do NOT want any transport oriented development either- as it is that we have to travel through congestion of PLC school and Croydon Schools where the roads are extremely narrow and only one car can pass at a time. Can only develop the Croydon Shopping Centre which is old, crumbly and dated.</p>

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Nov 26, 2024, 08:21 PM	<p>As Mr David Hull has expressed in news.com.au "We are putting the development first and somehow assuming the infrastructure will take care of itself or magically appear when we have an increase of 15,000 people in our LGA.</p> <p>I am writing to express my strong concerns regarding the proposed Croydon Housing Investigation Area and its potential to exacerbate already severe congestion issues in Croydon and Burwood. As a local resident, I have witnessed firsthand the pressures on infrastructure, transport, and public spaces in our area.</p> <p>The Council should prioritise improving infrastructure and transport systems before increasing housing density in Croydon and Burwood.</p> <p>Existing Congestion Challenges</p> <p>Traffic Congestion – Croydon and Burwood are already struggling with traffic congestion during peak hours. Major roads such as Parramatta Road, Liverpool Road, and The Boulevarde often experience gridlock, with commuters facing significant delays. The combination of residential traffic, school drop-offs, and through-traffic creates bottlenecks that significantly delay travel times. Increasing the population density without addressing these existing issues will only compound the problem.</p> <p>Overcrowded Public Transport – The Burwood and Croydon train stations, along with local bus services, are operating at capacity during peak times. Commuters frequently encounter overcrowded trains and buses, making daily travel uncomfortable and unreliable. Adding more residents without significant upgrades to public transport infrastructure is unsustainable.</p> <p>Strain on Community Amenities – Burwood's shops, parks, and recreational facilities are already heavily utilized, especially on weekends. The influx of additional residents from high-density housing developments will stretch these amenities even further, diminishing the quality of life for all residents.</p> <p>Parking availability in Croydon and Burwood is already limited, with residents and visitors often competing for spaces. Increasing the population without providing adequate parking solutions will further exacerbate this problem, leading to frustration for both residents and businesses.</p> <p>Other Key Concerns:</p> <ul style="list-style-type: none">* Overdevelopment and Neighborhood Character <p>The Croydon Masterplan disproportionately affects Burwood. Burwood is known for its historic charm, heritage-listed homes, and community-focused environment. Increasing housing density with apartments and multi-story developments risks permanently altering the suburb's character. The project appears to prioritize high-density housing over preserving Burwood's cultural and architectural heritage.</p> <ul style="list-style-type: none">* Infrastructure Strain – The existing infrastructure in Burwood, including roads, public transport, schools, and healthcare facilities, is already under strain. Adding more housing without a comprehensive infrastructure upgrade plan will exacerbate traffic congestion, overcrowded schools, and delays in essential services.* Environmental Impact – The development could lead to the loss of green spaces, mature trees, and biodiversity in the area. These spaces are essential for the well-being of residents and contribute to Burwood's unique atmosphere. The environmental impact of such a proposal needs more thorough assessment and public transparency. The plan emphasizes urbanization but does not adequately prioritize preserving and expanding open spaces. With increasing density, the need for parks, green spaces, and recreational facilities will become more urgent. A lack of these amenities could lead to long-term environmental and social issues. This is contrary to preserving the unique character of Burwood, including heritage-listed properties and established green spaces.* Limited Community Consultation – Residents feel that community input has not been adequately prioritized in the decision-making process. Affected stakeholders should have greater influence over plans that may significantly impact their lives. Meaningful engagement should include transparency about the outcomes of consultations and how feedback will shape the final proposal. <p>* Unsustainable Growth – The push for high-density housing in Croydon appears driven by overarching government housing targets rather than genuine local needs. A blanket approach to housing development does not consider the suburb's specific constraints and risks alienating long-term residents.</p> <p>Concerns About the Consultation Process</p> <ol style="list-style-type: none">1. Insufficient Communication – Many residents, including myself, feel that the Council has not effectively communicated the full extent of this proposal or its potential implications. Key details about zoning changes, housing density, and infrastructure plans have not been sufficiently shared, leaving the community uninformed about decisions that could reshape their lives.2. Limited Opportunities for Input – While some consultation opportunities have been advertised, they appear insufficient for a project of this magnitude. The limited outreach has excluded many residents who may not be aware of the proposal or how to voice their opinions.3. Lack of Transparency – It is unclear how community feedback collected so far has influenced the proposal. Residents need assurance that their voices are heard and that consultation is not a box-ticking exercise. Transparency in decision-making processes is critical to fostering trust between the Council and the community.4. Exclusion of Key Stakeholders – As the proposal directly affects homeowners, tenants, and local businesses, all these groups should have been actively involved from the outset. This lack of inclusive engagement undermines the principle of collaborative urban planning. <p>As residents, we have a right to be actively involved in shaping the future of our neighborhood. Any changes to housing density, zoning laws, or the character of Burwood must reflect the values and aspirations of the community.</p> <p>Thank you for considering this urgent matter. I look forward to your response and to seeing greater efforts to include residents in the planning process.</p> <p>Key Questions that have not been answered</p> <p>Preservation of Existing Homes and Neighborhood Character</p> <p>If residents (such as those in Boronia Avenue) choose not to sell their homes, how will the Council ensure that their properties and the character of the neighborhood are respected amidst potential redevelopment in the surrounding area?</p> <p>Infrastructure and Accessibility Impacts – With increased density in the area, what measures will be taken to ensure that long-term residents are not adversely affected by changes to local infrastructure, such as road reconfigurations, increased traffic, and strain on utilities?</p> <p>Protection of Property Rights – What assurances can the Council provide that residents will not face undue pressure to sell their homes or be adversely affected by rezoning or other planning changes? Will there be any protections for those who wish to maintain their properties as they are?</p> <p>Social and Emotional Impacts – The homes on Boronia Avenue hold significant sentimental and historical value for many families. What steps will the Council take to consider the social and emotional toll on residents who may feel displaced or whose communities are disrupted by redevelopment?</p> <p>Communication and Support for Long-Term Residents – How does the Council plan to engage with and support long-term residents during the decision-making and implementation phases of this project? Will there be specific outreach to ensure their voices are heard and their concerns addressed?</p> <p>Given the potential for significant disruption to the lives of long-term residents, I kindly request that the Council provide clear and detailed responses to the above items.</p> <p>It is crucial that these residents, who have contributed so much to the community over the years, are given the respect and consideration they deserve in any future planning.</p> <p>Kind regards,</p> <p></p>
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Nov 26, 2024, 08:09 PM	<p>Although council has the intention to save Croydon heritage, the alternative master plan is far from ideal for the following reasons:</p> <ul style="list-style-type: none">- the increased density near 4 schools is a huge safety concern to parents, especially for those with primary school children- the increased traffic near Webb street, and the busy street parking in the area adds further frustrations to local residents where there are already multiple apartments nearby- the fact that most new residents are closer to Burwood station than Croydon station, they will more likely commute from Burwood station which leads to more congestion at Burwood station- Burwood is already an extremely busy suburb with high rise buildings being built and underway. We do not need more density on the east side of Shaftesbury road
Nov 26, 2024, 07:20 PM	<p>I agree with the principles of the Croydon Master Plan as is.</p> <p>Increasing the density around the railway station and The Strand would compromise the village atmosphere of the Croydon shopping strip.</p> <p>There is a need for more housing close to the city and this would benefit many people trying to find housing.</p> <p>The block in which I live is situated halfway between Burwood & Croydon railway stations and I feel is an excellent location for high density housing.</p> <p>[REDACTED]</p>
Nov 26, 2024, 06:08 PM	<p>Dear officer,</p> <p>I would like to lodge a submission to opt in for being included into the masterplan if approved as well as the TOD.</p> <p>I have been living in my current home since Aug 2022 and the neighborhood is great and convenient.</p> <p>And we were shocked when we heard that our area would be rezoned. For me, I understand that the housing supply has been demanding and the government is trying to offer more homes to ease the situation. I for sure would not like to be surrounded by high rise building leaving no privacy to my backyard. So, please include my home as part of the rezoning area.</p> <p>Thanks,</p> <p>[REDACTED]</p>
Nov 26, 2024, 05:55 PM	<p>You have made progress but you are still protecting houses in the vicinity of Croydon and plonking density far from the station. I'm begging you to please stop protecting these vast swathes of huge unremarkable houses. I understand that they are beautiful to you, but there so already so many of them in the wider Croydon and Inner West area. You are fixated on making sure any solution to the housing crisis is perfect, perhaps because the councillors are not truly affected by it? I don't know, but I wish you'd do better. Do not debate the colour of the walls when the house is on fire. I understand change to Croydon is forever, but without it, worse lives for your kids will be forever instead. Yes, new apartments in Croydon will probably cost \$1 million, but is that not a whole lot cheaper than \$2.3 million? It's as though to you that unless it costs only \$250k there's no point doing it. God knows I wish we could have what you want; \$250,000 apartments next to Croydon Station, but I have long accepted that we need to settle for good enough. Cheap enough. One day I'll be able to afford a \$1 million mortgage - not easily, but definitely far more easily than a \$2 million one. Don't let perfect be the enemy of good. Capitalism will not be solved before the housing crisis is. All you're doing is ensuring that current residents, those who have mostly either lived there for decades or come from wealth, will get to enjoy their rich enclave for longer. Change is inevitable; you should get on board before Scully comes along and takes planning out of your hands.</p>
Nov 26, 2024, 05:18 PM	<p>My name is [REDACTED] and I reside on [REDACTED]. I am writing to request that my property be included in the Croydon Master Plan and to highlight the need for further consultation with the affected residents.</p> <p>It has come to my attention that there have been numerous submissions from residents suggesting that most people do not want to be included in the rezoning. However, this is not an accurate reflection of the broader community sentiment. Many residents, including myself, support the rezoning and believe it represents an opportunity for positive development.</p> <p>One of the key concerns among some residents, including myself, is the Floor Space Ratio (FSR) allocated under the current rezoning proposal. For the rezoning to be financially viable and to foster sustainable development, it is essential to consider an increase in the FSR for areas zoned with lower density. This adjustment offers several benefits:</p> <p>Economic Feasibility: Higher FSR can make development projects more financially viable, attracting investment and ensuring that projects can be completed to a high standard.</p> <p>Optimised Land Use: Increasing the FSR allows for more efficient use of land, which is especially important in urban areas where space is limited.</p> <p>Improved Infrastructure: With higher FSR, developers may contribute more towards community infrastructure, such as parks, schools, and public transport, enhancing the overall quality of life.</p> <p>Sustainable Growth: Higher density can support more sustainable urban growth, reducing the need for urban sprawl and preserving natural areas around our communities.</p> <p>In addition to these general benefits, there are specific reasons why [REDACTED] should be included in the Croydon Master Plan rezoning:</p> <p>Proximity to Amenities: Brand Street is conveniently located near key amenities such as schools, parks, and shopping centres, making it an ideal candidate for higher density development.</p> <p>Public Transport Access: The street has good access to public transport options, which can support increased population density without significantly impacting traffic congestion.</p> <p>Minimal Impact on Lower Density Areas: 36 Brand St's location allows for higher density development with minimal impact on neighbouring areas of lower density housing, preserving the character of those regions.</p> <p>I kindly request that 36 Brand St be included in the Croydon Master Plan if the Master Plan is selected as the preferred option. Additionally, I urge the council to schedule further consultation sessions with residents to discuss these matters in more detail.</p> <p>This approach will help address any concerns and gather valuable input that can guide the rezoning process to a successful and equitable outcome.</p> <p>Thank you for considering my request. I look forward to your response and to participating in the ongoing discussions about the future development of our community.</p>
Nov 26, 2024, 05:16 PM	<p>I am supportive of increased density, including a mix of dwelling types in Croydon. However I strongly believe the following conditions must be met:</p> <ol style="list-style-type: none">1. For apartments, there must be a combination of sizes including a good number of 3 bedroom units to cater for families2. I don't support units being more than one storey higher than the building next door, to reduce the impacts of shading, view etc. The housing development on Croydon Ave is a good example of a stepped approach of gradually increasing height3. More medium density infill is preferable to unit blocks4. There must be increased infrastructure e.g. school places, cafes, road drainage etc.5. Green space must be included, both for using/playing and for drainage and environmental reasons6. Train services must be increased - I note they have recently been reduced to Croydon <p>I don't support moving the development area from the previous location around the Malvern Estate to the proposed location, which seems to be based on rich NIMBY's getting their way. The Malvern Estate has bigger properties, many run down, which could easily accommodate a number of town houses on a single block with no impacts on neighbours.</p> <p>If the proposed development area included both the original proposal and the new proposed area, then the increase in dwelling numbers could be largely met by low/medium infill such as townhouses and 2-3 storey units rather than bigger tower blocks of 8 storeys</p>

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Nov 26, 2024, 04:48 PM	<p>This is bad planning, and I do not support this change. The TOD program is better. To go from concentrating development near the train station, on both sides of the tracks, to moving the bulk of the development as far from the station as possible goes against good planning, and makes the traffic and environmental effects of the development worse.</p> <p>On its face, this seems to be driven by the Mayor's connections to the south of the station at Croydon. Why is good planning put behind the concerns of a few grumpy old people?</p>
Nov 26, 2024, 03:30 PM	<p>I am supportive of the Draft Masterplan although I would note that the challenges we will have as current residents is the fact that developers are low-balling offers given the challenging market conditions today. As a result, whilst I am supportive in having development happening on my property, I will struggle to find alternative accommodation with similar qualities.</p> <p>Whilst I'm comfortable enough to stay, if there is a continuing desire by the State Government and Council to develop the area, an increased level of density will help existing residents find alternative accommodation as developers will be able to contribute more to land owners.</p>
Nov 26, 2024, 12:35 PM	<p>I fully support the draft Croydon Masterplan, but I believe it can go even further. The plan's focus on leveraging existing infrastructure around shopping areas and transport hubs is a strong foundation, but we need to be more ambitious in addressing the housing crisis.</p> <p>Expanding high-rise development near well-serviced areas not only maximizes land use but also reduces the strain on transport systems and the environment. While preserving heritage is important, we must ensure that it doesn't hinder the creation of affordable housing options for the next generation.</p> <p>This plan is a step in the right direction, but we need to accelerate its implementation and consider additional areas for medium- and high-density housing to truly meet Sydney's growing needs.</p> <p>Regards, [REDACTED]</p>
Nov 26, 2024, 12:33 PM	<p>Re: Opposition to Draft Croydon Masterplan</p> <p>I am writing to express my strong opposition to the Draft Croydon Masterplan. As a resident and homeowner, I believe this plan is fundamentally flawed and inequitable for several reasons:</p> <p>The plan redirects the majority of development north of Croydon station towards Burwood station, contradicting the NSW Government's designation of Croydon's 400m radius for meeting housing supply needs. Burwood has already significantly contributed to additional housing and has further plans with the new metro at Burwood North.</p> <p>It's not clear if there has been any engagement with the Inner West Council. The 400m radius around Croydon station is roughly bisected by the LGA boundary. Burwood Council should share the density load with Inner West Council to ensure a more balanced and coordinated approach to development.</p> <p>The draft Croydon Masterplan goes against TOD principles by advocating for extreme high-density towers. The proposed 30-storey towers in Croydon are excessive compared to the 6-storey limit in the TOD guidelines. This plan does not align with good planning practices and fails to provide a fair and balanced approach to development.</p> <p>The proposed high-density towers will cause significant overshadowing, increased noise, and traffic congestion, particularly in the Shaftesbury Precinct. This will severely impact the amenity of existing and new residents. The Council has not conducted sufficient studies to test compliance with design principles.</p> <p>The plan fails to meet the Council's own requirements for open space. The draft Croydon Masterplan provides only 0.67sqm of open space per additional resident, far below the Council's aim of 10sqm per resident in Burwood and 15sqm per resident in Croydon. The so-called "pocket parks" are inadequate in size and do not provide sufficient recreational opportunities for residents.</p> <p>For these reasons, I urge the Burwood Councillors to reject the Draft Croydon Masterplan and adopt the NSW state government's TOD for Croydon station. This approach will ensure a more equitable, sustainable, and community-focused development plan.</p>
Nov 26, 2024, 12:32 PM	<p>The draft Croydon Masterplan strikes a thoughtful balance between development and heritage preservation. Concentrating high-rise developments around existing shopping areas and transport hubs makes excellent use of established infrastructure, minimizing the need for costly new investments. This approach is not only cost-effective but also ensures convenience for residents while alleviating transportation burdens.</p> <p>At the same time, the commitment to protecting heritage areas is commendable, as it preserves the character and history of the suburb. However, to strengthen the plan further, I encourage the council to consider phased implementation with clear timelines and mechanisms to ensure community amenities, such as parks and active transport facilities, are upgraded in parallel with new housing.</p> <p>This forward-thinking plan deserves support, as it addresses the urgent housing crisis while setting the stage for sustainable, long-term growth.</p> <p>Regards, [REDACTED]</p>
Nov 26, 2024, 12:29 PM	<p>It's a balanced approachâ€”utilizing existing infrastructure around shopping areas while protecting heritage as much as possible. We should all support this plan to address the housing crisis for the next generation.</p> <p>Regards, [REDACTED]</p>
Nov 26, 2024, 12:27 PM	<p>We need to maximize the use of existing infrastructure while preserving heritage as much as possible. This approach is the most cost-effective way to address the housing crisis and support sustainable development. So it's a Yes for me</p> <p>Best [REDACTED]</p>
Nov 26, 2024, 12:25 PM	<p>It makes sense to prioritize building high-rises around the existing shopping mall first, leveraging established infrastructure, and then gradually expanding outward to effectively address the housing crisis</p> <p>Best Regards, [REDACTED]</p>
Nov 26, 2024, 12:21 PM	<p>Building high-rises between the station and the existing shopping mall is the most logical solution to address key issues, such as reducing transportation burdens. This approach is far better than medium-density developments located away from shopping hubs or creating new satellite suburbs that demand significant government investment in basic infrastructure. Plans like this are practical and forward-thinking, and I strongly support them</p> <p>Regards, [REDACTED]</p>

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Nov 26, 2024, 09:58 AM	<p>I have lived in Fitzroy street Croydon for 24 years. I moved to this residence because of the heritage architecture and village atmosphere. I live in the Heritage protected region Malvern Hill. I strongly support the Burwood Council Master Plan for the area surrounding Croydon Station and strongly oppose the NSW Government TOD proposal.</p> <p>I have visited many cities and townships overseas which have preserved their heritage for the benefit of residents and visitors. Once our heritage is lost it can never be regained.</p> <p>Also, I have worked as a children's orthopaedic surgeon in Sydney for 40 years. The NSW Government proposal will result in a loss of recreational space for children , which will be detrimental to their health.</p> <p>The NSW Government proposal is short sighted and destructive. The NSW government should rezone areas on the outskirts of the current Sydney metropolitan area if it wishes to accommodate an increasing population.</p> <p>Yours faithfully [REDACTED]</p>
Nov 26, 2024, 08:31	<p>We strongly oppose the Croydon Masterplan. Why isn't the TOD extended not only for the Strand but the strip of shops on Edwin Street North all the way down to the Aquatic Centre?? If this is Ashfield Council territory, then why isn't the Government advising Ashfield that area will be included in the TOD. Why should we lose hundreds of homes as opposed to a run down strip of shops with insignificant businesses!</p>
Nov 26, 2024, 08:21	<p>Thank you for the opportunity to comment on the Croydon Masterplan. I have no comment to make about the area north of the railway line but support the proposal to leave the Malvern Hill and areas south of the railway line unaffected by higher density. It is important to retain the heritage and village feel of Croydon for both residents and the broader community.</p>
Nov 26, 2024, 07:32 AM	<p>Dear Sir/Madam,</p> <p>The Draft Croydon Masterplan (the Masterplan) should be rejected. Further, given the deep flaws in the Masterplan, any amendments to the plan would be similarly flawed and should be rejected.</p> <p>The Masterplan should be rejected for the following reasons:</p> <ul style="list-style-type: none">- It is extreme. It concentrates high density towers into a very small area.- Shaftesbury Road precinct is 1.2 kms from Croydon station. Burwood Council still hasn't been explained why Burwood has to take on the planned development for Croydon. The effect of the TOD on Croydon would be minimal but the over construction in Burwood would have a disastrous effect on livability of the residents of Burwood as well as the heritage.- The Croydon TOD is not extreme, it reasonably limits heights and does not mandate high density development as the Masterplan does.- The Masterplan does not protect the heritage of Burwood. It proposes ring fencing the Lucas road heritage conservation area with 4, 8 storey towers and 2, 15 storey towers, effectively destroying that heritage conservation area.- Croydon TOD does not destroy heritage homes or areas. It guarantees it. Any development needs to improve and enhance heritage value based on Burwood Council's merit based assessment.- At a meeting on Friday on 22 November 2024 with the mayor and council planners, I became aware how poorly the Masterplan was developed. The Mayor variously described the Masterplan as "dumb" and "a Rolls Royce plan" in my view it is definitely the former.- At the meeting on 22 November 2024 neither the mayor or the council planners sought to defend the plan. Both suggested major changes.- The NSW government set a timetable for the Masterplan. Despite being aware of the timetable, the council have rushed the process by undertaking a narrow and selective community engagement, failing to undertake any shadowing report or proper traffic analysis, conducting a chaotic poorly managed exhibition of the plan, including limiting the communication of the plan to Croydon, rather than to those most affected in Burwood.- The Burwood mayor and council have suggested amendments to the Masterplan. But they have conceded that there is limited time and community responses will not be possible. This amendment process is unfair. It is rushed and lacks transparency and any community agency.- The revised Masterplan could only be worse than the Croydon Masterplan. The Masterplan is significantly flawed despite months of preparation. The proposed revised plan has only days for preparation!!- The Masterplan proposes significant changes to Burwood. Extreme high rise development is planned for east of Shaftesbury road. A residential area, that contains federation homes. Not abandoned industrial area, or an area already subject to high rise development. Why should Burwood heritage be less than Malvern hill heritage? Boronia Avenue with intact Federation homes was noted as contributory to the heritage of the suburb. Why are Burwood's heritage sites not protected to favour Malvern Hill?- The Mayor and Burwood planners effectively conceded that the Masterplan community engagement/ communication was flawed. They proposed a doorknock of residents affected in the Shaftesbury precinct. Nothing has happened to suggest that this proposal was anything other than false. Another misleading element in the preparation and production of this Masterplan. There has been no door knocking. <p>The Masterplan is so flawed and unfair that it must be rejected. Any amendment to this defective document can only produce a worse plan.</p> <p>[REDACTED]</p>
Nov 26, 2024, 02:51	<p>It's absurd that \$3 million can only buy an old house in the Burwood area"how can the younger generation afford anything without parental help? It's time to act decisively. Plans like this should be fast-tracked to ensure a more accessible and sustainable future. I vote yes.</p>
Nov 26, 2024, 02:48 AM	<p>Too often, we are slow to act, and plans like this, with forward-thinking solutions, should not be blocked. Delaying progress only discourages the younger generation, making them feel that nothing is affordable and leading them to give up too soon. Let's move forward confidently"I vote yes.</p> <p>Regards, [REDACTED]</p>
Nov 26, 2024, 02:45 AM	<p>I am supportive of the draft Croydon Masterplan as a necessary step toward addressing the housing crisis. Often, those who agree with such plans don't provide feedback, while opposition voices dominate"this could skew perceptions. In the end, we trust the professionalism and experience of the town planners to provide sound and responsible recommendations. For me, my vote is yes.</p> <p>Regards, [REDACTED]</p>
Nov 26, 2024, 02:38 AM	<p>I am supportive of the draft Croydon Masterplan as a necessary step toward addressing the housing crisis. I'd also like to point out that those who agree with the plan may not typically provide feedback, while opposition voices are often louder. I hope this doesn't lead to misleading conclusions during the decision-making process" for me, I vote yes.</p> <p>Regards, [REDACTED]</p>
Nov 26, 2024, 02:35 AM	<p>I am supportive of the draft Croydon Masterplan as a necessary step toward addressing the housing crisis while balancing future needs</p> <p>Cheers, [REDACTED]</p>

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Nov 26, 2024, 02:34 AM	Dear Planning Team I want to commend the team for creating a well-thought-out and forward-looking Masterplan. While perfection is always difficult to achieve, this plan is a strong foundation for addressing the housing challenges we face today. It's important that we take responsibility for the future and start making changes now. The reality is that not everyone can live in low-density housing. High-rise buildings are a practical and sustainable solutionâ€”not something to fear but a step toward solving the housing crisis. Thank you again for your hard work and dedication to this crucial issue. Regards, [REDACTED]
Nov 26, 2024, 02:29 AM	Dear Planning Team/Council, Thank you for putting together such a thoughtful and balanced draft Masterplan. While no plan can ever be perfect, I believe it's an excellent step in the right direction. We have a responsibility to our next generation to address the housing crisis now, and this requires us to embrace change. Not everyone can or should expect to live in low-density housing, and high-rise developments are not the end of the worldâ€”they are a necessary part of the solution. Thank you again for your efforts in tackling this critical issue. Kind regards, [REDACTED]
Nov 26, 2024, 02:20 AM	Dear Planning Team/Council, Thank you for your efforts in developing the draft Croydon Masterplan. It's clear that a significant amount of thought and care has gone into creating a plan that balances the need for growth with the preservation of Croydon's heritage. The approach outlined in the plan makes perfect sense, especially in safeguarding heritage areas such as The Strand, Malvern Hill, and Cintra. At the same time, I believe it's essential to embrace a forward-thinking perspective to address Sydney's housing crisis. High-rise developments, like those successfully implemented in Chatswood, show how we can effectively accommodate population growth while fostering vibrant, well-connected communities. Chatswood's transformation, with its planned eight skyscrapers and over 700 units, sets a compelling example of how urban density can be thoughtfully integrated into the fabric of a suburb. Thank you again for your hard work on this important initiative. Kind regards, [REDACTED]
Nov 25, 2024, 09:07 PM	This plan is unfair, excessive and will cause great harm to the surrounding communities. Burwood council must reject reject reject this plan!!! There is no excuse to dump so many tall apartments in another part of Croydon and Burwood while leaving those in the original zone, south of the station untouched. It stinks of double standards and even corruption. This plan does not in anyway resemble the TOD or the spirit of the TOD. It only serves to rewards the small but vocal NIMBY heritage crowd. I urge Burwood council to reject this plan and let the TOD apply. Inner West council is, Burwood council must too
Nov 25, 2024, 08:58 PM	I reject this plan in the strongest possible terms. It is a grossly unjust plan at must never go forward. I live in Burwood, over 1km from Croydon station. Why is my neighbourhood expected to provide housing that should have been provided by the people 400m from Croydon station? The arguments about heritage and character are weak and feeble. None of the homes this plan seeks to preserve are original. Most are modern inside and at the back. Meanwhile, the Strand looks tired and would benefit from investment to bring more, better shops. For the love of god stick with TOD and reject this plan!
Nov 25, 2024, 08:55	Yes, I support the Croydon Master Plan.
Nov 25, 2024, 08:48 PM	I live in the affected area and want this plan stopped! It is an outrageous alternative to the TOD aimed only at appeasing the Heritage folk south of the station at the expense of the north. Unlike the TOD which was small in scale and impact, this plan proposes excessive density in a much larger swathe of land. Many more residents will be negatively effected and much more severely. This plan can not be allowed to happen. I urge council to reject the plan and revert to the TOD.
Nov 25, 2024, 08:40 PM	Dear Planners at Burwood Council, I would like to express my support for the Croydon Masterplan, and my interest in our property being included for future development. Kind regards, [REDACTED]
Nov 25, 2024, 08:35 PM	Dear Burwood Council Planners, I would like to register my support for the Croydon Masterplan. I would also like to express my interest in our property being included for future development. Kind regards, [REDACTED]
Nov 25, 2024, 07:57	I am supportive of the plan. It would only benefit residents in the long run. I have lived in Burwood my entire life and I have no objections to the plan moving forward and being approved.
Nov 25, 2024, 07:53	As a Burwood resident, I am 100% content and support the Croydon Masterplan and believe that it is essential. It should of been endorsed earlier as the only logical solution to a housing shortage.
Nov 25, 2024, 07:14	I support the council Masterplan. I want the heritage in croydon to be preserved. As someone finishing university I am conscious of the need for more affordable housing and think the Masterplan better meets this and is also closer to Burwood shops and the parks.
Nov 25, 2024, 07:05	We disagree with the Croydon Master Plan. We vote NO to the Croydon Master Plan. We were also not notified about this plan earlier - please ensure all residents are consulted and allowed adequate time to provide feedback.

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Nov 25, 2024, 04:55 PM	The Croydon master master plan continues the Burwood Councils vision of the future of Burwood as a desirable suburb to live in while at the same time satisfies the state governments requirement for more dwellings. It maintains some of the history of Croydon in the heritage significant Strand & Malvern Hill area. The state governments TOD program is a one size fitting nobody plan that will likely destroy the Croydon village atmosphere, the heritage homes in Malvern hill & provide extremely expensive accomodation that will likely be owned by investors & rented at exorbitant prices
Nov 25, 2024, 02:07	We live on Webb st Croydon wand our we and our immediate neighbours are very happy with the draft Masterplan as it balance the needs to protect heritage area while accommodating new residents in a very convenient location. We just prefer smaller unit block of 2-3 bedroom as the strata fee will be more affordable for young families and preserve more residential feel of the neighbourhood .
Nov 25, 2024, 01:35	A well considered masterplan that preserves Croydon's character while also increasing the economic activity around Burwood Town Centre. Given the escalating construction and land costs within our LGA, which are impacting the viability of numerous projects, should the council contemplate raising the proposed FSRs to ensure the feasibility of the proposed developments?
Nov 25, 2024, 12:29 PM	I find the lack of area earmarked for increased density very disappointing. Having lived in Five Dock and still regularly use the amenity in the surrounding area such as Ashfield Pools, parks, local shops and cafes, I thought this could be an area my wife and I could eventually move to. However it appears the proposed masterplan wants to keep this area unaffordable and inaccessible to most people. Keeping low density in the large HCA is short sighted, prevents future growth in the area, concentrates wealth for the few and prevents less fortunate accessing services in the area. We don't need every Californian Bungalow to be preserved! Please reconsider zoning in these areas, medium/high density apartments closer to the station, low density apartments further from the station, or even permitting duplexes/sub-dividing large blocks for additional housing. Kind regards, [REDACTED]
Nov 25, 2024, 12:02	Sending this to review what acknowledgment is provided to those who make a submission
Nov 25, 2024, 10:43 AM	I completely support the new Croydon Masterplan developed by Burwood council. I do not support the Transport Oriented Development program which is a very blunt instrument and would destroy the local area. The newly proposed plan balances both the heritage importance of parts of the Croydon area and residents concerns, whilst meeting the required housing targets set by the NSW Government. It is disrespectful to residents who have lived within a Heritage Conservation Area for years, and had restrictions placed upon them as a result, to then completely abandon these Heritage concerns and demolish them. For any kind of property improvement or development, residents have been required to obtain council approval, including heritage impact statements - however the State Govt then thinks it is OK to completely override any of this. The new masterplan provides areas for development that is more appropriate and centred around services that are able to support this development. During peak hours, there is already significant congestion around the Croydon train station, which would only be further exacerbated by uncontrolled planning in this area. Train services to Croydon are now erratic with the new timetable introduced in the last month and cannot support an increased population. As a resident of Burwood LGA for many years, I completely support Burwood council and their new Croydon Masterplan - I fully oppose the TOD proposed by the NSW Govt.
Nov 25, 2024, 09:10 AM	Dear Burwood Council I am writing to provide feedback regarding the proposed zoning change for the Shaftesbury Precinct. Well done for putting forward these thoughtful plans. It's encouraging to see a clear vision that considers the needs of the community and meaningful outcomes. As a resident directly affected, I fully support the impact of this change. It is extremely important to make housing affordability a priority for the younger generations and i who have 3 children is a great supporter of creating more housing. As an employee of the State Government, it is great to see council responding to and aligning with State Governments initiatives. Your efforts to plan for the future are appreciated and valued. [REDACTED]
Nov 25, 2024, 08:04	I support the Croydon Master Plsn. Thank you for considering the heritage homes and shops in the Croydon area with the revised plan.
Nov 25, 2024, 07:49 AM	As stated above: "The NSW Government launched the TOD Program to accelerate housing delivery across Greater Sydney, targeting increased density around 38 stations, including Croydon" The areas of highest density in the Draft Croydon Masterplan are closer to the Burwood Train Station, rather than the Croydon train station. That is: The draft masterplan increases density primarily around Burwood train station, not Croydon train station This does not meet the intent of targeting increased density around Croydon station. This is a missed opportunity to increase utilisation of an under utilised capital asset (Croydon Train Station) and fails to meet the community preference for increased density close to transport links.
Nov 24, 2024, 07:01 PM	Attention: City Planning Team. To whom it may concern. I would like to inform you of my support of Burwood Council's Croydon draft master plan which is currently on Exhibition. I am a property owner on Waimea St Burwood which forms part of the masterplan. I support this draft in its entirety and do not object to any of the proposed FSR and Heights proposed in the masterplan. I have also spoken to some of my neighbours and they have voiced support and have no objections to the masterplan. I hope council approves this masterplan with no changes to the FSR and heights proposed as the majority of the residents in my street support it. We do not accept or appreciate any members of the community who do not live in our street to object to what is proposed for our street. Every resident has a right to voice their opinion but if they don't live in our street then we'd appreciate council to disregard their objections. I wish council success and hope this masterplan is approved as proposed in full especially what is proposed for our street and along Shaftesbury Rd.
Nov 24, 2024, 02:38	I am supportive of the master plan to retain the heritage area of Croydon. I would suggest that developers should invest in the strand shopping area and open spaces as there are not many open spaces around.
Nov 24, 2024, 01:10 PM	The state government's blanket proposal is short sighted and does not consider the needs of the local community at all. I strongly support Burwood Council's alternative proposal as it not only takes into account the existing heritage areas in Croydon, but also recognises that there is limited green space and pedestrian/cycling connections between Croydon and Burwood. I believe if the state government's 400m radius plan goes ahead it will be extremely detrimental to the existing community and make Croydon an unpleasant place to live.
Nov 24, 2024, 01:08	I have lived in Croydon my whole life and strongly believe in maintaining the important heritage of the area, particularly The Strand and the Malvern Hill Estate. I believe the Croydon Masterplan effectively plans for population growth whilst protecting the heritage of the area. It additionally meets state requirements for provision of affordable housing near major transportation, which will allow more people to enjoy the historical significance and village feeling of Croydon.

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Nov 24, 2024, 11:27 AM	<p>I am a resident of Lucas Road and am making this submission regarding the proposed Croydon Masterplan.</p> <p>If the TOD is not adopted at the council meeting and the Croydon Masterplan is selected instead, I request that the Masterplan be revised.</p> <p>Following consultation with Lucas Road Heritage Conservation Area residents on November 19th, I request that the Masterplan include Lucas Road. That is, the conservation area designation on Lucas Road should be removed and the revised development controls applied to Lucas Road to align with the surrounding areas, specifically increasing the height of buildings to 54 meters and the floor space ratio to 3:1.</p> <p>I am requesting that Lucas Road should be included in the Masterplan because leaving Lucas Road out of the Masterplan will mean that we and the residents of Lucas Road will face significant adverse impacts including:</p> <ul style="list-style-type: none">* Diminished visual privacy for residents.* Increased noise pollution from surrounding developments.* A mismatch in the bulk and scale of the area, as the proposed development doesn't take into account the bulk and scale of the conservation area.* Any heritage value that Lucas Road has will be undermined due to the scale and intensity of development of the adjacent areas.* Council's acknowledgment of this risk is evident in its exclusion of development around the Railway South Precinct. <p>To address the above concerns, council should either:</p> <ol style="list-style-type: none">1) Move forward with the State Government's TOD plan, which provides a coherent framework for growth, OR2) Go ahead with the Masterplan with Lucas Road included (by removing Conservation zoning and place development controls as per surrounding area), to mitigate adverse impacts and ensure equitable development. <p>If Lucas Road isn't included in the Masterplan, residents will be severely impacted, with long lasting unresolved consequences and no pathway to address these issues.</p> <p>If council could please amend the Croydon Masterplan and revise planning controls for Lucas Road:</p> <ul style="list-style-type: none">* Align the Height of Buildings (HOB) with surrounding developments, currently 54 meters.* Align the Floor Space Ratio (FSR) with surrounding developments, currently 3:1. <p>Accommodate Diverging Resident Views:</p> <p>The residents of the following homes agree with my proposal: [REDACTED] However, I understand that not all residents may agree with the proposal, in which case, an option should be offered for rezoning only for those who wish to be rezoned, to allow for fairness and flexibility.</p> <p>I request that council considers the above proposals to ensure equitable, sustainable, and respectful development. Ignoring Lucas Road in the Masterplan will result in long-term adverse outcomes for its residents, undermining the stated goals of sensitive and community-centered planning.</p> <p>Thank you for considering our submission.</p> <p>[REDACTED]</p>
Nov 24, 2024, 11:16	<p>Prefer the updated Masterplan plan over TOD. The area around PLC and Croydon public is already very congested M-F.</p> <p>General comment that I am concerned about general traffic congestion in Croydon and Burwood given the schools. Why does the inner west need more congestion than we already have?? The State government has to look outside inner west!</p>
Nov 23, 2024, 08:17 PM	<p>Hi, I am affected by the proposed master plan and strongly oppose it.</p> <p>North Croydon bares all the burden but south is left untouched. Only a couple streets south of the station are heritage, so why protect the entire south. Lucas st in the plan is heritage and you can put 25 storey apartments next to those houses. Why can't you do the same for Malvern Hill. Double standards and hypocrisy. The heritage argument to protect the south is bull shit and we can see right through it!</p> <p>The proposed high density development will add nearly 10,000 residents to an area bordered by already congested Shaftesbury Av, a railway line and narrow local streets demonstrates sheer incompetence in town planning. The streets will be gridlocked and already stretched local amenities overwhelmed.</p> <p>Placing these tall apartments deep into residential areas that are far from shops and stations is more poor planning. The lack of low density setbacks treats existing residents with contempt. It is a disgrace.</p> <p>This plan is a poor alternative to TOD. It is unfair, inconsistent, unsustainable and deeply flawed. This plan must be rejected. Council must vote for TOD!</p>
Nov 23, 2024, 05:39 PM	<p>Thanks Burwood Council, I think the draft masterplan looks good and preserves the heritage and low density areas that already make Croydon the special village it is.</p> <p>One key thing - I couldn't readily tell where cycleways would go - there are some 'active transport' corridors marked on the map, will they be connected separated bike lanes or just bike signs painted on the road? I encourage you to add to the amenity and liveability of Croydon and Burwood by improving the cycling infrastructure - there are so many benefits for people's health, mobility, the local economy (spending time in local shops and facilities), a sense of neighbourliness, the connectedness from moving at a more human speed and scale (and without the hassle of driving short distances and looking for a carpark).</p> <p>I also wonder about your coordination with the Inner West Council on its similar work - it would be worth making that clear given Croydon is split between the two councils. Coordination and cooperation will be key.</p> <p>Finally, what controls will Council have to ensure that the development in these rezoned areas is (a) quality (b) sensitive to the surrounding area (c) actually affordable housing?</p> <p>Kind regards</p> <p>[REDACTED]</p>
Nov 23, 2024, 04:46 PM	<p>I think this plan is a great idea. It puts all the new apartments on the other side of the station so my home will be unaffected. I don't have to worry about the disruption during construction, then the congestion, noise, smell and crowds after the people move in. That's what people from the Heritage FB group who support this plan are thinking.</p> <p>For me, I don't agree. We needed to do our part too and take on our share of new homes. The houses around me are not that special. Inside and at the back many are just regular modern home. The "heritage" argument is bull shit. Come on! There is no excuse not to accept the TOD plan. Burwood council have to cancel this plan and do the TOD.</p>
Nov 23, 2024, 04:30 PM	<p>I think this plan is outrageous and must be stopped. The roads are too narrow, the congestion trying to drive across the railway line at the Strand and Shaftesbury Av are already too much. Adding thousands of new residents to that small corner Croydon/Burwood is such poor planning it beggars belief!</p> <p>Burwood council needs to get real and accept that new housing must be located where it's most wanted and best suited. The hell with the Heritage NIMBY crowd. South of the station the roads are wide and provide excellent access to Liverpool road.</p> <p>There is no excuse to locate new housing anywhere else.</p> <p>Burwood council must stop appeasing the small but vocal Heritage groups. It must serve the greater good of all current and future Burwood LGA residents. Reject this plan and let the TOD proceed!</p>

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Nov 23, 2024, 01:43 PM	<p>Attention: City Planning Team.</p> <p>To whom it may concern.</p> <p>I would like to inform you of my support of Burwood Council's Croydon draft master plan which is currently on Exhibition.</p> <p>I am a property owner on Waimea St Burwood which forms part of the masterplan. I support this draft in its entirety and do not object to any of the proposed FSR and Heights proposed in the masterplan.</p> <p>I have also spoken to some of my neighbours and they have voiced support and have no objections to the masterplan. I hope council approves this masterplan with no changes to the FSR and heights proposed as the majority of the residents in my street support it.</p> <p>We do not accept or appreciate any members of the community who do not live in our street to object to what is proposed for our street.</p> <p>Every resident has a right to voice their opinion but if they don't live in our street then we'd appreciate council to disregard their objections.</p> <p>I wish council success and hope this masterplan is approved as proposed in full especially what is proposed for our street and along Shaftesbury Rd.</p>
Nov 23, 2024, 01:06 PM	<p>I live south of the station and can't believe the master plan does not include any new housing here. Honestly, the Strand is run down and could do with new investment. Done carefully it can still keep it's character.</p> <p>We can't pretend time is standing still. The world is changing around us and Croydon needs to move with the times. There's also a housing crisis to fix. I would like my kids to have the option to live nearby, not on the other side of the station!</p> <p>Do the right thing Burwood council. Reject this plan and the excuses of the "heritage" groups. Go with the TOD.</p>
Nov 23, 2024, 12:05	<p>I support the plan as it protects the Malvern Hill heritage area.</p>
Nov 23, 2024, 11:06	<p>I live at Clifton Av in Croydon and I believe this plan is morally unjust and wrong. There is a housing crisis and we all need to do our bit. You cant justify putting all the new homes north of the train line and nothing south. And the density is madness!</p> <p>The TOD was reasonable and did not discriminate. The heritage excuse just doesn't stack up and you surround Lucas st with towers. Give is a break and accept the TOB Burwood council.</p>
Nov 23, 2024, 09:44	<p>I agree with the Councils plan for our Heritage listed village.Our streets were not planned for heavier traffic and parking of cars and buses without accidents and unnecessary accomidation for highly profitable taxes (for the government).</p>
Nov 22, 2024, 06:39 PM	<p>With regard to the Croydon Housing Investigation Area and the Draft Master Plan Report. I propose:</p> <p>Modify the draft master plan to rezone the area bounded by Paisley Road to Lucas Road, to Victoria Street and return back up Shaftesbury Road (including all of Simpson Avenue) to the 102 meter height limits as per State Government recent ammendments. (30% + 10%?). This increased height will allow for increased occupancy and thus alleviate development pressure on other areas where development is opposed.</p> <p>This area, particularly the Eastern side of Shaftesbury Road, will already be subject to a 25 storey new Burwood RSL club development and various other high rise unit developments on the Western side. It's location is ideal for development with central proximity to the train station and the Westfield shopping centre etc. The development on the Western side of Shaftesbury Road will necessitate the development of the land on the Eastern Side that will suffer from shadowing, wind tunneling and traffic etc anyway.</p>
Nov 22, 2024, 12:54 PM	<p>As a Croydon resident, I fully support the Burwood Council's Draft Masterplan response to the State Government's Transit-Oriented Development (TOD) plan for Croydon. This stance is crucial for preserving the unique character and livability of our neighbourhood.</p> <p>Firstly, while I support the broad aims of the proposed State Government TOD plan, the current iteration could lead to overdevelopment, which would strain our existing infrastructure and resources. It's important to ensure that any development is sustainable and does not compromise the quality of life for current residents.</p> <p>Moreover, the TOD plan may result in increased traffic congestion and parking issues on narrow streets. While the intention is to promote public transport, the reality is that many people will still rely on their cars. This could lead to more traffic on our roads, making it harder for residents to navigate the already over-congested traffic choke-point around Croydon Station, including Young St, Meta St, and Edwin St North.</p> <p>Gibbs Street is already heavily impacted by traffic congestion during peak school drop off and pick up periods due to its adjacency to three schools (Croydon Public School, PLC junior and PLC senior). Further development on this small street will further exacerbate congestion.</p> <p>Additionally, the character and charm of our neighbourhood are at risk. Croydon is known for its friendly, close-knit community, but offers limited green and open spaces around the station precinct. Large-scale developments could disrupt this atmosphere, leading to a loss of the unique identity that makes our area special.</p> <p>In conclusion, I support the Burwood Council's Draft Masterplan to locate new development closer to the existing Burwood Town Centre and protect Croydon from the State Government "one size fits all" TOD plan.</p> <div></div>
Nov 22, 2024, 07:10	<p>I support the council's draft master plan. It is a sensible alternative and provides increased density close to Burwood and Croydon stations</p>
Nov 22, 2024, 02:01 AM	<p>Dear Council Representative,</p> <p>I am writing to express my strong support for the proposed Croydon Masterplan. This initiative represents a well-balanced approach to addressing Sydney's critical housing shortage while preserving the unique heritage and character of the Croydon area. Sydney, and Australia as a whole, is facing a severe housing crisis. Land shortages, coupled with reduced availability of new housing developments, have led to skyrocketing rents and property prices. At the same time, the construction industry has been heavily impacted by post-COVID challenges, including high inflation and numerous builder bankruptcies. The Croydon Masterplan not only addresses these issues by supporting increased housing supply but also helps stimulate job creation, providing much-needed stability for the working class.</p> <p>I appreciate the Council's thoughtful approach to balancing heritage conservation with development. Protecting iconic areas such as The Strand, Malvern Hill, and Cintra Heritage Conservation Areas is crucial for maintaining the charm and historical significance of Croydon, while concentrating higher density development near the Burwood Town Centre allows for efficient land use.</p> <p>Furthermore, the emphasis on enhancing public spaces, street trees, and active transport facilities demonstrates a forward-thinking approach to creating livable and sustainable communities. These improvements will benefit both current and future residents, contributing to long-term economic and social well-being.</p> <p>I fully support this initiative and commend the Council for taking proactive steps to address housing needs, protect heritage areas, and support the local economy. I encourage the continuation of community engagement and stakeholder collaboration to ensure the successful implementation of the Croydon Masterplan.</p> <p>Thank you for your dedication to this important issue.</p> <p>Best regards,</p> <div></div>

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Nov 21, 2024, 09:45 PM	I am an elderly person and want to live out my remaining days in quietness and peace. Why should Brand Street be affected by any proposed developement either Government Plan or Council Plan. Surely being about 800 meters from the nearest railway station, a street such as Brand Street should be left alone,
Nov 21, 2024, 09:32	In general I support the proposed master plan, primarily because I consider Malvern Hill estate has very significant heritage value and should be protected.
Nov 21, 2024, 09:17 PM	Hi, I live on Cheltenham road and strongly object to this plan. We live very far from the station but the plan is to push all of the new housing to us and leave the people south of Croydon alone. How is that fair? Heritage? You plan to build 25 storey apartments around Lucas st heritage homes but you argue none can be placed anywhere near Malvern Hill and Murray St? That's inconsistent and hypocritical. The heritage argument is weak and doesn't work. Burwood council must reject this plan and accept TOD. It's fair, reasonable and consistent with what inner West council are doing on the other half of Croydon.
Nov 21, 2024, 08:58	I would like to see this plan rejected and the TOD adopted by Burwood council. We all need to do our part to solve the housing crisis. We should not be treating people south of the railway line more special than those on the north.
Nov 21, 2024, 08:47	Please stop this mad plan. The proposal unfairly treats people in a small corner of Croydon and Burwood. The TOD was reasonable and should be adopted. I live south of the station. Don't listen to the selfish NIMBY Heritage people. It is only right that we take our share of new homes. My kids won't be able to live on the area of the only options are \$3 millions+ homes.
Nov 21, 2024, 08:40	I reject this plan because it unfairly places all the new homes on people north of the station. I live south of the station and believe the Strand should be developed and we should share the new housing burden with others in Croydon
Nov 21, 2024, 06:18 PM	<p>As a resident of [REDACTED] I am writing as a follow up to my previous submissions in regards to the upcoming exhibition of the Croydon Masterplan and the inclusion of the Lucas Rd Heritage Conservation area as part of the plan. My detailed response is below but the key points are:</p> <p>Headline response.</p> <ul style="list-style-type: none">-Whilst our preference is for the State Governments proposal to remain in its original form, 400m from Croydon station, the question we have been asked is around the inclusion of the Lucas Rd HCA in the alternative masterplan. Our overwhelming preference in this case is The Masterplan cannot continue in its current form and Lucas Rd Should be included.-Post the consultation with council Lucas Rd SHOULD BE INCLUDED in the masterplan with the conservation area removed and revised development controls applied to the area including<ul style="list-style-type: none">oHOB to 54m to be inline with developments surrounding Lucas Rd “ with options to increase to maximise usage of the land.oFSR of 3:1 in line with developments surrounding Lucas Rd “ with options to increase to maximise usage of the land (eg take to 6:1).oLucas Rd HCA to be included as a key site to ensure that amalgamation occurs respectfully and no resident is left behind.-If other residents of Lucas Rd are opposed to inclusion then the view of those that wish to be included are respected and acted upon.-By including Lucas Rd HCA in the masterplan council will have options to solve other potential issues with the Masterplan proposed on the 22nd of October. <p>History and Why Inclusion is required if the Masterplan is to Proceed.</p> <p>When the state government first announced the TOD program and inclusion of Croydon station, Burwood Council pursued an alternate master plan to address concerns around the impact of the development on existing heritage/conservation areas. This had the stated goals to ensure:</p> <ul style="list-style-type: none">-Redevelopment around heritage items and HCAs were to be designed in a sensitive manner.-Massing transitions were to respond to existing heritage items and conservations areas.-Prioritisation was put on the protection of The Strand, Malvern Hill, and Cintra Heritage conservation Areas-Further Cr Faker and State Member Jason Yat Sen Li appeared in an Instagram/Facebook post dated 19th of April post stating Character needed to be protected as did Amenity and Heritage and promised not to destroy the character of Croydon. A further article in the SMH by Michael Koziol on the 29th of March stated that council was against inclusion in the scheme as Croydon's inclusion could impact nearby heritage conservation areas <p>Unfortunately for residents in Lucas Rd, whilst the council has protected Croydon it has done this at the expense of Lucas Rd as I have outlined in my previous submissions. The current proposal will violate the Councils own DCP in relation to development around HCA's including:</p> <ul style="list-style-type: none">-Proposals that don't reflect bulk / scale “ Councils is proposing 50m residential towers to the immediate West and South of Lucas Rd and 32m towers to the immediate North and East-The Proposal is not recessive-It will have amenity impacts, particularly on noise and visual privacy of residents-Lastly it doesn't address the recommendations of Appendix E of the Master plan which recommends that high rise transition away from heritage/conservation areas and should respond to the scale and height of existing contributory dwellings “ extract below from Appendix E.

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	<p>Council has acknowledged the adverse impact of development on heritage conservation areas by excluding areas to the South of the railway and motioned in October 22 council meeting to remove the Railway South precinct on those exact grounds, Lucas Rd has not been so lucky. This seems grossly unfair on the residents to the North of the Railway lie as opposed to the South, there is clearly in-equity in how residents have been treated as part of this process. However, whether we like it or not Lucas Rd is included in the Masterplan, not because development is currently being allowed but because it is being allowed on every single property immediately adjacent to the conservation area. The impacts of these developments will be immense on the current residents.</p> <p>The plan as it stands is not workable for the residents of Lucas Rd, it leaves us as an island of detached housing surrounded by high rise apartments, for myself I will be lucky to see the sun any more with apartments to my East, North and West, not to mention the loss of amenity and privacy!</p> <p>To resolve this issue council has only one of two optionsâ€¦ remove the masterplan entirely and proceed with the State Governments TOD program, or, include the Lucas Rd HCA in the masterplan. At the moment the residents of Lucas Rd have the worst of both worlds, a masterplan that allows significant adverse impacts to them but at the same time not allowing development in their own areas.. this will place immense financial burdens on the residents due to the subsequent loss of value to their properties, not to mention the impacts discussed above. As such my preference and the preference of the other residents in Lucas Rd is if the masterplan is pursued, Lucas Rd MUST be included</p> <p>Proposal</p> <p>We are proposing that:</p> <ol style="list-style-type: none">1. If the Masterplan is selected in preference of the TOD that IT CANNOT CONTUNE IN ITS CURRENT FORM2. Pending the consultation with council Lucas Rd SHOULD BE INCLUDED in the masterplan with the conservation area removed and revised development controls applied to the area including<ol style="list-style-type: none">a. HOB to 54m to be in with developments surrounding Lucas Rd â€” with options to increase height to maximise usage of the landb. FSR of 3:1 in line with developments surrounding Lucas Rd â€” with options to increase to maximise usage of the land (eg take to 6:1).c. Lucas Rd HCA to be included as a key site to ensure that amalgamation occurs respectfully and no resident is left behind.3. If other residents of Lucas Rd are opposed to inclusion then the view of those that wish to be included are respected. I have spoken with 124, 128 and 128A as well as properties on the West side of Lucas Rd including 99 and 101 and we agree that the current plan is not tenableâ€” I have passed my email on to them and they will also respond in similar fashion. If nothing else 124 and 126 Lucas Rd are in lock step that if this is to proceed we must be included in the Masterplan.4. Keeping the proposal in its current form will only result in residents being left in a strange twilight zone where we are merely museum pieces on the grounds of "heritageâ€” <p>Inclusion of Lucas Rd HCA in the Masterplan helps to resolve other issues with the masterplan</p> <p>The inclusion of the Lucas Rd HCA in the masterplan will also provide opportunities for council to resolve some other potential issues in the current plan, some of these issues include:</p> <ul style="list-style-type: none">- Other non-conservation area properties will also be impacted by significant high rise to the immediate rear or side of the proposed plan <p>ï‚§ Cross/Webb/Cheltenham Rd proposal adversely impacts properties on Cheltenham / Webb and Irrara Streets (Areas 11 and 12) and the low rise terraces to the East of Webb St.</p> <p>ï‚§ Boronia Ave East redevelopment adversely impacts properties on Lucas Rd West between Waimea and Queen Streets</p> <p>ï‚§ Further the Heritage Property Pasadena at 77 Lucas Rd is proposed to have an 8 story apartment directly behind it, there is no step down as suggested by the council for this property and it will directly contradict the Burwood DCP P40, P40A and P40B. To a lesser extent the Heritage property Wyrac on Cheltenham Rd will also have similar issues, albeit to the South of the property.</p> <ul style="list-style-type: none">- Appendix D Lists out "Relatively narrow roads and footpaths on many internal streets within the HIAâ€”. Further Appendix A notes the width of Roads highlighting Lucas Rd is much wider than Cross St/Webb St/Waimea St (Eastern side between Lucas Rd and Cheltenham Rd) as well as Albert Cresent meaning it has a higher capacity to cope with larger scale development.- Appendix A lists out the Webb St development (11 and 12) being 20 mins walk from Croydon Station, Lucas Rd Development would be closer (albeit to Burwood) <p>The issues that can be addressed by including Lucas Rd in the Masterplan include</p> <ul style="list-style-type: none">- Development proposed for the East of Boronia St could be moved to the current Lucas Rd HCA to alleviate any impacts on the residents on the West side of Lucas Rd between Waimea and Queen Streets and remove the impact on 77 Lucas Rd.- The Key site 11 and 12 at Cross/Webb/Cheltenham could be moved to Lucas Rd East and a more appropriate step down could be provided to residents living around the Webb/Irrara/Cheltenham Rd area. It would also allow a more cohesive building form from Shaftesbury Rd to Cheltenham Rd and instead of a step down from 102m to 86m to 52m all the way down to 9m and then back up to 32m and back to 54m a graded approach could be employed.- This would also allow for a more cohesive connection between key sites 10 and 13 or alternatively for the Key Sites to be quarantined between Shaftsbury and Cheltenham Road (by moving site 13 into the Lucas Rd HCA). This also allows a more cohesive step down from Shaftesbury to Cheltenham Road as per the point above.- Being a much wider street, Lucas Rd has more capacity to accommodate a larger influx of residents as opposed to the proposed high rise in Areas 12 and 11(and to some extent area 13) which are constrained by Webb St and Cross Streets in particular (with area 13 constrained by Albert Cresent). Pushing development into these lower capacity streets will make worse the already congested nature of these smaller streets. <p>I appreciate this is a long email and your commitment to save the Strand and Heritage in the area, however, unlike the Strand which has no proposal for increased development, Lucas Rd is included in the Masterplan by default as it is in the HIA and completely surrounded by new apartments. Changes must occur to the proposal, or it mut be rejected, as anything less is to condemn the residents of Lucas Rd HCA to the worst aspects of both worlds. I have spoken to my neighbours and they are aligned with the principles I have spoken to and will also make similar submissions.</p> <p>Kinds Regards</p> <p>██████████</p>
Nov 21, 2024, 04:19	I think the plan is a good use of available non heritage areas in the Burwood and Croydon area. This will allow development with minimal impact to heritage streets. As a Croydon resident, I support this plan.
Nov 21, 2024, 03:41 PM	The NSW Government's TOD Program is proposing a â€”one-size fits all' approach by drawing a simple circle around Croydon station. This is contrary to the principles of good planning, design and community consultation. It does not take into account the lack of open space in the area, or the lack of any other planned infrastrcture. I commend Burwood Council for preparing the Croydon Masterplan, a considered, place based response to increasing housing in the Croydon area. The Masterplan responds to the longstanding heirarchy of centres implemeted by Burwood Council over athe last 25 years, by locating new homes close to an established strategic entre that is a significant bus and rail interchange, containing commercial buildings and jobs, extensive retail and entertainment, services such as banks, Service NSW and multiple healthcare providers, and community services such as the new Burwood library. The Masterplan also provides for new housing closer to the planned Burwood North Metro station, amd in close proximity to open space at Wangal, Centenary and Blair Parks. The housing crisis and the need for new homes across Sydney is well understood, and Burwood has always stepped up to this need in a considered, place-based way, I urge Council to continue its good planning and accept the simplistic one size fits all approach put forward by the TOD.

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Nov 21, 2024, 03:35 PM	The Burwood Council Draft Masterplan is a carefully thought out plan which preserves the precious heritage area of the Strand And The Malvern Hill Estate, while Still allowing new homes to be built close to existing town centres and amenities. I strongly support the Draft Masterplan
Nov 21, 2024, 02:56 PM	I wish to strongly object to any further high rise development in Burwood. Burwood has done it's bit in that regard. Nobody wants high rise near them, so Croydon and Ashfield should have a share of it. Also the traffic in Burwood is already atrocious. If this current Masterplan is to go ahead, my property [REDACTED] must be included
Nov 21, 2024, 12:55	I oppose the NSW government' indiscriminate TOD DEVELOPMENT PLAN ignoring heritage area. If the Burwood Council's Masterplan can preserve the heritage of Croydon, I fully support it.
Nov 20, 2024, 06:13	I fully support Council's draft Croydon Masterplan. The Masterplan addresses the need for additional housing whilst integrating it with current planning, particularly high density residential around Burwood centre and Burwood North. The Masterplan protects heritage areas which Council and the community has spent considerable effort protecting over decades of planning and sensitive, controlled development. The Masterplan will maintain the characteristics and appeal of the Croydon centre.
Nov 20, 2024, 05:53	I support the Draft Master Plan.
Nov 20, 2024, 04:30	I am a long time elderly resident of Brand St Croydon ,& do not want the Croydon Masterplan as I do not want to move from my house.
Nov 20, 2024, 04:24 PM	In principle I endorse the Croydon Housing Investigation Area that has been proposed by Burwood Council as an alternative to the NSW State Government's Transport Oriented Development (TOD) proposal in a 400m circle around Croydon Railway Station, shared between Burwood & Inner West Council areas. I think the master plan: · Provides a considered, place based response to increasing housing in the Croydon area · Places new housing closer to the limited open space that the Burwood LGA · Is situated close to Burwood and Croydon stations and the proposed new metro station · Preserves the Strand and local character · Considers the congestion and bottle necks around school zones · Locates new housing near extensive retail and entertainment services, banking, service New South Wales, and community services such as the library · Maintains housing diversity in Burwood LGA where 65.8% of the dwellings are already medium or high density compared to 46% in Greater Sydney. Some of my concerns are as follows: · The lack of open space/ green space in the area · How the necessary public infrastructure to support the increased density will be funded
Nov 20, 2024, 04:18	I am in agreement with the Croydon Master Plan - for its respect to heritage yet progressive stance.
Nov 20, 2024, 03:46	I am in full support of the Croydon masterplan.
Nov 20, 2024, 03:23	As a young person, I appreciate the need for more housing. I support the local government's plan to develop housing in north Croydon while preserving the heritage Malvern Hill estate area. Thank you for listening to local residents.
Nov 20, 2024, 03:17 PM	As anyone living on Webb street will tell you, having such a large change would be catastrophic to the way of life. Large scale construction would make it unliveable and then when it's completed, the thousands of more people would overwhelm train services, roads (Webb street past Boundary is already so narrow), pose risks to school kids in the area who walk, school capacity. There are so many better options including investigating parramatta road, which is derelict in parts. Why not revamp that and bring life back to shops there?
Nov 20, 2024, 03:05 PM	Thank you for the opportunity to provide feedback on the council's proposed plan for the future development of the Burwood council area which includes Croydon. Whilst I understand that there should be some discussion and action to develop parts of Sydney to provide some extra housing, I don't believe these should be rushed through on one TOD report. I think there should be further consideration into developing other satellite cities and integrate fast rail links to Sydney. Sydney is one of the most desirable cities in the world to live in. If we develop Sydney to a city of 10 million plus, it will change everything is attractive to Sydneysiders. We have parks, waterways, backyards, tree lined streets, and sunshine. Some development could be done in some areas, but would require grand master plans and compulsory acquisition to build properly planned and developed areas, not adhoc development. More locally, I think it is important to retain the areas south of Croydon station. Many of our friends whom live out of the area, love coming to visit us in Croydon and always comment on how it is so nice to come and see trees and heritage and period homes and the attractive feel of the village at Croydon shops. Whilst we are lucky to be in that area, we feel other families that work hard should also have the opportunity to own a family home with a backyard within a reasonable distance to the city centre. I also believe the development of Burwood town centre in a strip from Burwood Railway station to the newly built Burwood Metro station with high density housing and commercial buildings with a corso like Martin Place. In short I am in support of Burwood Councils draft master plan in response to the NSW government's TOD proposal.

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Nov 20, 2024, 02:27 PM	<p>I am very supportive of the proposed master plan and appreciate the compromise taken and commitment required to satisfy both State Government and community needs.</p> <p>Peak hour traffic in & around schools remains unchanged and will not increase with an influx of residents into this area. From Fitzroy St, it currently takes circa 15 mins each morning to reach Frederick St, irrespective of route taken. The TOD operates on incorrect premise that new residents will not use cars.</p> <p>All submissions presented by State Government, including sessions led by Jason Yat-sen Li, focused on ‘demising done well’ which all relied on premise of a large parcel of land to start with. The panel agreed that ‘ad hoc’ development does not work. The TOD drives ad hoc development. Apartments will be built in conservation and heritage areas, built to boundary. Sold for massive returns, fines will be paid for exclusion of affordable housing (reference Suttons Zetland redevelopment where they paid \$29m fine to remove affordable housing component).</p> <p>Please retain the balance indicated on n current proposal and maintain heritage & conservation areas.</p>
Nov 20, 2024, 01:39	<p>I support Burwood Council's Draft Masterplan</p>
Nov 20, 2024, 01:38 PM	<p>Dear All,</p> <p>1.I would like to express my utmost concern regarding the proposed redevelopment proposals detailed in the Croydon Masterplan. I outline several issues that the Masterplan appears oblivious to or glosses over. As a paramount consideration, the Council should prioritise the nature of Croydon as a predominately heritage and conservation area in any redevelopment plans. These qualities are materially undermined by the Masterplan.</p> <p>2.Heritage and Conservation Areas</p> <p>2.1.Croydon has historically been and continues to be a low-density residential zone. Its uniqueness is largely attributed to its topography. Being a predominantly heritage and conservation area, Croydon is distinguished from other suburbs in the Inner West as a desirable area of outstanding beauty that ought to be preserved. Croydon will be far less attractive to potential residents and visitors if its historic character and charm are lost.</p> <p>2.2.The sense of identity which has been fostered in Croydon throughout the years is that of a family-oriented, peaceful suburban lifestyle. The charm of Croydon would be destroyed by the development of multi-occupancy high-rise tower blocks which are in stark contrast to the existing low-level dwellings.</p> <p>3.Height of dwellings</p> <p>3.1.The approval of 8, 15, 30 storey tower blocks directly contradicts the long-established identity of the area. This is evident in the Masterplan which acknowledges that all of the current buildings lie below 9m in height. Yet, it proposes certain areas to be redeveloped into super high rise, high rise and medium rise apartment buildings that reach heights of 86m to 106m. These excessive heights would eliminate the character and landscape of Croydon. There is no justification for such a sudden and drastic change in local planning regulations or Croydon's landscape.</p> <p>3.2.Quite the opposite. Such tower blocks would completely change Croydon's identity as the development of a substantial number of apartment buildings would materially outnumber the remaining houses in the heritage and conservation areas. In addition, the apartment buildings would impact these heritage and conservation areas as the apartment buildings would be erected in the immediate vicinity of the houses.</p> <p>3.3.The construction of such tower blocks next to the houses would detract from residents' rights to privacy and the quiet enjoyment of their properties. They would restrict the peaceful enjoyment of the area and would have continuing implications for Croydon's residents and their ability to access natural light in/on their properties. Not only would light be substantially restricted if the Masterplan is implemented, but more building congestion would presumably be allowed in the future only further limiting residents' access to natural resources.</p> <p>4.Noise Pollution</p> <p>4.1.The peaceful nature of Croydon would be eroded by the addition of over 3,600+ potential dwellings. It appears that the Masterplan has not considered the impact of noise pollution on the consultation area nor given any thought to the effect of such increased noise levels on the enjoyment of Croydon, particularly in terms of the quality of life afforded by Croydon. Croydon has historically been a quaint neighbourhood with a population of circa 10,000 people. The addition of 3,600+ potential dwellings would significantly increase Croydon's density, likely doubling the population. This would result in significant increases in the level of noise in the surrounding areas, again, negatively affecting residents' right to quiet enjoyment of their land.</p> <p>5.Traffic and Car Parking</p> <p>5.1.The problem is further exacerbated by increased traffic flow, which the existing infrastructure is not equipped to handle, and the Masterplan does not adequately address, and the lack of sufficient parking for the proposed new dwellings.</p> <p>5.2.While there are some proposals to improve the roads that service the area, they do not comprehensively consider the district and would undermine its heritage and impact the ability to develop further housing. Space would need to be carved out of the proposed dwellings to service greater traffic which would, in turn, impact the quality of such new developments – this also do not appear to have been considered.</p>

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	<p>5.3. The Masterplan indicates that the Council wishes to reduce reliance on private car ownership. This is divorced from the reality of living in Sydney where the vast majority of residents own at least one car. The Masterplan fails to provide for comprehensive parking options which would significantly detract from the quality and availability of parking currently enjoyed by residents.</p> <p>5.4. There is no proposal as to how such reduction in reliance on cars would be achieved and no health implications arising in connection with the greater pollution caused by increased traffic have been considered.</p> <p>6. Stress on amenities, communal spaces and local infrastructure</p> <p>6.1. The Masterplan does not provide a solution to the significant additional stress which will be borne by the community because of a significantly greater density of population. The impact on schools, doctors and hospitals, essential services, among others, should be noted and considered carefully. I am not convinced that proper thought (if any) has been given to such issues.</p> <p>6.2. The existing open public spaces will also suffer from greater density as residents will not be able to enjoy them. In other words, parks will be overcrowded and noisy.</p> <p>6.3. The proposed new pocket parks (4 are expected) and plazas (1 is expected) do not alleviate these concerns. It would be helpful to understand why the Council considers approximately 0.5 hectare of new open space to be sufficient to allow substantially equivalent enjoyment of open public spaces to the new proposed residents of 3,600+ dwellings (without causing any detriment to the existing parks and the quality of life of current residents).</p> <p>6.4. Pocket parks and plazas are not a substitute for adequate access to public parks which should be able to be enjoyed without overcrowding. Croydon should remain a family orientated suburb. The Masterplan proposal is neither sustainable nor accessible.</p> <p>7. Safety</p> <p>7.1. I would welcome further commentary and explanation in respect of how the tranquil and safe nature of Croydon will be preserved following the redevelopment. There are no solutions to the potential impacts of increased density on the current safety of the area. This is a significant concern for residents, particularly in light of the other inadequacies of the Masterplan.</p> <p>8. Private Open Space</p> <p>8.1. Additionally, the Masterplan failed to consider in any detail the impact of increased density on the enjoyment of private public space. The reasons outlined above evidence a substantial risk to the residents' ability to enjoy their private open spaces. The proposals indicate that future nuisances should be expected and will be created.</p> <p>9. Environmental Considerations</p> <p>9.1. Finally, there seems to be little consideration given to the environmental impact of the redevelopment on the Croydon area.</p> <p>9.2. The added congestion, traffic, noise, pollution and density will undoubtedly degrade Croydon's environmental qualities, which should be preserved.</p> <p>9.3. In any event the Masterplan has not advanced any proposals for the betterment of the environment of Croydon other than the installation of tree canopies and inconsequential pockets of new public spaces. These are grossly disproportionate vis-à-vis the expected changes to an area proud of its heritage.</p> <p>10. Drivers for Change</p> <p>10.1. The Masterplan outlines three drivers for change:</p> <p>10.1.1. Delivering greater housing supply “ while this would be achieved as a result of the redevelopment, decisions to overhaul the nature of historically low-density residential areas should not be taken lightly. We should not forgo the identity of Croydon for the sake of changing the types of dwellings which can be made available. I would urge the Council to consider the expense of such decision.</p> <p>10.1.2. Delivering greater access to public open spaces “ as outlined above, the proposals grossly fail to increase access to public open space. Rather, they undermine the current enjoyment of both private and public open spaces by Croydon's</p> <p>10.1.3. Enhancing Build Heritage “ Croydon is largely a conservation and heritage area. Erecting disproportionately high apartment buildings is egregious in this context. In direct opposition to this driver of change in the Masterplan, the construction of numerous tower blocks would completely diminish the build heritage of Croydon.</p> <p>I sincerely welcome further consideration of the Masterplan and urge the Council to exercise caution and restraint in approving further changes. The enjoyment, heritage, identity and culture of Croydon depend on it.</p>
Nov 20, 2024, 09:49 AM	<p>I am against and I request that councillors vote against Croydon Masterplan. It is a terrible plan for more than one reason.</p> <p>High density in a small area will have bad outcomes for the people of Burwood. Burwood is a lovely suburb to live in. I have lived here since 1963 and a lot of the people in my street have lived here since the 60s-70s. We are proud of our street and many people that walk up our street always tell us that they love our street as well!</p> <p>Please don't ruin Burwood by putting this extreme and ill conceived plan forward. This is not a good alternative to the TOD. How can 15, 20 and 30 storey towers be good for any suburb and especially when moving away from a 400m radius from the station taking beautiful federation homes?</p> <p>Residents of Burwood oppose the Croydon Masterplan and reject it outright. How can this even be called The Croydon Masterplan when it's concentrated all in residencial Burwood!!</p> <p>State government identified Croydon Station as an area for development. The guidelines provided by state government of low-medium density, 400m from the station is sensible. There are many streets around the station that can accommodate this. Burwood should not have to carry this development, it has already been developed enough and contributed to housing and will have the RSL development and Burwood north development coming soon. Adopting this Croydon Masterplan will be overkill for Burwood and in my opinion make it an undesirable suburb to live in.</p> <p>This plan was not presented to the public prior to the council elections and council has no mandate from the public to pursue this plan. There is distinct evidence of a lack of awareness of this plan in Burwood which raises significant issue of integrity and fairness.</p> <p>Councillors are under no obligation to wave this poor plan through. I implore that councillors reject this plan and support the TOD, work with the Inner West council so that both Croydon and Burwood residents can be equal proud to live in their suburb.</p> <p>Sincerely [REDACTED]</p>

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Nov 20, 2024, 09:20 AM	<p>To whom it may concern,</p> <p>As the land owner and resident of [REDACTED] I am writing as a follow up to my previous submissions in regards to the draft Croydon Masterplan and the inclusion of the Lucas Rd Heritage Conservation area as part of the plan. From the discussions with council planners at the Lucas Road HCA exclusive meeting, I would like to amend the proposed suggestions in place of this one.</p> <p>The current draft masterplan was drawn to protect the HCAs south of the railway. As a result, the current draft plan significantly impacts upon the heritage value of Lucas Road HCA. As you are aware, the current scale of proposed development is in opposition to all legislation, policy and guidelines designed to protect HCAs and heritage items.</p> <p>I understand that this is the lesser of two evils in regards to heritage impact. However given the scale of proposed development, the heritage value of Lucas Road HCA would be destroyed. This in conjunction with the time and financial limitations I understand that council may not have the ability to create another masterplan to protect all of the HCAs in Burwood councils care.</p> <p>Given that the masterplan is likely to be moved ahead, I would like to propose the following options (in order of preference) to achieve an agreeable outcome for all stakeholders:</p> <ol style="list-style-type: none"> 1.Remove the HCA and individual heritage items within Lucas Road HCA. This would allow for an increased FSR and building height (as council has imposed a 2.5:1 FSR to protect Lucas Road HCA), allowing for council to further condense the development, resulting in a reduced impact on the wider community. 2.Remove the Lucas Road HCA and allow for the individual heritage items (130,132 Lucas Road) be meaningfully incorporated into a larger development. 3.Partially remove the HCA. Upon discussing with my neighbors, the owners of [REDACTED] would strongly prefer to be removed from the HCA to allow for our land to be redeveloped. This would result in the southern half of the HCA to remain intact whilst giving the other land owners options and flexibility. <p>In its current form, the masterplan creates an unmanageable situation for the residents of Lucas Road HCA and provides no options for us.</p> <p>Kind Regards [REDACTED]</p>
Nov 20, 2024, 09:17	I support the Burwood Council proposed Draft Masterplan in preference to the NSW Transport Oriented Development Plan. I do not support the TOD for Croydon.
Nov 20, 2024, 09:01 AM	<p>Thank you for responsively developing a Croydon Masterplan that respects and values the distinctive character of the Malvern Hill estate. I fully support the Masterplan. It is important that there be restrictions on building unsympathetic structures that detract from the amenity and heritage character of the area.</p> <p>I support continuing restrictions on the ways in which existing homes are renovated too, so that the heritage values of our area are enhanced, not degraded further.</p> <p>In our municipality, I hope that there will be good green space, tree cover and not too much traffic. So often gridlock in traffic develops after too great an increase in density.</p> <p>Thank you very much Mayor Faker and all Councillors for heeding the voices of our residents and finding a good way to develop and enhance our municipality, whilst preserving and enhancing what is special about Croydon, which adds to the amenity and attractiveness of the whole municipality.</p>
Nov 20, 2024, 09:00	
Nov 20, 2024, 08:42	I drive through Croydon regularly and I think it would be terrible for the proposed developments to occur in the Malvern Estate. There are plenty of other areas on the north side of the train line that could take higher density living.
Nov 20, 2024, 08:02	I agree with proposed Burwood Council plan.
Nov 20, 2024, 07:59	I gree with Master Plan proposed by Burwood Coucil.
Nov 20, 2024, 07:57	I am in agreement with Burwood Council's proposed plan for Croydon. There is already major housing overdevelopment in this municipality and our roads and amenities are already stretched. Burwood Council has done its fair share of housing for Sydney.
Nov 20, 2024, 07:29 AM	As a resident of the Malvern Estate Heritage Conservation area I support Burwood Council's Croydon Masterplan. The proposal balances the need to protect the important heritage of Croydon whilst allowing for the development of additional housing. Burwood Council has already provided for significant residential housing developments around the main centre and new Burwood north precincts. Additional developments around Shaftesbury ave provides for further development without destroying the unique character of Croydon.
Nov 20, 2024, 02:22 AM	<p>Whilst I agree that an increase in housing is warranted across Sydney there needs to be vision in the planning so we are not just constructing future housing ghettos but liveable spaces that people want to be in . I strongly oppose high rise towers on the eastern side of Shaftesbury Rd. due to the significant impact on the quality of life of the residents by reducing the direct sunlight to the east, west and south of them , Solar panels on private homes will also be impacted . I would support low rise , below 6 stories in the areas indicated due to the lesser impact on the surrounding residents. I appreciate the conservation of the heritage areas and particularly the Strand precinct as this is a unique and well preserved area in a city which sadly has a fast disappearing architectural history . Preservation , however, should also be echoed in the surrounding areas , something not possible if it includes 30 storey buildings. Also I hope that there will be strong consideration of increased infrastructure in the Croydon/Burwood area in terms of social amenities and garden spaces to support this significant increase in population. Thankyou for considering this opinion.</p>
Nov 19, 2024, 11:26	Not in support the proposal
Nov 19, 2024, 10:48 PM	<p>Why has council decided it is okay to put 15 storey apartments on Webb St, 750m walk from Croydon station, but it is not ok to put apartments any distance south of the station? I remind council, all the houses south of the station are not heritage protected.</p> <p>This plan is unjust, wrong, and must be stopped!</p>

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Nov 19, 2024, 10:36	Object to the plan.
Nov 19, 2024, 10:27 PM	<p>Dear Council,</p> <p>I submit this letter in the hope that it conveys our strong objections to what is being proposed in the Croydon Masterplan.</p> <p>We were not at all informed of the Croydon Masterplan and only after receiving letters and phone calls from developers and speaking to neighbours later, were we informed very late of the proposal to rezone our area within Burwood to even more higher density housing. To learn of this news in this manner has been very distressing for myself and my elderly mother who have called this area of Burwood home for close to 50 years. There were no signs of the Croydon Masterplan placed anywhere near the residents in Burwood who would be most impacted by this proposal. The drop in session was very badly organised by council and most of who attended felt they were unable to hear and were informed of very little.</p> <p>This description of The Croydon Masterplan has been very misleading given the bulk of the proposal has been placed back into Burwood, furthermore Burwood was not nominated as a suburb by the state government on the original T.O.D.</p> <p>The Croydon Masterplan is very unfair, unbalanced and full of contradictions. Burwood has already provided higher density housing and continues to do so with The Burwood North precinct, appropriately placed along transport lines and the new Metro, The Croydon Masterplan proposes overscale bulky buildings directly against older small scale residential homes and claims to protect heritage but ignores many heritage homes and the heritage of streets like Boronia avenue, Burwood.</p> <p>Please record our strong objections to the Croydon Masterplan proposal.</p> <p>Sincerely [REDACTED]</p>
Nov 19, 2024, 10:11 PM	<p>I agree with the draft Croydon Master Plan answer to the NSW government's nomination of Croydon as a TOD precinct.</p> <p>I believe the proposal maintains the best parts of Croydon, being the shopping centre and surrounding housing which should be preserved for their heritage significance and village atmosphere.</p> <p>The area selected is considered the best suited for high rise unit development being the most convenient to both Burwood and Croydon shopping centres, good transport links, schools and public parks and adjoining the existing unit development on the north side of the railway line. These locational benefits would encourage walking to these services and amenities, reduce parking requirements and car movements. These benefits would outweigh any local interests in favour of a much larger group that would prefer a well designed precinct, in a convenient and affordable location.</p>
Nov 19, 2024, 09:58 PM	<p>I am saddened by the proposal to destroy the Malvern Estate and other heritage areas within the Burwood Municipality (and indeed the wider Sydney region). Australia has a relatively short history, so it is important to retain as much heritage as possible.</p> <p>These 100+ yr old houses were built to a high standard and retain their magnificent features. They should be kept for all of us to admire &/or live in, & for our children & their children. These homes were built with verandahs and thick walls-- so in hot summers they do not require air-conditioning. They considered climate change way back then!</p> <p>I appreciate there is a dire need for more housing in Sydney. This is the same in London and Berlin, where i presently reside and work. In these cities heritage buildings are not allowed to be destroyed. This law is sacrosanct. They build on old industrial sites, an old airfield, and other non-heritage ares. And this is respected by all levels of government.</p> <p>Australia is the 6th largest country in the world! So of course there is enough land just outside of Sydney for housing without destroying our heritage.</p> <p>Within Sydney, are there non-heritage areas on which to build? YES! There are numerous industrial sites, where with time the factories have closed down or moved out west. This includes the Waterloo-Alexandria-Zetland-Mascot area. This is currently being successfully utilised for housing. Numerous harbourside factories have also been successfully converted for housing. Examples incl. Colgate-Palmolive in Balmain (which has retained its external historic features), Balmain colliery, Balmain Power Stn, Lysaght steel/wire mill in Chiswick, Nestle in Abbotsford, Dulux paints in Cabarita, AGL in Mortlake/Breakfast Point, Rhodes, & Homebush Bay, etc</p> <p>ADDITIONALLY, there remains vast tracts of industrial land (& a racecourse!) close to Parramatta River that could be converted to housing.</p> <p>These areas are perfect for high density housing as it is ALONG THE ROUTE OF METRO WEST! ie. Newington, Silverwater, Camellia & Rosehill.</p> <p>However, surprisingly, there are NO currently planned Metro stations between Sydney Olympic Park & Parramatta. So the above named 4 suburbs will not get a Metro station! WHY NOT???</p> <p>It is unbelievable that the government is considering destroying heritage homes in established suburbs for high density housing, when they have NOT PLANNED FOR ANY METRO STATIONS in the industrial areas between Syd Olympic Park & Parramatta, which have great potential for this type of housing.</p> <p>High density housing along with their associated Metro stations should be considered at Rosehill, Camellia, Silverwater & Newington. A loop north to Rydalmere is also possible- servicing the industrial sites there.</p> <p>Thus, it is possible to have alternative housing sites rather than just brazenly destroying our & our children's heritage.</p> <p>https://transportsydney.wordpress.com/2023/07/30/more-stations-for-sydney-metro-west/</p>
Nov 19, 2024, 09:53 PM	<p>The Croydon Masterplan is a good alternative to the TOD Plan. It makes sense to locate higher density housing at the western end of Croydon which is still walking distance to Croydon station and walking distance to Burwood where there is more amenity.</p> <p>However, it appears the Burwood Council town planners have made a mistake by allocating 100% of the TOD housing target within the Burwood LGA. I hope it is an error and not them being influenced by lobbying from developers.</p> <p>Half of the TOD target will be met in the Inner West Council area of Croydon. Croydon certainly doesn't have the infrastructure or green space to support an additional 6,300 new residences / 15,000 new residents, ie: 1.5 times the already high TOD target of 4,450 new residences.</p>
Nov 19, 2024, 09:52 PM	<p>I find the Croydon draft Masterplan focused on areas that are more than suitable for development.</p> <p>I also agree with Burwood council that the area has already already allowed development to meet the standards of the governments SEPP TOD provisions if the Croydon plan is adopted</p>
Nov 19, 2024, 09:42	<p>I have reviewed and strongly support Burwood Council's alternate plan. This preserves the heritage of this very unique suburb, something which has been fought to be maintained for many years .</p>
Nov 19, 2024, 09:34	<p>I Amy writing to say I agree with the Burwood council draft housing Croydon Masterplan. I consider it is important to protect and learn from a communities heritage whilst acknowledging that additional housing close to transport hubs is a necessity moving forward. The current Burwood council Croydon masterplan, as I understand it, balances these necessities.</p>

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Nov 19, 2024, 09:23 PM	<p>I live at [REDACTED] and am directly impacted by the plan. I believe the proposal is highly flawed and ask Burwood council to reject the master plan and move forward with the TOD.</p> <p>First and foremost, the Croydon HIA is based on the deeply flawed premise that the Strand and all heritage houses south of the station are so remarkable they must be preserved. The Strand is dated and would benefit greatly from investment whilst still retaining its character. As for the homes, I've been inside some and they are not remarkable. They are just old homes outside, many refurbished and modern inside. So it might be justified to protect the best examples, but there is no justification to exempt the entire south side of the station from providing it's fair share of new housing. The roads are wide and flat, there is no flooding risk, and the proximity to Liverpool road and the station make it perfect for housing new residents. Trying to argue otherwise gives the appearance of impropriety, vested interests and favouritism for the wealthy who own these homes.</p> <p>Instead of locating new homes in the most suitable locations, Croydon master plan proposes pushing all the new homes at least 400m away, north of the train line between Croydon and Burwood. This plan is wrong for many reasons:</p> <p>1. Inequitable and unfair.</p> <p>It asks residents on the north side of the train line to bear all the burden for new housing while those on the south side accept none.</p> <p>Fix: residents on the south side cannot hide behind heritage excuse forever. They must accept their share of new homes.</p> <p>2. Goes against the spirit of TOD</p> <p>The TOD only asked for 3-6 storey apartments to create new homes without overburdening residents in the area. The master plan is excessive in calling for 8-30 storey apartments.</p> <p>Fix: the master plan should not call for more than 3-6 storey apartments, particularly in the most residential areas, away from Shaftesbury Av and the train line.</p> <p>3. Loss of privacy</p> <p>The plan places medium and high density apartments immediately next to existing homes. Personally, 15 storey apartments are proposed along the length of my property and my rear neighbour's property. Hundreds of people in those apartments would see directly into our backyards and even inside our homes. This loss of privacy would impact my and my neighbours wellbeing. To do this deep inside a residential area, 750m walk from any shop, station or main road is incredibly poor planning.</p> <p>Fix: the plan should be sympathetic to existing residents. Building heights should be staggered from 2 storeys closest to existing homes. They should be no more than 6 storeys, as proposed by TOD, at least 50m away from existing homes.</p> <p>4. The proposed pathway between Irrara St and Waemie St is unnecessary</p> <p>All walking routes to the station and schools are already well served by existing roads and this new route would not save pedestrians any time.</p> <p>Fix: Scrap the pathway and proposed development north of Cross St. If development is unavoidable, replace Cross St with an extension of Waemie St in lieu of the pathway.</p> <p>5. Delivers too many homes</p> <p>Burwood council is only responsible for the west half of Croydon. Of this, the northern side is already fully developed. Under TOD, Burwood council could only have delivered homes in the south west corner of the station. This would be less than 1/4 of the 3600 homes proposed by the master plan.</p> <p>Fix: The plan should not attempt to deliver more homes than TOD</p> <p>6. Lack of amenities would be exacerbated</p> <p>The current and projected population of Burwood is already underserved by green spaces, schools and other public services. This plan would further stretch amenities in Burwood LGA when they are already more stretched than most LGAs in NSW.</p> <p>Fix: The plan should not attempt to deliver more homes than TOD</p> <p>7. Traffic congestion from constrained roads</p> <p>The area proposed for development is served by many narrow roads that cannot fit more than two cars abreast. It is also bounded by the railway line and a regularly congested Shaftesbury Av. Adding hundreds of car movements per day to this small area is a recipe for gridlock.</p> <p>Fix: Include new homes south of the train line where the roads are wide and Liverpool road is easily accessible.</p> <p>8. Lack of street parking</p> <p>Existing residents would lose access to street parking with such a large influx of new residents to the area. Granting more car parking spaces in the new buildings would only lead to more grid lock.</p> <p>Fix: reduce the density north of the train line and include new homes south of the train line</p> <p>9. Flood risks are ignored</p> <p>The plan has proposed development over flood risk areas, and storm water and sewer assets. Sydney Water recommends "no development to occur within a storm water asset zone of interest"</p> <p>Fix: exclude these and surrounding areas from the proposed development</p> <p>10. The plan is rushed and community consultation inadequate</p> <p>The 4 week consultation period does not give affected residents enough time to learn and respond. Burwood council's notification letter does not adequately alert readers to the severity and impact the plans will have on them. This is especially the case for non-English speakers. Many neighbours I spoke to were unaware of the plans.</p> <p>Fix: without adequate community consultation the master plan cannot be voted for by Burwood council</p> <p>With all these failing the Croydon master plan should not and must not go ahead. This master plan is unfair, inequitable, unbalanced and promotes unsustainable development. The residents south of the train line cannot hide behind "heritage" forever. Burwood council should proceed with the TOD.</p>
Nov 19, 2024, 09:22	<p>I would like the Croydon Master Plan to go through, I do not agree with the TOD</p>
Nov 19, 2024, 09:17 PM	<p>I appreciate that Council has sought to find an alternative master plan that takes our local area with its specific characteristics into account, rather than allowing the proposed TOD SEPP to alter our heritage and village community with the imposition of a generic planning regime.</p> <p>I support maintaining our heritage areas and am pleased that in addition to protecting the Malvern Hill HCA, Council has also kept the Railway South area in mind when considering greater densities in surrounding areas. The continuation of a predominantly low density area in the eastern part of the investigation area also allows for low density relief between the main centres of Ashfield and Burwood.</p> <p>I agree with focusing higher densities closer to the main amenities in Burwood and while I am disappointed that buildings of up to 15 stories would be allowed outside of the main centres of Ashfield and Burwood where they are more appropriately located, I can appreciate that the Croydon Core Centre is the best solution in light of the State government's requirements.</p> <p>I believe that increased open space will be critical where densities are to rise, especially as Croydon is a family based suburb.</p> <p>In general, I support the proposed Masterplan.</p>

Engagement Outcomes – Redacted Formal Submissions

Nov 19, 2024, 09:11 PM	I would like to express support for Burwood council's draft Croydon Masterplan as an alternative to the original TOD proposal. In particular I'm passionate that the Strand heritage retail strip be saved. I understand that we need to make more housing more affordable and commend the state govt for acting to improve the situation. But the Strand is a defining aspect of the Croydon community. I live in the adjoining Inner West Council and our house will probably be impact by the TOD there, I accept this as necessary but the Stand is my community. If it is replaced by something that is just a smaller, less convenient version of Ashfield and Burwood I think it will die as a retail area. It's unique heritage and village scale is what makes it a thriving and vibrant centre, I suspect.
Nov 19, 2024, 09:08 PM	I'm wondering where the plans for infrastructure are?? It's all well and good to build housing to tick the box, but how are residents going to move? Reality is everyone drives cars & always will. With many schools in the area, those using smaller roads/link roads as rat runs & bound by major artery roads (Frederick St) it is already clogged & noisy. This fantasy of everyone walking or using public transport is a myth. Currently school teachers, older school children who drive & workers (catching the train?) are parking (all day) in local streets up to 600m radius from the station. People will always drive and no infrastructure improvements have been proposed in any documents/plan. Why is this missing? Who will suffer after the housing box is ticked. Answer..... current residents and those suckers who buy or rent in the 'new housing' developments. It will end up like the appalling Meadowbank or Rhodes precincts, plenty of housing but you have to allow 30mins to get in or out of your home.
Nov 19, 2024, 09:08 PM	This is a fantastic idea and plan. Preserving Croydon's heritage whilst focusing on the development of Burwood will bring tremendous growth to these areas. Residents of Croydon have been urging for the preservation of its current heritage charm whilst Burwood has been expanding its urban environment which has brought increased popularity to the area. The redevelopment of Burwood will only foster greater growth, more resident living and further amenities to Burwood, the now desired inner west hub, which is well connected to all areas of Sydney.
Nov 19, 2024, 09:08 PM	<p>In principle I endorse the Croydon Housing Investigation Area that has been proposed by Burwood Council as an alternative to the NSW State Government's Transport Oriented Development (TOD) proposal in a 400m circle around Croydon Railway Station, shared between Burwood & Inner West Council areas.</p> <p>The reasons for this support include:</p> <ul style="list-style-type: none">- Provides a place-based response to increasing housing in the Croydon area- Places new housing closer to the limited open space that the Burwood LGA has- Is situated close to Burwood and Croydon stations and the proposed new metro station- Preserves the Malvern hill, Cintra Estate, the Strand and local character- Considers the congestion and bottle necks around school zones- Locates new housing near extensive retail and entertainment services, banking, service New South Wales, and community services such as the library- Maintains housing diversity in Burwood LGA where 65.8% of the dwellings are already medium or high density compared to 46% in Greater Sydney. <p>Ã</p> <p>Nevertheless, there are multiple concerns including:</p> <ul style="list-style-type: none">- Increased traffic in the area.- Increased numbers of students at already oversubscribed local schools.- The lack of open space/ green space in the area- How the increased housing is being shared with the inner west council portion of Croydon- How council is responding to pressure from outside pro-development lobby groups- Funding of supporting infrastructure <p>I therefore oppose increased housing density in Burwood LGA (beyond the planned Burwood North Precinct, Parramatta Road Corridor and continuing development of the Burwood Town Centre)</p>
Nov 19, 2024, 09:03	Croydon is a beautiful place and needs to stay as it is. It balances heritage with the needs of an ever changing society.
Nov 19, 2024, 09:00	Burwood council has done a great job in their submission, balancing heritage with the needs of a modern and progressive Sydney.
Nov 19, 2024, 08:15	I am very opposed to this masterplan and I think it will create too much noise in the neighbourhood

Engagement Outcomes – Redacted Formal Submissions

Nov 19, 2024, 08:13 PM	<p>Submission re Croydon Housing Investigation Area</p> <p>In principle I endorse the Croydon Housing Investigation Area that has been proposed by Burwood Council as an alternative to the NSW State Government's Transport Oriented Development (TOD) proposal in a 400m circle around Croydon Railway Station, shared between Burwood & Inner West Council areas.</p> <p>The reasons for this support include:</p> <ul style="list-style-type: none">* Provides a place-based response to increasing housing in the Croydon area* Places new housing closer to the limited open space that the Burwood LGA has* Is situated close to Burwood and Croydon stations and the proposed new metro station* Preserves the Malvern Hill and Cintra Estates, the Strand and local character* Considers the congestion and bottle necks around school zones* Locates new housing near extensive retail and entertainment services, banking, service New South Wales, and community services such as the library <p>Nevertheless, there are multiple concerns including:</p> <ul style="list-style-type: none">* The lack of open space/ green space in the area* How the increased housing is being shared with the inner west council portion of Croydon* How council is responding to pressure from outside pro-development lobby groups* How the necessary public infrastructure to support the increased density will be funded <p>And therefore I oppose increased housing density in Burwood LGA (beyond the planned Burwood North Precinct, Parramatta Road Corridor and continuing development of the Burwood Town Centre)</p>
Nov 19, 2024, 07:42 PM	<p>I'd like to provide my support for the Burwood council draft masterplan which aims to preserve the heritage of the area.</p> <p>However, I do feel that 15 story buildings overlooking the Croydon public school may be eccessive and suggest that those immediately surrounding the primary school be capped at 8 stories.</p>
Nov 19, 2024, 07:37	<p>I fully support the councils master plan preserving the heritage area of Malvern Estate.</p>
Nov 19, 2024, 07:35	<p>Hello, I would like it noted that I agree with Burwood councils draft master plan</p>
Nov 19, 2024, 07:09 PM	<p>After being very involved with the action against the State Government's TOD proposal in Croydon we were grateful to learn that the Council were granted an opportunity, to develop an alternative plan to address the housing crisis. However, in many ways, it appears the solution proposed is going to have a much greater negative impact on many Croydon local residents and the character of our much-loved local area. The idea of allowing 15 - 30 storey buildings within the current low density, suburban area of Croydon, directly negatively impacting thousands of people is as much of a concern. An opportunity to choose one over the other, ie the TOD over the Croydon Masterplan should be the question. When we fought against the TOD, we were unaware that we would be exposing our local area to a very high density housing plan and consequently huge negative implications for noise, privacy and local amenity.</p> <p>It is also concerning that many local residents around us, are only now finding out about the housing investigation area and the huge assault on their lives. A 400m zone of medium density housing doesn't sound quite so bad in comparison. The number of residents impacted by the Council's housing masterplan would outnumber those who would possibly be impacted in the TOD approach.</p> <p>In addition to creating a high-density zone in Croydon, the Masterplan leaves the rest of the suburb exposed to the real possibility of future medium to high density development in the future.</p> <p>If this Masterplan is a response to the housing crisis, why is there only a 2% requirement of developers for affordable housing and what does this actually look like?</p> <p>A height maximum should be in metres, not storeys. Two 30 storey buildings are not necessarily equal in height. What maximum height will be permitted. Will developments in these newly created precincts put the community at further risk by allowing the construction under a CDC or will the planning requirements be upheld through the DA process?</p> <p>How will the active transport link provide a safe path to the Burwood town centre with so many driveways to cross on the journey. Our streets are too narrow already. And where will the cars park?</p> <p>The Croydon Masterplan raises many questions in terms of how it will become and look in reality.</p> <p>The future of our wonderful Croydon community is on the verge of extinction, so sad.</p> <p>Once again, the wealthy developers are going to win, and the wellbeing of the local community residents does not seem to have been a priority.</p> <p>If you have bothered to read my submission, I thank you for your time and hope you take this feedback seriously.</p>
Nov 19, 2024, 06:58 PM	<p>Whilst increasing housing density along the railway lines is inevitable going from 6 stories to 30 story high rises is ridiculous. It seems like a 180 degree flip from the narrative the council and mayor have been trying to push. It devalues the whole area by having 30 story high rises and opens the door for other property developer to do the same thing. It's totally unnecessary when there's nothing length of opportunity for that type of high rise development in Burwood. People should not have the privacy of their backyards breached by 30 story buildings next door. It's extremely disappointing that this is even on the proposal.</p>
Nov 19, 2024, 06:22 PM	<p>Hi,</p> <p>My name is [REDACTED], my mother has lived in [REDACTED] for over 50 years, I also grew up there. Burwood has already certainly contributed more than their fare share when compared to other inner west train stations. Croydon, Summer Hill, Lewisham, Petersham and Stanmore could take on some of the high rise needs to further expand housing opportunities.</p> <p>At the very least, the boundary identified on the maps need to either include the western side of Lucas road [REDACTED] or the boundary needs to end at the western side of Boronia Ave.</p> <p>It is unfair to expect residents to have possibly an 8 storey block of units at their back fence.</p> <p>Obviously other issues related to traffic will need to be addressed but most importantly the boundary lines need to either include [REDACTED] or end on the western side of Boronia Ave.</p> <p>Regards, [REDACTED]</p>
Nov 19, 2024, 05:31 PM	<p>Allowing the construction of multi storey buildings in a heritage listed area is ridiculous. The history of this region will be decimated. Land values will plummet and traffic congestion and safety around the school districts will not only be contentious but dangerous. The Steand is like a village setting in the middle of a city. To allow towers to be built will ruin the whole atmosphere. My family moved from Ashfield to Croydon when I was only 7 years old (over 50 years ago) and the only area that has not been affected by drastic change in Sydney is Croydon. Leave it that way.</p>

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Nov 19, 2024, 05:30	As a resident of Croydon, I'm supportive of Burwood's council's plan to preserve Croydon for its heritage sites and landscape, which is very important for us as a community who call Croydon our beloved home.
Nov 19, 2024, 04:39 PM	<p>I do not support the Croydon Masterplan.</p> <p>Despite some positive proposals, such as increased densities along Shaftsbury Road near the railway line and on Cross Street, it proposes no meaningful increase in housing density within the areas near Croydon Station as required by the TOD. However, even allowing for the positive of additional housing along Shaftsbury Road, it will simply place additional pressure on Burwood Station and surrounding infrastructure. Given the quantity of high density housing that already exists in the Burwood town centre, it would be far better to have the areas adjacent to the town centre earmarked for future development; to be utilised when other options have been exhausted and after substantial upgrades and expansions of the existing Burwood transport infrastructure. What is needed now is moderate rise, moderate density housing for which Croydon is ideally suited.</p> <p>The goal of the TOD is to correct some aspects of poor planning decisions of the past: that of low density housing in close proximity to the Sydney CBD. Sydney is a uniquely badly planned city that transitions from city to suburban sprawl way too quickly. The TOD seeks to make amends by accepting this fact and attempting to create a metropolis that is more suited to the future than the past.</p> <p>Pushing the bulk of the new homes onto the Burwood town centre perpetuates the gentrification of Croydon and perpetuates the aging of its population. Moderate rise, moderate density housing in Croydon will bring about more housing opportunities for younger people. My experience of younger people is that they are less interested in maintaining the nostalgic longings of their parents' generation and are more interested in being able to afford housing within reach of the places that they work and play. More young people in the area will revitalise Croydon and it's commercial hub, creating more business opportunities and the associated jobs. The TOD will produce better outcomes in this regard.</p> <p>The Masterplan pays lip service to conservation area infill opportunities but there is no actual commitment to do so. Most of the language of the Masterplan is about how little Croydon will be affected which was not the objective of the TOD. All conservation areas and heritage items need a thorough audit to ensure that there is actual value in preserving such items for future generations, which will necessarily come at the expense of more affordable housing.</p>
Nov 19, 2024, 04:36 PM	<p>I support the draft Croydon Masterplan.</p> <p>The Masterplan provides a considered, place-based response to increasing housing in the Croydon area. It aligns with Burwood's adopted Local Strategic Planning Statement and locates new homes close to significant bus and rail interchange, offering jobs, extensive retail and entertainment, services such as banking, Service NSW, healthcare, and community amenities like the library.</p> <p>The Masterplan also proposes new housing closer to the limited open spaces in the Burwood LGA, such as Wangal, Blair, and Centenary Parks. Additionally, it plans for new housing near the upcoming Burwood North Metro West station (noting that the recent timetable changes have reduced peak hour services to/from Croydon train station).</p> <p>The Masterplan promotes housing diversity by retaining existing freestanding homes that attract families Croydon. It also introduces new housing to accommodate the growing population in Burwood LGA and offers options for residents who wish to downsize but remain in Croydon.</p> <p>Unlike the TOD, which was introduced without community consultation, the Masterplan directly addresses community concerns. It focuses on improving access to services and green spaces, managing traffic congestion, and protecting the heritage of The Strand and the Malvern Hill Conservation Area.</p> <p>In conclusion, the Masterplan demonstrates how a strategic and thoughtful approach to development can achieve both heritage protection and the introduction of new housing. It successfully maintains Croydon's distinct character while accommodating the needs of its future population.</p>
Nov 19, 2024, 04:31 PM	<p>1.I support the proposed masterplan which has most of the higher density housing located on the north side of the railway line because it preserves intact the heritage precincts of the Strand, Malvern Hill and the Cintra Conservation Area.</p> <p>2. I have concerns about the proposed masterplan including some areas which are south of the railway line. These areas are part of the Wallace and Brady Streets Conservation Area, which contains several buildings of noteworthy architectural and heritage significance.</p> <p>3.The original TOD proposed by the government envisages the provision of a certain number of additional residents in an area centred on Croydon Station. Part of this increase is contained within the Burwood Municipality and the remainder lies within the Inner West Council boundaries. If the masterplan is accepted by the government, I assume that Burwood Council will liaise with the Inner West Council to ensure that the required population increase is provided equitably between the two Local Government areas.</p> <p>4.Again, if the masterplan is accepted by the government, I assume that Burwood Council will address the required infrastructure upgrades, including preschool, schools, open recreation areas as well as parking for the increased population.</p>
Nov 19, 2024, 04:21 PM	<p>As a longtime Burwood Council resident, I was very unhappy to learn of the Minns government's ill-thought though process to cram in more apartments near Croydon station. In particular I was angry to read of their complete lack of concern about preserving Sydney's precious housing heritage, of which we have very little left.</p> <p>Therefore I am writing to confirm my support for Burwood Council's alternative plan, which finds a way to fulfil new dwelling number commitments, at the same time as remaining Stewards of the unique Malvern Hill estate.</p> <p>Regards,</p> <p>██████████</p>
Nov 19, 2024, 03:56	<p>I'm writing in support of the Croydon Masterplan. As a long-term resident, I think this Masterplan balances the need to deliver housing and growth while maintaining the character and amenity of Croydon, in particular the low density residential areas.</p> <p>Preserving the historic Malvern Hill neighborhood and protecting The Strand, a gem in Sydney and social hub for Croydon, are particularly important outcomes which I applaud. I hope this Masterplan is adopted by the NSW government. Thank you.</p>

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Nov 19, 2024, 03:54 PM	<p>Dear Burwood Council</p> <p>I write to you insisting that you do not submit the Croydon HIA masterplan as a response to the NSW TOD. It presents unbalanced outcomes for residents of Burwood that goes far beyond what is required by the TOD. The social, environmental and heritage impacts of the plan are undeniable. I request Burwood Council recommend the adoption of the standard TOD condition of 400m radius from Croydon Station shared across Burwood and Inner West LGA.</p> <p>The proposed density, form and scale of the proposed high density housing blocks (8-30 stories) set out in the Croydon HIA is incongruous with the established pattern of single dwelling free standing houses that characterises much of the Burwood LGA. These sites are, at most, much better suited to low rise medium density developments where appropriate such as those recently unveiled in the NSW pattern book.</p> <p>Concentrating density in a relatively small part of the LGA to achieve uplift that should be more evenly spread is a poor outcome and shows a lack of nuanced consideration of individual sites that may be better suited to achieve the uplift (such as those along Parramatta Rd or existing flat building sites that are set up for servicing, parking and open space requirements).</p> <p>If it proceeds, the Croydon HIA masterplan will be a failure for the Burwood community.</p> <ol style="list-style-type: none">1. The concentration of density proposed in the Shaftesbury precinct will significantly increase traffic in an already extremely congested area of Burwood.2. It will also significantly increase use of public transport in Burwood station (an extremely busy station), rather than Croydon station (a relatively underused station), which is the entire reason why Croydon, not Burwood, was identified by the NSW Government for development.3. It would destroy the heritage value of Boronia Avenue, which has 80% intact heritage federation homes. My family has been living on Boronia Avenue since the 1950s - my migrant grandparents raised my mother and her siblings there, my parents raised me and my siblings there, and I looked forward to the day when one of my siblings or I can raise our families there. We are not alone in our continuing connection to the street - many of our neighbours have been living on the street for decades. Burwood Council has identified Boronia Avenue as an area to locate 8 - 30 storey towers. This is beyond shameful. Once heritage value and connections to land are lost, they are lost forever. Why should Croydon's heritage value be spared, at the expense of Burwood's?4. It appears Burwood Council has sought to concentrate density in Burwood to avoid development in Croydon. This is short sighted and delays the inevitable. Croydon will need to be developed at some point. Burwood has contributed substantial additional housing to date and plans for more with the new metro at Burwood North. Croydon, in contrast, is little developed, particularly around its station. Croydon should adopt its fair share.5. To this end, it is not clear what, if any, engagement has been had with the Inner West Council. 400m radius around Croydon station is roughly bisected by the LGA boundary. Burwood Council should share the density load with Inner West Council.6. Burwood Council has gone far beyond what the TOD principles require. The masterplan proposes development 1.2km from Croydon station, when the TOD requires development within 400m. The masterplan proposes extremely high-density towers of 30 storeys, when the TOD only requires 6 storeys. The masterplan contemplates heights of 102m, when the TOD only requires 22m. This high-density approach is contrary to the NSW Government's support for low-medium density, as reflected in the recently released pattern book. How does Burwood Council seriously consider that the masterplan is an appropriate alternative to the TOD?7. It is poor planning. I've reviewed all appendices to the masterplan - all demonstrate that near nil consideration has been given by Burwood Council to the social, environmental and liveability aspects of its masterplan on its residents. Barely any thought has been given to the noise impacts, overshadowing, traffic increases, eye level view outcomes, or the social and transport infrastructure that will need to be introduced to account for the extreme increase in population concentrated in only a few blocks that Burwood Council is proposing in the masterplan.8. It does not reflect feedback provided by the community in April/May 2024. Resident feedback collected at this time is very positive for development of the Strand (which is also consistent with the TOD which promotes shop-top housing) and the area south of the railway. Both of these have been entirely excluded by the Council in the masterplan. Why? In contrast, there was very little support for development in Burwood, and in fact, the Shaftesbury Road precinct, where the bulk of development is now proposed, was not included as an area that feedback could be provided on at all. Furthermore, in April/May 2024, Burwood Council sought feedback on low-medium density, and not the extremely high-density that is now being proposed. We suspect community feedback would not support the mega towers now proposed by Burwood Council9. The exhibition of the masterplan and the feedback process has been unfair and underwhelming, to the point where I can only think it has been purposeful to avoid feedback being provided. The feedback period has been unnecessarily truncated. Council was aware of the January 2025 deadline set by the NSW Government yet only chose to exhibit the plan in late October/November 2024 (interestingly, after the election). How is Burwood Council going to incorporate the feedback it receives on the plan before it is due to vote on it, or submission to the NSW Government? The plan has barely been advertised in Burwood. While at Croydon station, there is heavy signposting of the plan, at Burwood station (where the concentration of density is proposed) there are no signs. The name of the plan is most misleading - titling the plan "Croydon's masterplan when all of the development is in Burwood has likely meant the plan has been ignored by Burwood residents, who are likely most affected. Finally, Burwood is a proud multicultural community, yet the limited exhibition I saw of the masterplan was in English. I attended the disappointing drop in session at Burwood library on 16 November 2024 - no interpreters were available, no materials were available in other languages, no consideration was given to attendees with mobility issues and the elderly. I thought Burwood Council prided itself on representing an inclusive and diverse community? How can Council be satisfied that the voices of its community members are being heard in these circumstances? <p>I reiterate my position above that Burwood Council withdraw the proposed masterplan and recommend the 400m radius TOD be recommended for the LGA. I await your confirmation reply that this will be the case.</p> <p>Yours sincerely [REDACTED]</p>
Nov 19, 2024, 02:17 PM	<p>I believe that council is trying to do the best for whole suburb of Croydon. The draft masterplan is great in that it is placing the new homes close to Burwood town centre and Burwood North.</p> <p>It is the best outcome for the suburb as a whole and will protect what the heritage cinservation areas from deveolpment and protect the essence of the suburb. I stringly support council's Draft Masterplan for the suburb. Hopefully this will be accepted by the state government.</p>
Nov 19, 2024, 01:52 PM	<p>I think the plan is good, we need more housing.</p> <p>However, traffic through The Strand in Croydon is already too heavy for the size of the roads with so many parents coming to drop off kids at PLC, and with it being a thoroughfare between Ashfield and Burwood.</p> <p>The proposed density changes will only work if there are major road changes in the area, as well as increased capacity at Croydon Public School, and more useful shops and pubs in Croydon rather than just dentists and cafes.</p>
Nov 19, 2024, 01:02	<p>I support this new Draft Masterplan proposed and not the TOD</p>
Nov 19, 2024, 01:01 PM	<p>The proposed masterplan proposes most of the uplift further away from Croydon train station, which defeats the purposed of the TOD. Why should apartment dwellers have to walk past multi-million dollar cottages to get to the station? If housing can be proposed 700m away from the station, then it can be proposed closer to the station.</p> <p>Whilst heritage is important, it should not be excluded from the uplift. The area was built for the working class and by excluding this area all together it is simply gentrifying the area. Where will essential workers that work in the area live? If they can't afford to live in the area they will move further out and then get employment closer to home.</p> <p>Further to the above, to help with increased population, there are currently four platforms at Croydon Station, of which only two are predominately used. We should be lobbying with the state government to increase the train services to help with the uplift.</p>

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Nov 19, 2024, 12:57	Happy with the proposed draft masterplan.
Nov 19, 2024, 12:28 PM	I am opposed to this plan as I think this scale of high density is ridiculous. Just look at burwood and how horrible it is now that they're so many towers. The streets around croydon can't handle the current traffic let alone this much more. I know planners like to dream that there won't be an increase in traffic because being close to the railway means they won't have cars, but in reality that's not the case. If more unit blocks are needed then build them but 6-8 stories is enough not huge awful towers.
Nov 19, 2024, 11:36 AM	<p>The proposal to limit development to only one side of the railway line is both impractical and inequitable. It appears to funnel a disproportionate amount of new housing into the area around Burwood Station, while largely neglecting Malvern Hill. This results in an uneven distribution of growth across the suburb, with residents on the northern side of the railway line shouldering the majority of the housing increase, while those on the southern side seem to be excluded from contributing to this expansion.</p> <p>A more equitable approach would be to focus on the Strand precinct and its nearby streets, all of which are within walking distance of Croydon Station. This area offers a prime opportunity for higher-density development, which could stimulate economic growth and encourage greater community interaction.</p> <p>It is crucial for Burwood Council's planners to reconsider the current proposal and realign it with the State Government's Transit-Oriented Development (TOD) principles. By prioritising the redevelopment of the Strand precinct and its surrounding areas, the council can ensure a fairer distribution of new housing, relieve the pressure on residents north of the railway line, and promote a more sustainable and inclusive growth model for Croydon. Now, more than ever, we must recognise the need for forward-thinking housing solutions that accommodate the demands of future generations.</p>
Nov 19, 2024, 11:25	I very much appreciate work done by Burwood Council in preparing an alternate plan to the TOD. I would like to express the strong support of myself and my family for the Council's plan. We have lived and worked in the Malvern Hill Estate for 30 years and carefully restored our home over that time. We do not want to see the area ruined by indiscriminate development that benefits only those who sell up and go and the developers.
Nov 19, 2024, 11:25	I very much appreciate work done by Burwood Council in preparing an alternate plan to the TOD. I would like to express the strong support of myself and my family for the Council's plan. We have lived and worked in the Malvern Hill Estate for 30 years and carefully restored our home over that time. We do not want to see the area ruined by indiscriminate development that benefits only those who sell up and go and the developers.
Nov 19, 2024, 11:21 AM	I believe what council is now proposing in response to the State Govt TOD strategy is likely the best possible option, other than having the TOD dismissed totally. The opportunity to have some "control" over subsequent development as outlined in councils responses is essential. It centres major changes along the rail corridor Croydon-Burwood to meld into that emanating from Burwood town centre and the new Burwood North metro. If major changes take some time to implement formally we could be blessed with a change of govt at State level which could offer hope of the TOD being withdrawn or modified..
Nov 19, 2024, 10:33 AM	I support the original proposal. The original plan put forward by the State Government is the much better option. 400m either side of Croydon Station is fair and equitable. The original TOD increases urban density within relatively easy walking distance from the station. There are a lot of very nice streets in Croydon that are not heritage listed. I do not think it is at all fair the Malvern Hill estate is exempt from the proposed changes. In my view more effort should be placed on how the new areas are developed to avoid buildings like the one in Railway Pde, Burwood. At the end of the day home owners are not compelled to sell if their area is rezoned. The proposal put forward by council has the potential to split communities as it encourages an us and them approach based on a position of privilege.
Nov 19, 2024, 10:29 AM	As a Croydon resident since 1975 and having family living and owning property in Burwood LGA since the 1960's, I would like to voice my full support of the Burwood Council Croydon Masterplan. When I heard about the TOD program and considered its impact on Croydon, I had deep concerns about the negative consequences and immediately the TOD was exposed as an ill-considered and rushed proposal, and I must add a program without a mandate. However, I was encouraged to learn that both the State Government and Council were willing to co-operate and provide a solution that would benefit the majority of Croydon residents and future residents. The Croydon Masterplan is such a solution by allowing the unique heritage and the rich history of areas such as; Malvern Hill Estate, The Strand and Frogatt Crescent opposite Croydon Public School to remain for current and future generations. Let us not have short memories and remember that some time ago there were plans to entirely redevelop The Rocks area of Sydney. Instead, both locals and international tourists enjoy this precinct as a destination.
Nov 19, 2024, 10:06	My family and I support Burwood Council's proposed Draft Masterplan to save Croydon.
Nov 19, 2024, 09:55	Please leave our homes alone. We worked really hard to be able to buy a home and be able to live here. Drive along Parramatta Rd - perfect access to busses and so many of the e shoes are boarded up. Build apartments there. Not to mention the high rises we already have in Burwood. We've done more than our fair share.
Nov 19, 2024, 09:46 AM	<p>I support this new plan - the destruction of the Heritage areas you have highlighted is criminal and will change the area and Sydney for the worse. Increasing housing north of Burwood Station and around the new Burwood Metro Station and north of the railway between Burwood and Croydon Stations makes so much more sense - to (a) exceed the targets and (b) create more green streets.</p> <p>I personally also think increasing heights along Parramatta Road - would solve a lot of problems!</p>
Nov 19, 2024, 09:14 AM	<p>I disagree with Council's Draft Croydon masterplan.</p> <p>I agree with the NSW Government 400m from Croydon Railway station proposal for unit developments.</p> <p>Council's Draft Croydon masterplan is affecting numerous small properties along the railway line and the various side streets. These houses have traditionally been workers' cottages and are still lived in by Workers. We have Police, Paramedics, Nurses, and teachers in many of the properties that are being rezoned. These people have worked hard to purchase a property, they work locally and if this rezoning is undertaken they will be driven out of the area.</p> <p>I have been a resident for 31 years, if this rezoning is undertaken we will be driven out of our own suburb by high rise units, and we will not be able to purchase a similar property as all the small properties will be gone. We will not be able to purchase a larger block of land as the rezoning will push the prices of all land in Croydon upwards as there will be a lack of properties.</p> <p>If we stay in our house and do not sell, we will be overshadowed and parking will be a major issue. In my opinion all new units should have 2 carparking spots as this will reduce parking in the streets. Having minimal parking spots for the units makes no sense at all. Assuming that all residents who live near a railway station do not require vehicles for work is a mistake, as most people who live and work in our area are workers and they require vehicles to hold down a job or get to their shifts very early in the morning when trains are not operating.</p> <p>Council's master plan has ignored all the large properties along Lucas Road, this road is wide and has numerous large properties that could be rezoned for units. the Northern end of Lucas Road would also be within 900m of the new Burwood North Station</p>
Nov 19, 2024, 08:12	I'm a resident of Waimea Street Burwood and I strongly support the council master plan to rezone Waimea Street along with neighbouring streets. It is what Burwood & Croydon need's since it is continuing to grow and is great progress for the Burwood/Croydon Community.
Nov 19, 2024, 07:58	Writing in support of the new draft masterly that sees new housing allocated to already developed areas in Burwood instead of heritage protected Croydon

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Nov 19, 2024, 07:56	I live in Robinson street croydon and i support the draft masterplan which will see the new housing established in Burwood town centre instead of Croydon
Nov 19, 2024, 07:45	I Live in Waimea Street in Burwood and I support the council master plan to rezone Waimea Street along with other streets around Waimea Street Burwood. Thank you.
Nov 19, 2024, 07:34 AM	<p>I wish to express my strong opposition to Burwood Council's the Draft Croydon HIA Master Plan.</p> <p>The Masterplan is not supported for the following reasons:</p> <p>1. The Croydon HIA master plan study is inadequate and not fit for purpose as a strategic planning and urban design exercise to inform planning controls and will produce poor urban and environmental outcomes</p> <p>* As a response to the potential impacts of the State's proposed Croydon TOD blanket rezoning and development density increases, the Draft Croydon masterplan is a fundamentally poor solution.</p> <p>* The stated objective of the masterplan myopically seeks to only protect the heritage values of The Strand, Malvern Hill and Cintra HCA from the proposed TOD density increases at the significant cost to other parts of the suburb. This is a very poor starting point and objective for a strategic planning and urban design exercise which is meant to inform new LEP planning controls.</p> <p>* It's disappointing Burwood Council did not approach this strategic planning and urban design exercise with the genuine intention to both meet the housing targets set by the State government and seek to also provide a good urban outcome which effectively manages environmental impacts of increased development, is appropriate for the character of the area and is fair to the entire community.</p> <p>* Rather, Council's proposed method to protect Croydon's heriatge is to cynically redistribute and hyper concentrate the majority of the overall development potential of the TOD provisions to a very confined area in another suburb entirely (Burwood, Shaftsbury Road precinct)</p> <p>* The excessive amount of density (CBD scale) proposed in the very small "Shaftesbury road precinct" will no doubt produce very poor urban and environmental outcomes with respect to overshadowing, wind impacts, privacy, view/outlook, local character and traffic. It will also ironically erase significant contributory heritage of various Federation homes in that precinct in order to protect Croydons heritage. The outcome will be dystopian.</p> <p>* The approach of the Croydon HIA Master plan fundamentally does not reflect a best practice strategic planning or urban design response and most critically lacks equity and fairness to the broader Burwood community to spare a few (very privileged people) in Croydon.</p> <p>* The proposed master plan fails to acknowledge opportunities for development capacity across the broader study area, ignoring large areas within its own boundary from proposed height and FSR uplift. No valid reasoning is provided for why these non heritage unremarkable single detached dwellings should not accommodate some of the development density proposed.</p> <p>* Rather than explore options for a fairer distribution of the density the master plan elects to concentrate all of the development (and the associated and exacerbated adverse environmental impacts) into the Shaftesbury road precinct.</p> <p>* A more fair distribution of gentle density increases across the entire study area would significantly reduce the poor environmental outcomes of overshadowing, wind impacts and lack of privacy of the proposed masterplan and would ultimately retain a neighbourhood scale of built form.</p> <p>* Further to this, the identification of the boundary of the Croydon HIA seems to intentionally and without justification to have limited the study area to exclude areas where density/development capacity could also have easily been distributed. Namely further north down Lucas road where the masterplan document has identified these as "Areas for future investigation".</p> <p>* There is also opportunity for development capacity along the Strand. Sensitive shop top development which sets back from the exisiting facade line could have introduced housing and be managed in a way to actually improve the vibrancy of the street. Why was this not considered?</p> <p>* There is no valid reason to have not included these areas in this stage of the master planning exercise and it is unclear if/when they will be included if the masterplan which is to be submitted to the State Government in January. Not including these areas in the masterplan boundary is a significant missed opportunity to have again explored options to distribute the density more fairly and to significantly reduce the environmental impacts, retain a neighbourhood scale, and healthy community</p>

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	<p>* The master plan is fundamentally at odds with the State governments approach with the TOD and Low and Mid Rise Housing Reforms which encourage more medium or ‘missing middle’ gentle density increases to provide more housing yet at an appropriate neighbourhood scale. There is a significant amount of research internationally which supports this gentle density approach as producing better environmental, urban and social outcomes in our communities rather than excessive high rise development. It is disappointing to see Burwood council opting to ignore these broadly accepted benefits of medium density in the face of the simpler and less considered solution of erasure and excessive overdevelopment</p> <p>* The Master plan will ultimately not achieve what it sets out to do as it cannot guarantee that future development increases will not occur in Croydon. By not actually investigating or proposing any development uplift in Croydon will more likely expose it to future development demands. Croydon was identified as a TOD for a reason and this should be investigated earnestly by Burwood Council.</p> <p>2. Concerns the master plan package is inadequate:</p> <p>* Heritage study identifies Boronia ave as of contributory heritage significance yet does not assess the heritage value of its many intact federation homes. It does not offer an explanation as to why this heritage should be destroyed</p> <p>* There is no eye level view impact analysis to support the masterplan which would demonstrate the oppressive impact of the towers of the Shaftesbury road precinct at immediate street level and at key vantage points</p> <p>* Burwood’s existing Town Centre controls and LEP do not align with the Shaftesbury road precinct density. The existing LEP controls are (appropriately) scaling down to 30m in height from the station to Shaftsbury Road however the proposed new controls ratchet back up to 100m on the other side of Shaftsbury Road even further away from the station. There is no logical reason for this.</p> <p>3. Shaftesbury Road Precinct proposed excessive density which will produce adverse urban, environmental and social outcomes:</p> <p>* The excessive density and height proposed for the Shaftsbury Road precinct is not supported by an analysis of the impacts it will create. Density at this scale should be supported by at least view, wind and solar studies.</p> <p>* The transition of scale from 30 storeys to 8 storeys to single detached dwellings is the clearest indicator of the masterplans strategy to simply shoehorn all the density in one place. That transition of scale from CBD to suburban in the space of a suburban block is unprecedented (outside of the most obvious horrible examples) and will produce terrible place outcomes.</p> <p>* Another prime example of the poor planning of this masterplan is what is proposed in the block bounded by Boronia Ave and Lucas Road where 8 storeys blocks share a boundary with single storey dwellings. Why was the part of that block which fronts Lucas road not included in the study? Could it not have absorbed some of the height and density and created a more appropriate transition?</p> <p>* The proposals approach to massing/built form relies on the simplest, least effort route to maximising density (high rise) rather than taking a more considered place based approach to introducing built form which increases density but still maintains a good place outcomes for community.</p> <p>* The ADG compliance of the 8 storey blocks along Boronia avenue is not verified in the study and is questionable due to the orientation of those blocks as East-West and in consideration of the significant overshadowing potential of the proposed Shaftesbury Road towers to the west. Will the homes provided be quality and fit for purpose? This is a clear indication the proposed level of density in Shaftesbury precinct is excessive and inappropriate</p> <p>4. Preliminary and current Community Engagement is lacking transparency and fairness:</p> <p>* It’s also concerning that notification to Have your Say on the plan is concentrated mostly in Croydon where the plan is likely to be very well received as it seeks to retain and protect Croydon from development however there is no signage and notification in the areas of Burwood where the majority of the density is proposed. Very Concerning that the people who will potentially experience the most impact of this plan have received the least consultation on the Council’s plans and this seems to have been a deliberate consultation strategy.</p> <p>* Burwood Council have not allowed appropriate time for community feedback to inform revisions to the plan. Following Councils consideration of the Masterplan in late November, the deadline to submit to State Government is January 2025 which does not leave enough time for community submissions to be considered and genuinely reflected in the plan.</p> <p>* The complete lack of options analysis in the masterplan package and the very tight deadline to submit have meant the Croydon HIA masterplan has been presented to the community as a fait accompli.</p> <p>Recommendation:</p> <p>* Council does not adopt the masterplan in its current form or submit it to the State Government as it is inadequate, lacking in fairness and reflects a poor planning approach which will be detrimental to Burwood and Croydon communities.</p> <p>* Burwood Council should either:</p> <ul style="list-style-type: none">* Seek an extension to the deadline to respond to the State Government and undertake more thorough and strategic planning process which genuinely considers options for gentle density increases; or* recommend to the State Government to proceed with the original TOD Program which would actually produce less adverse impacts than Burwood Council’s own proposal.
Nov 19, 2024, 07:02	I support the Croydon Masterplan as proposed by Burwood Council. I live in an 18-storey apartment in Burwood and both of my adult children live in detached housing in Croydon. I believe that the Masterplan satisfies both the need for increased numbers of residents in the area as well as respecting the historical and heritage nature of Croydon.

Nov 18, 2024, 11:26 PM	<p>Croydon</p> <p>18 November 2024</p> <p>The General Manager</p> <p>Burwood Council</p> <p>Regarding: Croydon Housing Master Plan by Burwood Council</p> <p>I write to you with serious concerns about the proposed Croydon Housing Masterplan. I appreciate Council's efforts in removing the impact of the Transport Oriented Development State Environmental Planning Policy (TOD SEPP) from the Malvern Hill and Cintra Estate Conservation Areas. I also appreciate Council's efforts in trying to ameliorate the impact on the Lucas Road Conservation Area. However, I would like to register my protest at Burwood Council's proposed shoehorning of in excess of 4,000 new dwellings with more than 10,000 new residents into the area north of the railway line.</p> <p>Half of the proposed 400 metre TOD SEPP circle around Croydon Station was in Inner West Council's area. There are no announced TOD SEPP alternatives by Inner West Council, despite Inner West having 3 further stations impacted by this slipshod policy. Burwood should not be expected to shoulder the entirety of the arbitrary Croydon TOD SEPP target, considering that only half of the proposed 400 metre circle is in Burwood. It seems the TOD SEPP circle is like the Magic Pudding, you cut it in half, but it remains the same.</p> <p>Residents north of the railway line are asking why the proposed Croydon Housing Master Plan is so much denser than the TOD SEPP proposal. The answer of course is that Burwood is attempting to cram in twice as many residents as the TOD SEPP proposal. I urge Council to reconsider and halve the impact on the area north of the railway, to provide only Burwood Council's 50% share of new dwellings and increased population envisaged in the original TOD SEPP proposal.</p> <p>Given that Burwood North Precinct (Masterplan and Planning Proposal on public exhibition October 2023) proposed 5,366 new high rise units - estimated population increase from the Masterplan document: 15,473 â€” and that there will also be a population increase resulting from both the Parramatta Road Corridor increased densities and continued high rise residential development in the Burwood Town Centre, there is no shortage of either high rise housing or residential density in Burwood. Burwood LGA is fast becoming the densest place in Australia, and already has the poorest amount of open space per capita in NSW, or possibly the country.</p> <p>Councils surrounding this area are Inner West Council, which has the second-lowest amount of open space per capita and Canada Bay the third-worst. Each of these councils are faced with massive uplift in the Parramatta Road corridor, Ashfield station and around nearby Metro stations. Aside from transport, the State government has shown little inclination to provide services to these areas. Perhaps the best that can be said is that at least new residents will be able to catch a train or metro to somewhere nice with a park.</p> <p>In conclusion, I would like to state that I am a historian, currently writing a history of the Malvern Hill Estate, which will be published in 2025, with grant assistance from the Royal Australian Historical Society. I have attached a document examining the heritage significance of Malvern Hill and Cintra Estate. This is to remind Council of the high level of significance of Malvern Hill and Cintra Estate Conservation Areas.</p> <p>Regards</p> <p>[REDACTED]</p> <p>Malvern Hill and Cintra Estate Heritage Significance</p> <p>Cintra Estate</p> <p>The Cintra Estate probably contains the largest group of pre-WW1 concrete houses anywhere in Australia. They were built by Henry A Goddard, with financial backing from Arthur Gilbert Friend using Goddard's patented Camerated Concrete building system. The 20 houses were a substantial, though ultimately futile, effort to commercialise concrete house construction between 1913 and 1918. Not originally heritage-listing due to the mistaken belief that they were cement-rendered brick, research by Chery Kemp established that they were highly significant. Their undoubted significance and their research potential make them highly important and potentially worthy of State Heritage listing.</p> <p>Malvern Hill Estate</p> <p>Since 1986 the Malvern Hill Estate has been protected as a heritage conservation area under the NSW Environmental Planning and Assessment Act, 1979, and it is the 4th earliest heritage conservation area to be gazetted in NSW (following Paddington, Haberfield and the Appian Way, Burwood). The residential and retail precincts of the estate represent an almost completely intact example of the town planning and architectural trends of the early twentieth century.</p> <p>The Strand shopping strip adjacent to Croydon Railway Station, which was developed between 1913 and 1920, was a dominant feature of the new 'model suburb' of Malvern Hill and contributes greatly to the federation period character of the area. It was designed to provide a broad and elegant transition between the railway station at Croydon and the salubrious residential streets of Malvern Hill. The majority of buildings in The Strand were designed and built by the original developer of Malvern Hill Estate, the Intercolonial Land, Building and Investment Company, and the few buildings not designed by the company were all architect-designed including the 1913 former Post Office and Post Office residence, designed by NSW Government Architect Walter Liberty Vernon. The Strand is a fine Federation period retail street, probably the most intact in NSW, which has an aesthetic consistency arising from its development history.</p> <p>Many of the houses in Malvern Hill were built by the Intercolonial Land, Building and Investment Company. A number of Malvern Hill buildings were architect-designed and remain notable. Many of these are worthy of individual heritage listing. These include houses:</p> <ul style="list-style-type: none">- Lynton, 16 David Street, designed by Charles Summerhayes for Mrs E Miatt, 1916- Kaleena, 3 Dickinson Avenue, designed by Joseland & Vernon for James Booth, 1909- Larissa (later Llandilo), 13 Dickinson Avenue, designed by Donald Esplin for E Johnston, 1912- Halton, 20 Dickinson Avenue, probably designed by Buchanan & McKay for Mrs A Bailey, 1914- Methodist Rectory, 3 Malvern Avenue, designed by Kent, Budden & Greenwell, 1913- Alola, 11 Malvern Avenue, designed by George Durrell for Charles Simpson, 1910- Calluna, 15 Malvern Avenue, designed by Kent, Budden & Greenwell for Charles Von De Heyde, 1912- Kooinda, 18 Malvern Avenue, designed by A Leonard Melrose for W Millgrove, 1914- Kalon, 20 Malvern Avenue, designed by Henry Eli White for Mrs K Catts, 1920- Claremont, 21 Malvern Avenue, designed by Hassall & Stockham for William Boanas, 1911
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- Koora, 24 Malvern Avenue, designed by Peddle & Thorp for A W Taylor, 1919
- The Wyche, 30 Malvern Avenue, designed by William Kenwood for A Croll, 1911
- Wayside, 32 Malvern Avenue, designed by Kent Budden & Greenwell for N. Thompson, 1913
- Corinna, 34 Malvern Avenue, designed by Morrow & De Putron for Harry Cranston, 1917
- Tonga, 1A Murray Street, designed by Morrow & De Putron for Miss C.B. Smith, 1913
- Lyrdisse, 9 Murray St, designed by Alex Carfrae for Mr and Mrs Roydhouse, 1934
- Hartley, 17 Murray Street, designed by Woodford & Graham for Arthur John Lee, 1912
- Cicester, 110 Thomas Street, probably designed by Donald Esplin for A McDonald, 1915

Other architect-designed houses in Malvern Hill not yet identified include:

- 1911, Cottage at Malvern Hill, architect James Justelius
- 1914, Cottage, Malvern Hill, architects McCredie & Allan
- 1914, Cottage at Malvern Hill, Croydon, architect James Justelius
- 1915, Cottage at Malvern Hill, architect C O Denning
- 1919, Cottage, Malvern Hill, architect James Justelius

Significant non-residential buildings include:

- Former Croydon Post Office, designed by the NSW Government Architect's Office
- The Malvern Hall, The Strand, designed in 1934 by architects Spencer and Spencer
- Former Roy Brothers workshop, designed in 1943 by architect Charles A Christian
- Former Savings Bank of NSW, designed by architects Ross & Rowe in 1920, became the Commonwealth Bank in 1932, with late 1930s additions, probably designed by architect Edwin Hubert Henderson
- Croydon Masonic Hall, built 1926-27, the site of many political events, such as the launch of the UAP/Country Party NSW election launch in 1932, with a reputed crowd of 3,000 hecklers outside

Significant people closely associated with Malvern Hill include:

Sir Bertram Stevens

Sir Bertram Stevens and Lady Stevens who lived in Malvern Avenue from 1926 to 1962 (26 Malvern Avenue and then 15 Malvern Ave). Sir Bertram Stevens was a member of the NSW parliament from 1927 to 1940 as member for Croydon, serving as UAP Premier from 1932 to 1939. He lived in Malvern Hill for the entirety of his political career as the member for Croydon. He was a parishioner at the Malvern Hill Methodist Church and his state funeral was held there in 1973.

Mrs Russell Barton

Mrs Jane McCulloch Barton, widow of noted pastoralist Russell Barton. Mrs Barton moved from the mansion Russell Lea to The Lea, 11 Lea Street, Croydon and it seems possible that the Barton family named the house. She lived there from 1918 to her death in 1927.

Adolphus Appleroth

Adolphus Herbert (Bert) Appleroth, best known as the owner of Traders Pty Ltd and inventor of Aeroplane Jelly. By 1937 Appleroth was Worshipful Master of Lodge Malvern living in Malvern Avenue and in 1939 he purchased 22 Dickinson Avenue, where he resided until his death in 1952. His widow, the "formidable" Mrs Ferri Appleroth, became managing director at Traders Pty Ltd after his death. She continued living at 22 Dickinson Avenue until her death in 1972.

"Fighting Charlie" Cox

Major General Charles ("Fighting Charlie") Cox CB, CMG, DSO, VD who lived at Yambo, 3 Fitzroy Street from 1920 until his death in 1944. Major General Cox was a veteran of the Boer War and commander of the Parramatta Lancers. In September 1915 he was appointed commanding officer of the First Light Horse Brigade at Gallipoli, replacing General Harry Chauvel. He remained in command of the Brigade, through the remainder of the war in the Middle East commanding the Brigade through campaigns including: Battle of Romani, Battle of Magdhaba, Battle of Rafa, Second Battle of Gaza, Battle of Beersheba, Battle of Mughar Ridge, the capture of Jericho, First and Second Battles of Amman and the Second and Third Transjordan attacks. In 1920 he was elected to the Australian Senate, remaining a member until his retirement in 1938. "He travelled widely in New South Wales, becoming one of the best-known politicians in the state" (ADB). His widow and later his daughter lived in the house which remained in the family until 1987.

Plymouth Brethren

A substantial community of Plymouth Brethren including members of the Joyce, Lee and Hales families lived in Malvern Hill. Joseph James Joyce had Pahiatua, 15 Dickinson Avenue built in 1911. The name Pahiatua probably celebrates the Plymouth Brethren community in New Zealand and the house was probably used it for services until the opening of a chapel in Liverpool Road (also in Malvern Hill) in 1920. John Hales, who was the "Elect Vessel" (worldwide head of the Plymouth Brethren) from 1987 until his death in 2002, lived with his widowed mother, Grace Hales, in The Lea, 11 Lea Street from 1941 until his marriage in 1949. His brother, William Bruce Hales, also lived with his mother until his marriage in 1958 to Consuelo Taylor, daughter of James Taylor Jr. James Taylor was "Elect Vessel" from 1953 until his death in 1987, when he was succeeded by John Hales. Grace Hales lived at the house until her death in 1968.

Charles von de Heyde

Tobacco merchant Charles William von der Heyde had Calluna, 15 Malvern Avenue built in 1912 and he lived there from 1912 to 1937. Charles von der Heyde's father, Wilhelm Von der Heyde, had co-founded the tobacco firm of Heyde & Todman which was merged with W.D. & H.O. Wills in 1901. Charles von der Heyde discreetly changed his name to Charles Heyde during the years of WW1, presumably to avoid anti-German sentiment. By 1922 he was President of the National Rose Society and had developed an attractive rose garden at Calluna, winning prizes for his blooms. When his father's former partner, George Todman, died in 1924 he took Todman's place on the board of the British Tobacco Company. Heyde was also a director of W.D. & H.O. Wills and a member of the council of the Horticultural Society of New South Wales. By 1932 he was Managing Director of the British-Australian Tobacco Company and probably the most significant figure in the Australian tobacco industry.

William Searl

Nurseryman William Walter Davis Searl was the son of Frederick Searl Jnr, who with his brother John Searl and father Frederick Searl Snr founded the plant nursery firm of Searl and Sons in 1867. Searl and his wife Lucy named their home Miraflores, Spanish for "Behold the flowers", and established a very fine garden. William Searl William Searl used the garden to promote the family business and photographs of Miraflores appeared in the 1920 Searl and Sons catalogue. The Searl family lived there from 1911 to 1930.

Parkee and Loy Families

Chinese-Australian actor, magician and ventriloquist Cecil Parkee lived with his family at Tralee, 1 Tahlee Street from 1943 until shortly before his death in 2018. The house had been previously owned by the Loy family from 1932, meaning it had been owned by members of the Chinese-Australian community for nearly a century.

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	<p>Churches include:</p> <ul style="list-style-type: none">- Malvern Hill Uniting Church deigned by architect Alfred Newman in 1911. An attractive example of Newman's ecclesiastical architecture, containing memorials to many local residents and a fine collection of stained glass from F. Ashwin & Co designed by John Radecki.- All Saints of Russia Orthodox Church, formerly Strathlee, 18 Chelmsford Avenue. It was purchased in 1959 and converted into a Russian Orthodox church and is now known as the Church of All Saints of Russia.- Former Plymouth Brethren Chapel, 1920, 15 Liverpool Road, oldest known surviving Plymouth Brethren chapel in NSW. Built 1920 and sold 1986. <p>Significant gardens include:</p> <ul style="list-style-type: none">- Calluna, 15 Malvern Avenue, designed by Jocelyn Brown, for Mr and Mrs Stevens, published in The Home magazine, 1940.- Miraflores, 12 Malvern Avenue, designed by William Searl, photographs published 1920
Nov 18, 2024, 11:15 PM	<p>The Draft Masterplan has been thoughtfully crafted to balance the needs of the community, ensuring heritage preservation while accommodating modern development. By maintaining the integrity of existing residential areas and strategically positioning high-rise buildings near transport hubs and Westfield, it supports both traditional lifestyles and the needs of those seeking convenience. This approach demonstrates a careful consideration of urban planning principles, fostering a sustainable and inclusive environment. We are supporting this draft masterplan.</p>
Nov 18, 2024, 10:42 PM	<p>I strongly object to the NSW State Govt (TOD) of development of apartments on sites within 400metres of Croydon Train Station and all of Croydon.</p> <p>I support the Draft Masterplan that Croydon be protected from the NSW State Govt. "TOD" Plan.</p> <p>I have been a resident of Edwin St Croydon for over 40 years and have a profound knowledge of Croydon and Malvern Hill estates's history, items of heritage significance , heritage and inner west council's conservation controls.</p> <p>The NSW government's inclusion of Croydon into the TOD plan will be sadly a devastatingly detrimental impacting to the tight held village feel which exists in Croydon's The Strand. Increase living in living density resulting from over development will only bring greater congestion to already gridlocked traffic in the surrounds.</p> <p>The streets within 400mtr are already suffering peak traffic stand still's as a result of local schools predominantly PLC and train station. Creating development to house more people in the area will congest streets further while generating greater revenue for govt. and developers ,does not benefit the locals who have for a long standing time maintained respect for the local heritage in their own developments and refurb's but have enjoyed the peaceful nature of what the character and identity of Croydon has always been and that is , garden like suburb of single dwelling residences.</p> <p>More high rise buildings will be detrimental to global warming .The importance of climate change is not to increase more building density and blocking natural sun light .Small village like suburbs such as Croydon are already at maximum capacity and while increasing the density on the peripheral inner city suburbs presents chaos for traffic and is not a regenerative or healthy living typology that is beneficial to the community. Detrimental to health and wellbeing of the population.</p>
Nov 18, 2024, 10:32 PM	<p>[1] I support the proposed masterplan which has the majority of the higher density housing located on the north side of the railway because it will preserve intact the heritage precincts of the Strand, Malvern Hill and the Cintra Conservation Area.</p> <p>[2] The original TOD proposed by the government envisages the provision of a certain number of additional residents in an area centred on Croydon Station. Part of this increase is contained within the Burwood Municipality and the remainder lies within the Inner West Council boundaries. In the event that the masterplan is accepted by the government, I assume that Burwood Council will liaise with the Inner West Council to ensure that the required population increase is provided equitably between the two Local Government areas.</p> <p>[3] Again, in the event that the masterplan is accepted by the government, I assume that Burwood Council will address the required infrastructure upgrades for the increased population.</p>
Nov 18, 2024, 10:14 PM	<p>Please note this feedback has been sent to council@burwood.nsw.gov.au, as I was unclear as to whether feedback could be emailed, or needed to be sent using this form.</p> <p>Dear City Planning Team,</p> <p>I am a homeowner and a resident of Brand St Croydon for the last 10 years. My children attend the local schools and day care centres, and I have experienced what living in Croydon is like with a young family.</p> <p>Thank you for the opportunity to engage. After reviewing the Croydon Masterplan and considering the NSW Government TOD for Croydon, I am NOT supportive of the Croydon Master Plan.</p> <p>I believe the Croydon Master Plan has the following shortcomings which is why I believe it should not be adopted by Council.</p> <p>1. The Croydon Masterplan does not articulate in a measurable way why it is a better plan for Croydon compared to TOD - beyond the preservation of heritage conservation areas. At the very least, the Croydon Masterplan should, in a transparent manner, demonstrate the pros and cons of the plan, compared to TOD. The fact that no cons are mentioned, nor any comparison made to TOD in terms of measurable benefit based on: 1) The number of residents impacted/displaced 2) Traffic flow modelling during peak hours 3) Capability and fit to meet the needs of a larger population and 4) the risk of incongruence should Inner West LGA implement TOD on their side of Croydon, suggests that a properly informed decision cannot be made when deciding between the Croydon Masterplan and TOD.</p> <p>2. The location selected for the Croydon Masterplan (that is, North of the Railway) is NOT justified in the data. According Council Report (Item 56/24) Exhibition of the draft Croydon Housing Investigation Area Masterplan page 2 states: Community engagement conducted by Council between 11 April and 17 May 2024 indicated support for additional housing to be located north of the railway line in order to protect significant heritage on the southern side.</p> <p>The (Item 31/24) TOD Program - Proposed Croydon Housing Investigation Study Area page 7 states:</p> <p>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.</p> <p>This paragraph states that support is greatest north of the railway, yet it does not provide any data as to how this was determined. It then proceeds to provide a breakdown of the data using pin drops south of the railway line and Parramatta Road. If anything, based on the breakdown, it looks like there is more support for south of the railway line than north.</p> <p>Another issue is only contributors that have created pins were counted. This is not a fair representation of community engagement, because I and other people who I know participated in this survey by voting for the pins - I did not see the need to create pins that already expressed similar views. Also, it should be quite obvious that statistically a sample size of 50 is small and would not be representative of the 1209 site visitors (page 5).</p> <p>3. The location selected for the Croydon Masterplan, as guided by community engagement data should have included areas south of the railway, that is, Liverpool Road and The Strand. Note the information in bold.</p> <p>The (Item 31/24) TOD Program - Proposed Croydon Housing Investigation Study Area page 7 states:</p> <p>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.</p> <p>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.</p>

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	<p>There are also other areas, like Paisley Road, which has significant support but is not mentioned in the report.</p> <p>4. One of the Croydon Master Plan's areas of weakness is it does NOT have a vision nor does it invest in Croydon's Town Centre. A growing population needs the support of a well equipped town centre. Keeping the town centre and its immediate surroundings as heritage conservation does not serve the community well into the future. The Strand in its current form is not fit for a growing population. The shops are narrow and space is limited. Parking is constrained. Limited space prevents a business from scaling up as demand grows. In contrast, TOD will uplift the Croydon Town Centre and become a hub where a resident can actually find goods and services in Croydon instead of Burwood or Ashfield. Removing the reliance of Burwood and Ashfield will reduce traffic, congestion and overcrowding.</p> <p>5. The Croydon Master Plan is a lost opportunity and its direction is at odds with the Inner West LGA adoption of TOD for Croydon (according to Inner West Council website). Croydon Master Plan should take the best of TOD, be guided by community engagement to develop South of the Railway and work collaboratively with Inner West Council. The Croydon Town Centre should not be disjointed, where one side is high rise and the other is unchanged from the past. Perhaps a middle ground can be found where heritage can be retained as a facade to the modern. This is the creativity and vision that is missing in the Croydon Master Plan.</p> <p>6. The analysis of Road Reserve Widths Appendix A: Croydon HIA: Research, Review and Analysis Summary Report, page 49 underplays the constraints of narrow roads, The Croydon Master Plan emphasises connectivity east to west yet there is a bottleneck of Cross St and King St with over 4m (the actual road width is about 5.5m-5.8m). Regardless, how is this sufficient for the purpose of high density? TOD does not seem to have the constraint for narrow roads. Traffic modelling is required to better understand the impact as residents drive/walk from west to east to the local schools.</p> <p>Regards, [REDACTED]</p>
Nov 18, 2024, 10:02	I support the proposed Masterplan as it places the densification in the right part of Croydon/Burwood being the Western side of the Webb St towards the local infrastructure including Burwood Railway station and Westfield Burwood, and away from the sensitive heritage areas around Froggatt Crescent, Croydon Public School, PLC (Shubra Hall) and Malvern Estate
Nov 18, 2024, 09:44 PM	<p>Hello council,</p> <p>I would like to direct my submission to the planning team.</p> <p>The draft Croydon masterplan makes some efforts at improving the potential housing capacity in Croydon, but doesn't go anywhere near enough for such an expensive, in-demand area of Sydney.</p> <p>The masterplan should seek to maximise housing capacity directly surrounding and fanning out from Croydon train station. With high-density apartment building possible in the immediate surrounds, and medium density (up to 6 storeys) possible to be built in the area slightly further from the station - both on the north and south-side of the rail line. If it's acceptable for higher order mixed-use development to occur 600-700m from Croydon station, then it certainly handle development immediately surrounding the station. This would maximise council revenues, best improve housing affordability in the area, and allow many more residents to call Croydon home.</p> <p>To further elaborate, exclusion of up-zoning south of Croydon station and the maintenance of large heritage conservation areas as part of the draft masterplan also makes little sense for the reasons listed previously, and only entrenches inequality, and makes it unnecessarily difficult for young people moving out of home to find a location to live in Croydon, or for older downsizers to stay in the neighbourhood they know and love. It seems these heritage areas have been maintained in the masterplan at the request of a small number of people (20 or so) who objected to increased density in these areas in June's consultation.</p> <p>These heritage areas come with very large, unjustifiable trade-offs - that being housing abundance and therefore affordability. The heritage areas in Croydon are not unique and do not justify heritage protection given their excellent location close to public transport and the CBD.</p> <p>Finally, I also strongly oppose the drafted additional planning controls including:</p> <p>Onerous "design excellence" requirements and "design competitions" which will just drive up costs for developers and therefore home prices necessarily (the Productivity Commission has completed a recent report on these issues and their negative consequences) and;</p> <p>Excessive setbacks, which limit amount of floor space per residential building unnecessarily for very dubious "benefits"</p> <p>I have considered living in Burwood, and would love if Croydon was a realistically attainable alternative option for me too. The reason it is not, is because of the lack of housing stock diversity, and incredibly high house prices - neither of which are being materially addressed in this draft Croydon masterplan.</p> <p>Please upzone in more areas around Croydon station, to a greater degree, and with less heritage protections especially for council-identified unremarkable areas of suburban homes.</p>
Nov 18, 2024, 09:42	The burwood council proposal is what should happen, keep the heritage listed places protected
Nov 18, 2024, 09:40	I agree with Burwood Councils plan which encompasses more people into our LGA and preserves heritage.
Nov 18, 2024, 09:40	This masterplan is particularly well located next to multiple public transport options such as buses, trains and the future metro. If this proposal was to be approved it will bring Burwood to life as it will bring sensible growth to these areas whilst preserving Croydon's heritage which in other suburbs (located in close vicinity) has not been done.
Nov 18, 2024, 09:35 PM	<p>The Croydon draft Masterplan looks to be a well thought through proposal whereby Croydon's heritage charm is preserved whilst propelling Burwood forward. Burwood is well connected to all areas of Sydney making it an ideal inner west suburb for living - the redevelopment of the suburb will bring increased growth to both areas enhancing the Croydon and Burwood atmosphere.</p> <p>It would be extremely impressive if this plan was brought to life.</p>
Nov 18, 2024, 09:32	I read the Burwood council's proposed Draft Masterplan and would like to support it. New homes will be close to the established centre with convenient transport & facility, and the heritage Croydon area will be protected.
Nov 18, 2024, 09:30	I'm a resident in waimea st and I support the council master plan to rezone waimea st and surrounding streets.
Nov 18, 2024, 09:22	I'm a resident at Waimea st Burwood and I strongly support the council master plan to rezone Waimea st and neighbouring streets. For a vibrant modern updated Burwood keeping and making Burwood the place to call Home along with the place to be.

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Nov 18, 2024, 09:13 PM	<p>Dear Planners and Council,</p> <p>We are residents affected by the Croydon Masterplan with serious concerns about what we have learnt in these proposals.</p> <p>Firstly, the Croydon Masterplan proposal was not formally presented to residents who would be very detrimentally impacted by these proposals, in fact several residents became aware of the proposed rezoning only after being contacted by developers! Only then did we read on in disbelief what was being proposed. Further to this we attended one of Councils "drop in" sessions to learn more and voice concerns only to be confronted with an unorganised mess of chaos and noise. Council failed to organise a session where residents could be informed and heard, it was nearly impossible to hear and Burwood council staff were not distinguishable from the many locals who showed up. A standard answer of "you should submit your concerns online" was given out to many of the questions raised, many of who are elderly and of non English speaking background.</p> <p>It is astounding to read on Burwood council website, last year, a list of reasons to fight the NSW Government's proposal to re zone Croydon:</p> <p>"No consultation with council or the community"</p> <p>"No consideration for heritage conservation"</p> <p>"No evidence base for decision making"</p> <p>"Poor timing, with the announcement taking place before Christmas"</p> <p>These reasons are now being made the problem of Burwood area while the "Croydon Masterplan" label continues to mislead residents of Burwood affected by this proposal.</p> <p>Burwood, WAS NOT listed by the State Government as a suburb required to provide more housing, Croydon was! The Croydon Masterplan simply unloads this challenge back onto Burwood which has already provided very satisfactory housing plans with Burwood North and the new Burwood Metro station, this is in addition to the high density housing built in recent years around Burwood station and transport lines.</p> <p>The Croydon Masterplan fails to identify a significant part of Burwood's existing community and built heritage. There is much more to Burwood than "The Appian Way" and "Old Burwood Post office". This Croydon Masterplan would annihilate long standing closeknit communities in this area of Burwood despite its claims of creating new family friendly communities. The Croydon Masterplan would result in the senseless destruction of many historic heritage homes notably, Boronia Avenue, which was not listed at all as a contribution to Burwood's heritage despite this street retaining very well maintained examples of Federation architecture, green space gardens and landscaping.</p> <p>A need for housing should focus on underutilised areas and disused buildings suitable for development, rejuvenation and renovation, for example above existing shops in The Croydon Strand or along and above Burwood Road and Parramatta Road. This would allow easy access to transport, train stations and shops. New residents would therefore be less car reliant, while invigorating town centres with new communities.</p> <p>The need for increased housing should not target the destruction of existing quality period homes and should not obliterate long established and much loved communities.</p> <p>Yours sincerely,</p> <p>[REDACTED]</p>
Nov 18, 2024, 08:34 PM	<p>I support the draft Croydon Masterplan which makes the most of the balance of family housing and typically smaller units co-existing closer to the amenities that Burwood LGA provides.</p> <p>It is important to ensure that planning such as this has some bearing on the outcome so that the high density being designed works for the residents of the future and that the properties are desirable and a place people would want to live.</p>
Nov 18, 2024, 08:32	I support Council's plan for housing development. The plan protects the small Malvern Hill heritage area and allows ample areas for high rise development which is required within our LGA. The plan allows for additional numbers of people to live in Croydon and Burwood and enjoy access to the history and beauty of the Malvern Hill area.
Nov 18, 2024, 08:20 PM	<p>I am in support of the draft Croydon Masterplan. Having diversity and a plan for our suburbs is important and the crude circle approach is not it. The draft, unlike the TOD circle is a considered piece of work based on consultation and planning.</p> <p>Whilst I recognise that no solution meets the needs of everyone, the draft seeks to balance the need for housing with planning principles around location to transport and surrounding centres, location to parklands in Wangal, Centenary Park and Blair Park, consideration of already poor traffic outcomes along with preserving the heritage conservation areas of Croydon.</p> <p>For those premises closer to Burwood the proposal provides access to a better services heavy rail along with walkability to the upcoming metro station for alternative transport options.</p>
Nov 18, 2024, 07:26 PM	<p>There is so much talk and attention on croydon and the surrounding streets in this masterplan, however, it appears Burwood is a second thought. Burwood already has highrise apartments, transport and a major shopping centre therefore I believe Burwood and it surrounding streets should consist of the majority of the new development and the highrises. Shaftesbury Road and it surrounding streets should consist of the highrises and they should all be 20 storeys and above, not 6 or 8 storeys. If the council and government are serious about increasing the housing within Burwood, then do it once, and do it right. If I need to relocate due to expansion of my suburb that I have called home for over 50 years, then I want it to be for the good of all people and rezoning Shaftesbury Road and the surrounding sides streets is a must, and the height of these buildings must be to house the maximum number of residents possible. So many people in Croydon are up in arms about the possibility of rezoning there, however, Burwood already has the highrises and I am happy for continued expansion in the areas along Shaftesbury Road and including Waimea street and Simpson ave.</p>
Nov 18, 2024, 06:27 PM	<p>I oppose Burwood Council's Croydon Masterplan and I'm requesting that Burwood council adopt the State Government's TOD proposal.</p> <p>Burwood should not even be in this plan as it has already contributed to housing development and this is why the State Government selected Croydon and not Burwood.</p> <p>There are many areas in Croydon that could be developed and still not impact Malvern Hill. Burwood also has heritage homes that are well maintained and deserve to be protected. Just look at Boronia Avenue!</p> <p>If Burwood council was to approve this dog of a plan Burwood would be worse off. The traffic congestion the residents have to put up with especially around school pick up times and Westfield adds another layer of traffic, it truly is intolerable with grid locks, waiting in traffic and trying to find parking. Supporting an extra 9,000 residents would make this situation even worse.</p> <p>I urge Burwood Council to work with the Inner West Council to deliver a well planned, low-density development, 400m from Croydon station. The TOD is fair and reasonable and I urge Burwood council to adopt it.</p>
Nov 18, 2024, 06:08 PM	I support Burwood Council's Draft Masterplan. It is vitally important that we preserve the Malvern Hill Estate and other heritage conservation areas from development. Burwood Council, ably led by the mayor, John Faker, has worked diligently to provide a working and practical alternative to the state government's TOD which will ignore the above considerations. Our municipality has already contributed to the increasing demand for new housing over recent years by providing new homes close to the town centre and transport hubs. The Draft Masterplan concentrates on building many of the new homes close to the North Burwood metro station, thereby locating the high rise development in more appropriate areas while preserving precious heritage sites and green space within our already densely populated municipality.
Nov 18, 2024, 06:03	I support this plan as a better planning measure then the TOD SEPPs
Nov 18, 2024, 05:49	I fully support the Burwood Council Croydon Draft Masterplan.
Nov 18, 2024, 05:21	I am supportive of Council's Masterplan for Croydon. The suburb needs different types of housing that both supports an increase in number of residents as well as maintaining the rich history of the area. The Masterplan does a good job of keeping both imperatives in mind.

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Nov 18, 2024, 05:19	I support the Council's Masterplan for Croydon. I don't want to see the suburb ruined with 7-8 storey apartments flattening beautiful heritage homes in the area. The Council has set aside more appropriate areas for development which I think is the right thing to do.
Nov 18, 2024, 05:17	I write in support of Burwood Council's Masterplan for Croydon. I believe that it strikes an appropriate compromise between the need for higher numbers of residents and the desire to maintain some diversity of housing and also preservation of the beautiful heritage parts of the suburb.
Nov 18, 2024, 05:12 PM	<p>To: City Planning Team and to Whom it may Concern (Including Ryan Cole DIRECTOR CITY STRATEGY) council@burwood.nsw.gov.au Re: Croydon Draft Masterplan OPEN SPACE (WEBB STREET RESERVE) Our Address: [REDACTED] Ref: https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area My name is [REDACTED] and I am one of [REDACTED] I wish to ask the council what the consequences of our site will be if this Masterplan goes ahead.</p> <p>1. We are not sure that the council is aware that there is an existing open space (Webb St Reserve) across the road from our property. It does not show up on the Masterplan but can clearly be seen on google earth. We would like the council to please recognise this reserve and remove the requirement for half our property to be used as open space as there is one existing already across the road.</p> <p>2. The proposal for our site is to lose half of it to a neighbourhood park if we join our neighbour [REDACTED] to gain a 15 storey height allowance. Our neighbour has recently been given DA approval to build an 8 storey block of units under the current rules. If our neighbour goes ahead with the construction what will be the rules for our site? Will we still be able to build our site to 8 storeys (as is the current rule) with an FSR of 3:1? Or will be allowed to build to 15 storeys with the proposed FSR as is the proposal for the Grosvenor Street precinct?</p> <p>Regards [REDACTED]</p>
Nov 18, 2024, 05:06	I agree with Burwood Council's proposed Draft MasterPlan for Croydon
Nov 18, 2024, 04:42 PM	<p>Hi there,</p> <p>I'm requesting an extension of the public consultation for the Croydon Masterplan.</p> <p>In your documentation it says that public consultation opened on 23 October. My grandmother, whose home will be significantly impacted by these plans did not receive any direct correspondence from Burwood Council until 14 November (a letter that was dated 13 November) - giving her less than a week to respond. Noone living at the property had any awareness of these plans until that date. Extremely distressed by the letter and proposed masterplan, my Aunty attended a community drop-in session and received little information or compassion.</p> <p>My grandmother has lived on Lucas Road, Burwood for over 60 years. She was given six days to respond to plans that would see her back fence border an eight to 10 story apartment block.</p> <p>By the timeline that has been shared, I can see that Councillors will have less than a week (five days) to consider the feedback and submissions received before coming to a decision about the proposed Masterplan. This time (five days) seems inadequate for Council to review and consider community and stakeholder feedback. It presents as rushed and as though community engagement was a mere afterthought. I would hope that Burwood Council is guided by the IAP2 Core Principles for engagement and I look forward to seeing the What We Heard Report.</p> <p>This community deserves and is asking for genuine community engagement.</p> <p>Kind regards, [REDACTED]</p>
Nov 18, 2024, 04:26	I agree with the Council's proposed draft Masterplan
Nov 18, 2024, 04:22	No highrise for Malvern Hill. Burwood Council Masterplan is a better idea.
Nov 18, 2024, 04:05 PM	<p>I've seen some comments about Croydon residents labeled as 'privileged'. What utter nonsense. Obviously this would have been written by a developer who's eyeing our properties that we worked tirelessly, borrowed money, made huge sacrifices for us and our families so that we could live in peace and an example of what quality living as a human looks like, not sponging off of people. In all seriousness how is the NSW govt TOD plan going to solve the housing crisis. I don't know many people who can afford to even park in this area, let alone buy or rent a new apartment.</p> <p>The only people that would be able to live here are those that can afford it, renting or purchasing and it won't be those that are impacted by the housing crisis. Tell NSW Planning minister that he's dreaming!!!</p>

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Nov 18, 2024, 03:43 PM	<p>I urge Burwood councillors to reject the Croydon Masterplan.</p> <p>All of the ratepayers/residents of Burwood can reasonably expect that their elected council act fairly, transparently and with wise balance. The Croydon Masterplan fails all of these expectations.</p> <p>It is clearly unfair for this council to narrowly focus new development in an area where community consultation was not sought (the so called Shaftesbury precinct did not appear to be included in Burwood Council map outlining the consultation area - see council's report 25 June 2024)</p> <p>It is also unfair to misleadingly title this report as the Croydon HIA when its focus is significant and unparalleled development in Burwood, east of Shaftesbury Road. The choice of "Croydon" in the title no doubt depressed the interest of Burwood residents - particularly as the Burwood Shaftesbury precinct is over a kilometre from Croydon.</p> <p>It was also unfair to seek comments only on medium /high density development but then propose a plan with extremely high density. It clearly devalues community responses and the integrity of the council process.</p> <p>It is significantly unfair of council to effectively limit its notices and education/community contact regarding the Masterplan solely to Croydon. I'm not aware of the mayor standing outside Burwood Westfield at the corner of Shaftesbury Rd and Victoria Street extolling the alleged virtues of the Masterplan to the residents most affected by it. He appears to have done that on the Strand in Croydon.</p> <p>Council have not demonstrated that they have acted transparently or in the best interests of the residents. There has been no reason provided by Burwood Council for the delineation of the Croydon HIA. The boundaries set were deliberately narrow given the size of the Burwood LGA and appear designed to predetermine the decision in the Masterplan. As councillors are aware the Burwood LGA extends to Parramatta road in the north and to beyond Liverpool road in the south. Why limit the area to that proposed in the Masterplan? After all comments of residents to council suggested both areas were suitable for development. The council has not been transparent about this.</p> <p>Similarly there has been no transparency by Burwood Council in not including areas south of Queen Street on Lucas road in the HIA, which the council writes is subject to further investigation. What further investigation is required? What is its nature and extent of the investigation proposed and when will it be provided? Surely the results of that investigation should have been provided prior to the preparation of any report, let alone presentation of the Masterplan.</p> <p>There has also been no transparency or details on the extent of any co-operation with Burwood Council and Inner West Council who effectively share the area 400 metres around Croydon Station. Was it possible to have reduced the number of Burwood residences required to be found by negotiating and co-operating with Inner West Council ? If not why not? If it could be done, why wasn't it? Council should be open about this. It is a serious failure if co-operation was not raised and pressed at the highest level in the Council.</p> <p>The Burwood Council Croydon Masterplan does not exhibit wise balance. It proposes the majority of development, particularly as to height and concentration, in the undeveloped residential areas East of Shaftesbury road. This is in response to the NSW Government's inclusion in the TOD scheme of 400 metres around Croydon Station, over a kilometre away from the "Shaftesbury Precinct</p> <p>There has already been significant development in Burwood town Centre already, although west of Shaftesbury Road. Further significant development is also proposed by Burwood RSL, immediately west of Shaftesbury Road . This RSL development does not appear to have been taken into consideration in the Croydon Masterplan. Further development is also to take place around Burwood north metro station.</p> <p>To add further development in the so called Shaftesbury precinct, a longstanding residential area of largely single storey detached dwellings is neither fair nor balanced. Particularly where councils own reports identify Boronia Avenue as a contributing heritage area.</p> <p>The Croydon Masterplan is extreme and its findings are clearly open to the conclusion that it was predetermined to satisfy narrow interests rather than the residents of all Burwood LGA.</p> <p>I expect Burwood Councillors to act with integrity and to use wise balance and reject the extreme Croydon Masterplan. The plan is extremely unfair to residents. A balanced reading of the Masterplan and councils own reports and documents only leads to the conclusion that it has been prepared and delivered in a process that was deliberately narrow and selective; and in contradiction of the community response provided.</p>
Nov 18, 2024, 03:26 PM	<p>I live in [REDACTED] and I strongly oppose the construction of 8 to 15 storey high-rise buildings around our community. We believe that such high-rise building projects will have a serious negative impact on the quality of life, environment and overall atmosphere of our community. First, this project will directly lead to our community facing years of construction noise, traffic congestion and vibration pollution. As a community known for its tranquility and friendliness, long-term construction activities will greatly disrupt the tranquility around us. Second, the new high-rise residential buildings will lead to a large number of new families moving in, which will directly lead to a significant increase in traffic pressure. Our streets are not designed to handle such a large amount of traffic, which will lead to increased traffic congestion and residents' travel will be greatly affected. In addition, the new high-rise buildings will seriously affect our privacy, and residents' backyards and gardens will lose their original privacy. The unique charm of our community lies in its tranquility and privacy, and this project will destroy the living environment we have cherished for many years. We are also worried that such a high-rise project will lead to a significant drop in property values and affect the attractiveness of the community. People choose to live here because of the community atmosphere and environment here. If high-rise buildings take root here, our community will no longer have its original appeal. Therefore, we urge the council to re-examine this plan and listen to the voices of our community residents. I hope that the council can consider our maintenance of the living environment and the future development of the community, rather than just the short-term economic benefits of land development. Thank you for your attention and understanding. We hope to see a decision that truly considers the residents. Sincerely, Community residents</p>
Nov 18, 2024, 03:18 PM	<p>My family and I believe Council's Croydon master plan is reasonable. It is reasonable because it's considering the preservation of what is an ideal suburb, that demonstrates not only heritage but what constitutes towards maintaining a quality lifestyle and enhancing wellbeing and the environment. I do not support NSW government's attempt to land grab with their TOD proposal, by handing over valuable land to greedy developers so our children are forced to live a life of debt, incurred by high strata fees and low quality living. Please do not allow NSW GOVT plan to ruin our neighborhoods by overpopulation and unaffordable cookie cutter high rise, reminiscent of Hong Kong and other densely populated areas. It's not the Australian way and certainly not altruism that this TOD will solve the housing crisis.</p>
Nov 18, 2024, 02:52 PM	<p>Thanks for inviting public response</p> <p>The thinking is too small.</p> <p>Line up the high purple yield parallel to the rail line</p> <p>Place a lower height orange buffer in front of it</p> <p>Make a nice curved new road</p> <p>This way is better because it</p> <ol style="list-style-type: none">1. Has a higher yield2. Has better value apartments, facing north east, more direct walking route to transport, special precinct on new curvy boulevard3. Preserves several streets of lovely existing houses.4. Upsets less people5. Keeps additional traffic off Elizabeth street6. Shades the rail line not streets and houses <p>Don't be small thinkers</p>
Nov 18, 2024, 02:19	<p>Happy with and support Burwood Council masterplan for Croydon area</p>

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Nov 18, 2024, 01:58	I support the Burwood council Croydon master plan
Nov 18, 2024, 01:20 PM	<p>While the name Croydon Masterplan has drawn a lot of attention to the Croydon Strand and surrounds, little mention has been given to the rezoning under the plan for far away in Burwood. The plan shows planning permission for 25 storey units along Victoria Street and Shaftesbury Road near Westfields, which is an positive and obvious choice keeping in line with the State Governmant requirment for high density in close proximity to train and transport infrastructure etc. I fully support the master plan.</p> <p>However homes behind these units in Simpson Avenue and Waimea Street have been designated as only 6 or 8 storey and in some cases the blocks have been split between the two, ie half the block 25 storey and half the block as 8 storey! It will be impossible to negotiate a settlment or price with two potential developers and time frames will make it impossible to co ordinate between multiple developers. Home owners in these situations can't sell half a home and wait for an offer on the remaining half .</p>
Nov 18, 2024, 12:33	<p>This croydon mater plan is horrible, not only it will not serve the purpose of the TOD and does not utilize the croydon station capacity, it also add much more traffic to the school areas. I am concerned about our children's safety</p> <p>I am not happy with the plan.</p>
Nov 18, 2024, 12:28 PM	<p>I support the Burwood Council Draft Masterplan for Croydon.</p> <p>I would like to commend Mayor Faker and Burwood Council on developing their alternative Draft Master Plan for Croydon. Locating higher development apartment blocks directly adjacent to the railway on the North side linking as it does with the Burwood town centre is exactly what the majority of Croydon residents have been advocating. This is a reasonable, well considered approach which is sympathetic to the character of Croydon and avoids the 400 metres from the station one size fits all proposal initially put forward by the State Government.</p> <p>The Council's draft plan avoids locating high density unit blocks in conservation areas and in busy school areas on the North side which are already subject to excessive levels of traffic congestion and parking demand. Thousands of extra residents and their cars would have made these areas a nightmare for residents.</p> <p>The plan exceeds the density requirements of the State Government's TOD plan and is a viable, rational alternative. Efforts by YIMBY groups (who's members mostly don't even reside in Croydon) to oppose the Council's plan aiming to create a development free for all in Croydon should be rejected as a cynical attempt to massively over supply the unit market in an effort to lower property prices in areas close to the CBD. Targeting existing home owners with orchestrated "us and them" campaigns like this is deplorable. As non residents their standing to impose their radical agenda on our community is questionable at best.</p> <p>Burwood Council should adopt this Master Plan without delay to avoid the unthinkable alternative put forward by the State Government which would destroy our area.</p> <p>Yours sincerely, [REDACTED]</p>
Nov 18, 2024, 11:47 AM	<p>I've been residing at [REDACTED] for the past 31 years, moving in 1993.</p> <p>I've seen Burwood develop into a vibrant town centre. This is due the the establishment of a CBD bordered by Shaftesbury at the eastern end. This allowed high rise to be developed in the vicinity of Railway station and shops with additional medium density further out. It's been measured and implemented with community consultation to achieve the outcome to the benefit of all Burwood residents.</p> <p>To my horror I see Croydon Master Plan has violated all the principles and guidelines established over the past decade for a cohesive and measured development of housing. Its incomprehensible that this master plan was developed in such a short time without community consultation . To rush a plan like this to merely replace homes originally meant for Croydon is reckless and unprofessional.</p> <p>To plan a high rise development in the Shaftesbury Rd Precinct , outside the CBD, is a irresponsible and destroys all the goodwill built with residents. It's just plan wrong and ludicrous than such as plan would be allowed to be built in this small area. To build 30 and 25 stories even exceeds some of the existing CBD heights. It smells of political expediency to fulfill a hole left by the rejection of Malvern Hill.</p> <p>Malvern Hill is not Croydon, there are areas in the southern side along the railway corridor, south of Edwin St, bordered by Thomas St and Fredrick St, all within 400 metres of the station and fulfilling the TOD mandate and it's not heritage. The railway corridor is the obvious area to supply the TOD requirement, if one travels from Lidcombe to Ashfield there is space that could take additional homes without severely impacting residential neighborhoods and destroying the character of the suburbs.</p> <p>No major assessment has been done to the traffic impacts, mainly to Shaftesbury Rd and surrounding streets. I am a regular walker to Westfield and the train station, it's very clear that Shaftesbury carries the heavy burden of the traffic movement to Westfield and surrounded areas which include schools. With the planned developed of Burwood RSL at 96 Shaftesbury Rd into a mega RSL, thousand of additional traffic movements will turn Shaftesbury into gridlock during peak times and Saturday.</p> <p>To add a CBD like high density housing on along is Shaftesbury lacks foresight, creates an eyesore and reduces Burwood to a high rise ghetto. I don't know who's idea was to create the Shaftesbury Rd Precinct, whether a directive from the council or the authors but it shows lack of expertise in developing a coherent that fulfills the TOD plan.</p> <p>Burwood has done more than other councils in supplying additional housing and it continues with the Burwood North masterplan, therefore the Shaftesbury Rd Precinct should be rejected in it's entirety. Its a terrible plan without consider thought and fair process.</p>
Nov 18, 2024, 11:15	<p>The TOD must protect the Malvern Hill Estate. These properties are historical and cultural signifiers which maintain our links with our history, both architectural and cultural. The development of the area around Croydon station should only occur on the northern side of the station. I support the councils Draft Masterplan as it protects community and cultural history.</p>
Nov 18, 2024, 10:58 AM	<p>I wish to support Burwood Council Draft Masterplan to save Croydon. I sincerely think that the draft Masterplan is really good in solving the housing problem in Croydon but still helping to preserve the character of Croydon that I highly value as a resident for over 40 years.</p> <p>I also wish to thank our Mayor and his team for their good work in serving our community for many years. I hope that the Masterplan will be accepted by the NSW Government.</p> <p>Many thanks and best regards [REDACTED]</p>
Nov 18, 2024, 10:49	<p>I agree with Burwood Council's proposed Draft Masterplan.</p>
Nov 18, 2024, 10:35 AM	<p>Hi there</p> <p>I agree with the proposal draft master plan to save Croydon.</p> <p>I would not like to see high rise apartments in Croydon everywhere</p> <p>I would to see Croydon protected such as Malvern Estate and other Heritage Conservation Areas from being destroyed or developed.</p> <p>Kindest Regards [REDACTED]</p>

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Nov 18, 2024, 10:03 AM	<p>This is a very weak and inappropriate proposal for underdevelopment, it will keep Sydney expensive and force young people away to have long commutes. I have been priced out of Sydney and have a 3.5 hour daily commute. It's exhausting and demoralising. Croydon is only 20 minutes from the CBD and should be permitted to deliver a lot more housing for people like me who might like to live there. While I like heritage items especially at high streets like The Strand which should be listed, however the hoax Heritage like the HCA to the south of the station it is Sydneys biggest shame. The studied area was found to have no historical value, it doesn't meet any criteria or stand up to scrutiny - I've walked the area like Murray st and found it an ugly site, with boring extremely expensive houses that should be demolished to make way for apartments for normal people. Why does this proposal exclude them, but propose apartments even further away about 700m from the station? Was it because of this Councils consultation back in June that got a mere 20 objections to high density? Seems bizarre, outdated, innapropriate, misguided planning from this Council who are doing everything to prevent housing and cling on to 60s nostalgia. Young people want higher density and the amenity that comes with it, Croydon is perfect for it. This train station cant be another one wasted - a huge chunk of the walkable area to the station should not exclude housing. These detached family homes being preserved are appropriate 50km out, not in Croydon. In addition the planning controls like setbacks are excessive, so are the design excellence requirements - they restrict housing and make it more expensive. Housing is not for architects to show off to each other. The overwhelming majority of people want well-located housing like Croydon and do not care about design excellence.</p>
Nov 18, 2024, 09:48	<p>I agree with the Burwood Council proposed masterplan. I do not agree with the State Government plan for high density in Malvern Hill heritage area.</p>
Nov 18, 2024, 09:25 AM	<p>This draft Croydon Masterplan, is not a viable alternative to the NSW Government's Transport Oriented Development (TOD) Program. There doesn't seem to be any 'balanced approach to development" with "higher density development concentrated near Burwood Town Centre" when 8-15 storeys with high FSR is proposed well away from Croydon and Burwood centres and stations north of Cross Street. How is that balanced? And what enhanced parking and open space - surely not the strange narrow 'green link' at the end of Irrara Street which seems to have been devised as a way to try and justify putting large scale developments directly abutting low density residential in an already very busy area traffic wise as a result of three schools and a church. Council expanding uplift to well outside 400m catchment is not the intent of TOD. The justification of heritage PRESERVATION is farcical. Heritage is about CONSERVATION as things do and should change over time - most properties aren't themselves listed within the conservation areas (having a look there are hardly any locally listed items and the stations themselves are the only state listed items), and infill can occur that provides medium density housing in these locations, and at The Strand where high density should be vigorously supported this can occur set back from the building facades and frontages as demonstrated in many other locations. Given walking distance and current character and desired future character, nothing north of King Street should be included for higher density development, with medium density infill within design parameters which can be outlined in a new DCP being allowed in the existing conservation areas around the station. The existing high density behind Croydon Public behind Webb and boundary along with school and church traffic means the roads are already at capacity parking wise, with grid lock happening at key intersections during peak times. More high density north of King Street will be problematic as people will own cars as it is too far to stations and supermarkets etc. They will park on street. The mix of increased traffic and children as well as high density directly abutting low density areas with no gradual increase will result in very poor planning outcomes. Overshadowing, overlooking, congestion, noise, and decreased amenity with only some odd 'green link' which isn't actually required given permeability is already good with the existing street layout which can't be used for actual open space purposes. As a local resident this Masterplan needs to be rethought and redone to focus development around the actual stations and remove high density proposed in low density residential areas that are 10-15 minutes walk from either Burwood or Croydon stations as proposed north of King Street.</p>
Nov 18, 2024, 09:17	<p>I fully support the Burwood Council master plan for Croydon.</p>
Nov 18, 2024, 09:06 AM	<p>I agree with the proposed Croydon plan by Burwood Council as of 18-11-2024.</p> <p>Appartments in the northern area make more sense than the south. There is already a precedent for population grown corridor there.</p>
Nov 18, 2024, 08:25 AM	<p>I urge Burwood Council to reject Croydon Masterplan and implement the TOD which is a sensible solution to what the State Government wants to achieve - low to medium density housing(22m Max height), 400m from Croydon Station. The State Government picked Croydon Station because it is not develop and has capacity to be developed.</p> <p>The excuse of high traffic around two schools at drop off and pick up times ONLY, is not an excuse for bringing the development to Burwood!!</p> <p>I live in Burwood (Shaftesbury Precinct) and we have the exact same problem with traffic congestion and grid locks on our street because of our two schools, Burwood Girls Burwood High School and Holy Innocents Primary which are across the road from each other.</p> <p>I am a school crossing supervisor at these schools and I have witnessed this first hand, grid locks for over half a kilometre, with cars backed up from Webb St Croydon all the way down to Westfield.</p> <p>Community support in Croydon that raises school based traffic as a significant barrier to development is misguided as school base traffic affects both areas similarly. However, Croydon does not have the added burden of the Westfield driven traffic.</p> <p>Shaftesbury Road area has constant pressure, congestions and grid locks. Burwood does not need more high rise or even any more development in the Shaftesbury precinct. The traffic and congestion up and down Shaftesbury Rd, up and down Victoria Street and Waimea street is to the point of saturation, especially on Thursdays, Friday and every weekend. In fact the CBD traffic flows better!!</p> <p>I urge individual councillors to vote against the Croydon Masterplan and adopt the State Governments TOD.</p> <p>Yours sincerely</p> <p>[REDACTED]</p>
Nov 18, 2024, 07:26 AM	<p>I strongly support the Burwood council masterplan for croydon . I appreciate that Burwood Council is under pressure to increase housing density but there needs to be some recognition for the already higher than average density in the burwood council area. This masterplan supports the density changes but preserves the amenity of the local area and addresses the issues of traffic flow and provides housing closest to the new transport developments suitable for moving large populations .</p> <p>I am concerned that pressure is being brought by people outside the local government area who have not real interest in preserving anything .</p>
Nov 18, 2024, 07:13 AM	<p>I urge Council to reject its draft Croydon Masterplan and implement the TOD.</p> <p>This submission is focused on school-based traffic and its weakness as a reason against development - simply because there are existing means and options available to schools and Council to address these time-based issues (noting traffic resolves itself shortly after school time, which is not end of the working day tim), not least of which is limiting kiss and ride and other transport option-based initiatives (e.g. PLC is directly opposite a train station!).</p> <p>The issue of school-based traffic is not a material reason for the abandonment of consideration of development in the Croydon Low Precinct Area. Focus on PLC (an affluent private school) and Croydon Public in the documents and is overstated by the Croydon community and ignores similar levels of traffic around Burwood Girl's High School and Holy Innocent's primary school.</p> <p>To propose no development in the so-called Croydon low density precinct, which makes up 60% of the Housing Investigation Area is poor planning and disingenuous. Does abandoning 60% of an investigation area indicate that the investigation area was unseriously chosen. It appears included, to simply be excluded, bolstering Council's predetermined case that the only place for development is the Shaftesbury Precinct.</p> <p>To propose no development within 400m of Croydon Station, especially the Strand, where Council's own engagement indicated high levels of community support, is unfair and underhanded.</p> <p>Why can't Burwood Council be fair and balanced in its planning? The Council's own actions indicate it isn't. This plan is deliberately unfair and should be rejected.</p>
Nov 17, 2024, 10:34 PM	<p>I am aware that there is not enough green space, nor amenities in addition to traffic congestion currently causing problems for the residents of Croydon</p> <p>If the NSW State Government has included Croydon in its TOD then Burwood Council's Draft Masterplan, which aims to protect Heritage Conservation Areas, part of Australia's history, from development is, in my opinion the best solution. I am in agreement.</p>

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Nov 17, 2024, 10:07 PM	<p>Dear Council,</p> <p>I am a home owner in Boronia Avenue in Burwood and I am writing in regard to the draft Croydon master plan.</p> <p>I would like to raise several objections to the draft master plan:</p> <p>It fails to reflect the heritage value of Boronia Avenue where almost all the houses have been restored / maintained in a way that preserves their Federation characters. Allowing multi storey apartment blocks in and around this street will fundamentally destroy the character of this area and result in a loss of heritage to Burwood.</p> <p>The draft master plan proposes adding further population density to an area adjoining central Burwood which is already heavily populated and congested. Indeed many facilities including the train station and roads are struggling to cope at peak times. Strangely, the master plan is inconsistent with the stated policy of NSW government who are proposing to locate higher density residential homes within 400 metres of less heavily used railway stations. As per my last point, Burwood station is already congested and was not nominated by State Government for inclusion in their recent Transport Development Plan.</p> <p>There is a significant area proposed for such development in North Burwood adjacent to the new metro stop. Burwood has already absorbed a large increase in population and the North Burwood development will add more to this. The additional proposed development in the Croydon master plan will result in even greater population density in an area already under pressure.</p> <p>The consultation process has been poorly executed and I only learned of the draft master plan late in the process. My partner attended the Council "drop in" on Saturday which had no visible management or coordination and as a result a large crowd of local residents were reduced to raising voices and attempting to talk over one another in a futile attempt to be heard. It was chaotic and an example of Council's failure to adequately provide for consultation with local residents.</p> <p>I am considering legal avenues to pursue Council in regard to this process and would welcome your initial response to this email before taking next steps.</p> <p>Yours Sincerely [REDACTED]</p>
Nov 17, 2024, 09:42	<p>I strongly support burwood councils draft for the croydon master plan . Recognising the need to provide housing , but doing so in an appropriate way to minimise traffic impact around schools , recognising the limited open area spaces for existing residents , and maintaining the sought after amenity of a heritage neighbourhood is a strongly held value .</p>
Nov 17, 2024, 09:42 PM	<p>I do not agree with the Burwood council alternative proposal as it treats parts of Croydon differently and benefits some areas over others. This is not a fair and equitable treatment for all Croydon residents.</p> <p>I do agree with the government proposal to have a 400m radius from the train station which has significantly higher buildings to accommodate housing growth. This is a fair and equitable approach and is unbiased and based on geography not property prices.</p> <p>If Croydon can handle development 700m from the station, it can handle development next to the station.</p> <p>The exclusion of everywhere south of the station and the heritage conservation areas as I mentioned above is unfair and giving benefit to some over others.</p> <p>The most well off areas around the station have been left untouched in the master plan.</p> <p>It doesn't make sense to force apartment dwellers to walk past multi-million dollar cottages to get to the train station and will not lead to a strong suburban culture, divided by the train line.</p> <p>This bias towards heritage seems to be driven by a council consultation from June where only 20 people objected to increased density in these areas!</p> <p>Heritage listings should not and cannot be used to stop progress which will benefit our children and our future grandchildren. Housing growth has to come with trade-offs, and Croydon's "heritage" within 400m from the train station is justifiable sacrifice given its location and potential. Holding back progress isn't the answer to the problem we need to embrace this and find a way to help Croydon prosper further rather than be left behind.</p> <p>I don't agree with the additional planning controls proposed by Burwood council including:</p> <p>Onerous design excellence requirements and design competitions and excessive setbacks.</p>
Nov 17, 2024, 09:34 PM	<p>Hi,</p> <p>As a resident of Croydon I would like to put my support forward for the proposed master plan for the future of our suburb. It is considered and takes into account the heritage of the place but also provides a way forward to help address the need for more housing.</p> <p>Thanks</p>
Nov 17, 2024, 09:33 PM	<p>I do not agree with the Burwood council alternative proposal as it treats different areas of Croydon differently and benefits some areas over others. This is not a fair and equitable treatment for all Croydon residents. I do agree with the government proposal to have a 400m radius from the train station which has significantly higher buildings to accommodate housing growth this is a fair and equitable approach and is unbiased and based on geography not property prices.</p> <p>If Croydon can handle development 700m from the station, it can handle development next to the station.</p> <p>The exclusion of everywhere south of the station and the heritage conservation areas as I mentioned above is unfair and giving benefit to some over others.</p> <p>The most well off areas around the station have been left untouched in the master plan.</p> <p>It doesn't make sense to force apartment dwellers to walk past multi-million dollar cottages to get to the train station and will not lead to a strong suburban culture.</p> <p>This bias towards heritage seems to be driven by a council consultation from June where only 20 people objected to increased density in these areas!</p> <p>Heritage listings should not and cannot be used to stop progress which will benefit our children and our future grandchildren housing growth has to come with trade-offs, and Croydon's "heritage" within 400m from the train station is justifiable sacrifice given its location and potential. Holding back progress isn't the answer to the problem we need to embrace this and find a way to help Croydon prosper further rather than be left behind.</p> <p>i don't agree with the additional planning controls proposed by Burwood council including:</p> <p>Onerous design excellence requirements and design competitions</p> <p>Excessive setbacks</p>
Nov 17, 2024, 08:45	<p>Hello. Can you please confirm if there will be any compulsory acquisition of properties by Burwood Council (or any other party such as NSW Govt etc) to support any of the proposed developments (including public spaces, parks, plazas etc). The Draft Master Plan and Implementation Plan does not state that there is no planned compulsory acquisition of properties. If there is no planned compulsory acquisition of properties, this should be clearly stated in the plans. Thank you.</p>

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Nov 17, 2024, 08:03 PM	<p>As a resident of the Melbourne Estate / Dickinson Road and wish to express my strong opposition to the proposed Croydon Housing Investigation Area masterplan.</p> <p>My connection to the Burwood area is deep. I am the 3rd generation to grow up in Appian Way, a place of significant heritage value, and my first job was at a business on The Strand in Croydon. I have always been a passionate advocate for preserving the character of our community and protecting the integrity of heritage conservation areas. However, I also believe that this passion must be balanced with a pragmatic and forward-thinking approach to development.</p> <p>My thinking is framed around 3 clear questionsâ€.</p> <p>1. Is Croydon Village on a path to being viable and vibrant?</p> <p>Unequivocally no. Croydon Village is currently in a state of obvious decline. The retail mix is increasingly dominated by black-market vape shops and an illegal sex shop. Long-standing businesses like the newsagent visibly struggle to survive. Croydon is not attracting or supporting viable enterprises, ultimately undermining the fabric of the local community. A viable village is one that draws a mix of residents, businesses, and services; Croydon is far from meeting this standard.</p> <p>2. Is this an area where my children are likely to live in the future?</p> <p>Clearly - no. The lack of sufficient housing density means there are limited opportunities for younger generations to access affordable housing within Croydon. This housing shortage ensures that the area remains inaccessible to all but a narrow demographic, perpetuating an exclusivity that does not serve the broader community. My childrenâ€and others like themâ€deserve an opportunity to live and thrive in the area where they grew up, and this proposal does nothing to address that reality.</p> <p>Living 20 minutes from the city, it is unsustainable to maintain a station like Croydon where few trains stop because so few people live here, while the average house costs over \$2m. At some point, we must adopt a "yes in my backyardâ€ mindset and contribute to addressing the collective housing crisis and create a suburb that will support our children.</p> <p>3. Are we making a meaningful contribution to the broader housing crisis in New South Wales?</p> <p>Again, the answer is no. The Burwood Council's proposal completely disregards the Transit-Oriented Development (TOD) policy objectives and fails to introduce the level of density necessary to address the critical housing shortage within the transport area. This lack of ambition not only undermines the policy goals of the state but also leaves Croydon in decline and underdeveloped compared to any reasonable benchmark.</p> <p>Council's Proposed Development</p> <p>The Council's proposed high-density development of the North Burwood area is probably sensible as a long term vision for the broader area â€ but as a response to the TOD, it is nonsensical. This area is substantially distant from Croydon, the "masterplan for Croydonâ€ largely ignores the Croydon area itself.</p> <p>I note that the Malvern estate area does not have strong historical associations with any particular group or person, nor does it hold significant social, cultural, or spiritual value for any community. These properties are not rare even at a local level. To the extent that there are elements of historical or architectural significance, these can and should be protected through targeted heritage protections within a broader framework of appropriate development.</p> <p>I will be communicating these views directly to the state government. I ask that you fully and properly represent the diversity of opinions within the Burwood and Croydon areas. I am concerned by suggestions from Council that there is broad consensus on this topic, which in my experience is far from the case. In fact, there is a significant number of residents who welcome and fully support the state government's proposal as it currently stands.</p> <p>██████</p>
Nov 17, 2024, 06:56 PM	<p>Dear Council officers</p> <p>The state government's original proposal to effectively wipe out the Malvern Hills heritage conversation area was seriously misdirected.</p> <p>Considerable efforts has been invested over decades to maintain and enhance the heritage values of this locality.</p> <p>It would be dishonest for the state government's plan to be introduced while asserting that heritage would continue to be respected.</p> <p>If the state government's plan was to proceed, it would, in substance, mean the end of the heritage conservation areas (and, if that were to happen, they might as well be revoked).</p> <p>The Council's draft master plan appears to adopt appropriate planning principles to plan for extra amenity and well-placed new housing. It respects heritage and but also embraces the need to well-planned change.</p> <p>The Council should adopt its master plan and submit it to the government.</p>
Nov 17, 2024, 06:49 PM	<p>While criticisms can be made of some aspects of the draft Croydon master plan, I consider that the master plan strikes a sensible balance between the need to retain and protect heritage conservation areas and achieve sensible provisions of new housing within a walkable catchment of high quality public transport.</p> <p>The Council should adopt this master plan and put it forward to the state government.</p>
Nov 17, 2024, 06:07 PM	<p>The Croydon Malvern Hill Estate heritage protected conservation area is the largest Australian Federation era architectural area for the future. Once affected by TOD development, the characters would be destroyed and cannot be reversed.</p> <p>This kind of development is not going to decrease housing price because the cost of building and developers need to make money will simply increase the number of costly apartments that people still cannot afford to buy..</p> <p>The only way to solve the housing affordability is to increase the number of public housing for renting or buying by the Federal and State governments working together to provide the land and money nearer transport facilities.</p>
Nov 17, 2024, 05:11 PM	<p>I was recently made aware of the Burwood development under the Croydon Housing Investigation Masterplan. I live at Breakfast Point and have several daily trips to the Burwood shopping district and also to homes to visit family and friends.</p> <p>Unfortunately, there is a constant gridlock of traffic especially from Parramatta Road up Burwood Road and Shaftesbury Road. It doesn't matter if it's 7am or 12 noon, the roads are like a car park with minimal movement.</p> <p>This has been very frustrating over the years but since I've known about the Burwood development, I find I need to voice my opinion as I believe the congestion to and in Burwood would suffer irreversible damage to the quality of life for residents and frustration for those who visit or do business in the Burwood precinct.</p> <p>As the plan title states, it is a Croydon Masterplan but the majority of the development is closer to Burwood Station than Croydon Station. This is not the proposal given down from the NSW Government.</p> <p>Burwood already has a sizeable amount of development with its high-rise buildings and new Metro Station. Croydon needs to share the load when it comes to development of this area of Sydney. Further development of high-rise buildings in the Burwood area would lead to further noise pollution, over density, poor amenities and not enough green space for residents.</p> <p>Burwood is already densely populated with gridlock areas. The Croydon Masterplan was proposed to concentrate development closer to Croydon Station. Burwood Station is 5th most frequented stations in Sydney (according to Opal data), Croydon Station is 110th most frequented. This demonstrates Croydon's capacity to sustain additional development with less disturbance to residents' quality of life. There is an imbalance here which needs to be rectified in the plans. Burwood cannot assume most of the burden of development.</p> <p>These are the reasons why I am totally opposed to the unfair development of Burwood, as are others who I have spoken to but do not have a voice in this matter because of their language barriers or old age. This plan horrifies me and will diminish the wellbeing of residents already living in the area. Please consider all these points and vote against The Croydon Masterplan for Burwood.</p>

Engagement Outcomes – Redacted Formal Submissions

Nov 17, 2024, 04:39 PM	<p>I am totally opposed to the latest Croydon Masterplan.</p> <p>My place of residence is included in the Shaftesbury Rd Precinct. My family have lived here for over 50 years.</p> <p>Areas selected have already been negatively impacted by massive developments over the past 10-15 years within the suburb of Burwood.</p> <p>Traffic congestion is immense as no improvements have ever been implemented.</p> <p>How you plan to manage the increase of traffic which would come with building numerous multi storey properties has not been mentioned.</p> <p>Traffic can be backed up from Shaftesbury Rd in all three directions at any given time.</p> <p>A simple walk around these streets at school drop off and pick up times would demonstrate how dire it already is.</p> <p>Victoria St is also the main thoroughfare for buses which also poses a major problem.</p> <p>My household received a letter outlining this plan on the 13th November.</p> <p>Feedback submissions close on the 20th November.</p> <p>This is grossly unfair and more time is crucial to allow residents time to make considerations.</p> <p>I attended the Drop in Session on 16th November and it was a complete sham.</p> <p>No one was in control of the session, there was no order and nobody was able to provide any answers to very relevant questions.</p> <p>I implore you to URGENTLY set up a public meeting in an appropriate venue with the appropriate individuals who can deliver correct and detailed information.</p> <p>Someone needs to lead this meeting and direct it in an orderly manner.</p>
Nov 17, 2024, 03:58 PM	<p>Dear council.</p> <p>I've been a resident at [REDACTED] for over 40 years and have seen my area change in many ways and not always for the better.</p> <p>The latest Croydon Masterplan is yet another example of bad planning in my opinion. I share many similar concerns with all of my neighbours.</p> <p>Firstly and foremost I don't want to lose my home. For decades now I've renovated it to just how I wanted itâ€with polished floors throughout, Impala kitchen, etc. You get the idea. It's my castle.</p> <p>Additionally since I don't own a car it's within walking distance to everything I need. Also I'm within walking distance to my brother's home [REDACTED]</p> <p>Other concerns I have just as my neighbours doâ€</p> <ol style="list-style-type: none">1. Traffic congestion and parking chaos from new residents, including noise pollution.2. Noise, vibration and dust pollution from construction.3. Road closures during construction and road repair/upgrades.4. Utilities upgrades, like water/sewerage/gas during development (we have had a number of occasions whereby our street was dug up for sewer upgrades).5. Loss of privacy and sun as towering apartment blocks look down upon our properties.6. Loss of value to our homes both pre and post the construction of the Masterplan.7. Safety. A large number of children use Webb St. to make their way from such schools as Burwood Girls High to Croydon station. With major construction under way and loads of construction vehicles in the area this puts the kids at greater risk of an accident. <p>I love living in Croydon, more so in years past when it was a quiet out of the way neighbourhood. In the last decade the area has been overcrowded with developments leading to congestion.</p> <p>I don't want to see further development in my area the likes of Burwood station and Burwood Road.</p> <p>Thank you.</p> <p>Sincerely, [REDACTED]</p>
Nov 17, 2024, 02:37 PM	<p>I am TOTALLY OPPOSED and very angry with this plan Burwood council has proposed.</p> <p>I am a regular visit to Burwood, visiting my mother at our family home in Lucas Road. Currently the roads - Lucas, Waimea, Boronia and especially Queen street are unable to cope with the amount of traffic, often traffic backed up along Queen street from Westfield past Lucas Road, what infrastructure plan is there to cope with hundreds more people/cars in this area????</p> <p>Has any thought been given to the residents living in Lucas Road? having multi storey units at their back fence? They would not have purchased their properties if this was foreseeable</p>
Nov 17, 2024, 01:58 PM	<p>Sydney has lost so much architectural history over time. I think it is important for conservation and heritage areas to be protected from overdevelopment. Parking and traffic is already a major problem around Croydon Station and multi-storey developments will just add to this. Plus, recent history has shown that multi-storey developments are not necessarily quality built, and are not designed carefully enough to encourage owner occupiers. There seems to be a missing opportunity in the inner west area generally for sympathetic medium density housing, but this is not being offered, presumably because developers are always looking at profit maximisation. As such, the Burwood Council Croydon Masterplan at least offers to protect our history, whereas the NSW government TOD seems to want all areas close to public transport and the city to be turned into something like what has happened in the Bankstown area over the last two decades. I support the Burwood Council Croydon</p>
Nov 17, 2024, 01:25	<p>I strongly oppose the Government TOD and firmly agree with the Croydon Masterplan.</p>
Nov 17, 2024, 01:23	<p>I strongly oppose the Government TOD and firmly agree with the Croydon Masterplan. Having lived in the area since 1980,it would be a shame to see such a beautiful neighbourhood vanish under the disastrous over-development of the suburb.</p>
Nov 17, 2024, 12:43 PM	<p>I agree with the draft mastercard, because:</p> <ol style="list-style-type: none">1. Malvern Hill area is not close to schools, parks, and major shopping centres. Also, not reasonable to walk to new Metro coming to Burwood North.2. There are limited bridges/underpasses over/under railway tracks for any new residents in Malvern Hill to reach these amenities, and if they are driving to/from Parramatta Rd or M4.3. Disabled/elderly residents have issues walking to/from Burwood Town Centre due to the hill located between the intersections of Murray St/Tahlee St and Shaftesbury Rd/Paisley Rd.4. No doubt there will be a need for greater density in the Malvern Hill area, but it would be prudent to retain this area for future higher density in 30-40 years, when the T2 Inner West line is converted to Metro high-frequency services, and when additional schools can be provided south of the railway line.

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Nov 17, 2024, 12:37	We live in Croydon and strongly support Burwood Council's draft master plan to save Croydon. We disagree with the NSW state government's recommendation to allow development of apartments close to the Croydon train station, including in the Malvern Hill Estate and the Strand.
Nov 17, 2024, 11:59 AM	I support the alternative local strategic plan that seeks to meet or exceed the housing density outlined in the Government's TOD plan. The Burwood Council deserves to be praised for their efforts to save the high value heritage located south of the railway line. I remain disgusted by the 'snap' rezonings foisted upon councils, by the NSW State Government, and the absence of consultation prior to their announcement. The proposition that Heritage Conservation Areas can be replaced with up to six storey buildings sourced from an "Apartment Design Guide" or pattern book to provide what the NSW Heritage Council optimistically refers to as "the heritage of the future" defies comprehension.
Nov 17, 2024, 11:34	We need to protect the Malvern hill estate in Croydon. We bought here in this heritage area and would like it to remain heritage. This should not be lost to the residence and community. One size fits all approach should not be applied to our lovely area.
Nov 17, 2024, 11:33	We need to protect the Malvern hill estate in Croydon. We bought here in this heritage area and would like it to remain heritage. This should not be lost to the residence and community. One size fits all approach should not be applied to our lovely area. We love our village look and feel. If we wanted to live near high rises, we could have bought in Burwood, Strathfield or Chatswood.
Nov 17, 2024, 11:33 AM	I am horrified at the density and height proposed north of Cross Street directly opposite Irrara Street, furthest away from both Burwood and Croydon stations. Where is the protection of the amenity of the people who purchased in low density residential areas away from the stations at what surely must be 800m plus walking distance!? The proposed pedestrian green link (which is not useable open space in any way) from Irrara to Waimea will not be very helpful and for that to be used as a basis to allow 9-15 storey development at an FSR of 4:1 as a 'key site' is preposterous. The traffic along these areas is already heavy given the proximity of schools (which have a catchment all over Greater Sydney with students coming from Sutherland Shire and Western and North Sydney) and churches with near misses happening everyday during school pick up and drop off times and during events. How is it that the areas directly around Croydon station where high density is best placed get nothing. They are not heritage listed - for example, the development currently happening behind the old post office at The Strand could easily have been a high storey building as it's set back from the facade and would not impinge on any conservation values. Council need to do much more detailed investigation of sites for sensitive higher density infill around the station rather than having very high density so far away in locations where people will drive as it's not a five or even 8 minute walk to any station. There is no 'transition down' with 8-15 storeys proposed in the middle of some arbitrary boundary that is not utilising walking routes but is taking as the crow flies approach to 400 and 800m. Other sites far closer to Croydon Station are 1-2 storeys with no explanation as to why. I do not support the approach that conservation areas do not receive any development at the expense of other areas further away that have their own existing character. It is completely inequitable and inappropriate. The area north of Cross Street needs to be removed from the draft masterplan altogether, areas within 400m need to provide the bulk of uplift as was the directive and intent of the State Govts TODs to maximise public transport use and minimise private vehicle use. The fact there are conservation areas around the station does not preclude development as can be seen and evidenced in many many locations in NSW, Australia and around the world. Council needs to go on some site visits to see these. Councillors and the planning staff and external consultants also need to come down to the areas around schools during school pick up/drop offs and try and get to The Strand which is chaotic - which is why there are TfNSW crossing supervisors available. To conclude, as a resident in the area I DO NOT support the masterplan and in fact STRONGLY OPPOSE it in its current form - higher density sites need to be close to Croydon and Burwood rail stations, transitioning down to the low density zones furthest away from stations north of Cross Street where existing heights and FST should remain. 8-15 storeys away from the rail lines and stations is not the intent of transit oriented development and will see negative outcomes for the area, residents and students. Shame on Councillors who we just voted for thinking this would result in good town planning outcomes.
Nov 17, 2024, 11:13 AM	I commend the council in providing an alternative to the original TOD from the state government. However I am deeply concerned that this alternative is a rushed job and no careful planning has been taken. The density and building heights exceeds what is expected by the state and by the local community. That part of Croydon is already congested with traffic during school hours and the long queues to get out on to Shaftesbury road drives locals crazy. Construction near schools will pose safety risks and adverse health effects on school children. Please go back to the drawing board. I believe the Strand and the area facing the rail line on Paisley Road is a good starting point and will not impact on Malvern Hill as greatly as the council makes it to be. Alternatively, the council can tell the state outright that Croydon is not suitable as no areas within 400m is feasible for development.
Nov 17, 2024, 09:27 AM	The new masterplan offers a more considered approach to managing the change proposed. The approach of delaying the railway south precinct, which has more variability to its heritage items, until more detailed investigation is understood is a better solution. The need for good urban design to better integrate new large scale buildings into their setting should be a consideration in the design excellence process as it is often lacking or poorly done. Including options for safer active transport is a good idea and suggest identifying state gvt should work with councils to better align these initiatives. This will be important to link into existing programs like safer travel to schools as four schools are adjacent to this area.
Nov 17, 2024, 08:37	I fully support Burwood Councils plan.
Nov 17, 2024, 08:11	I support Burwood Council's Draft Masterplan to protect Croydon's Heritage Conservation Area from development. Thank you
Nov 17, 2024, 05:45	I support the councils Croydon Masterplan and support keeping the Croydon Heritage areas.
Nov 16, 2024, 10:23	I think the area that has been chosen for the high density housing is appropriate, however some of the proposed buildings are too high for the surrounding area. It would be more appropriate to leave this as 6 to 8 story buildings. It is appropriate to leave the chosen areas for low density housing.
Nov 16, 2024, 09:57	Writing this from Japan on my holidays. Are you for real? 15 stories here? Are you deliberately coming up for such a shit plan so that it will be rejected by the state government? The council should fire its town planners because this is so bad you will get so much backlash for it. Sometimes I have to park on orchard or Irrara st because there's not enough parking here and you want to put 3000units here. Reject reject!!!
Nov 16, 2024, 09:47 PM	Please reconsider the masterplan. There are already too many cars in this area. We cannot possibly have another 9000 people living in this small speck of Croydon. The original plan was 400m from the station so please keep it within 400m. The proposed heights and density is too much and more than what is required by the nsw government. So why you putting unnecessary pressure on infrastructure in this part of Croydon? Can you also please tell me how the Malvern hill estate has made any contribution to Croydon in the past? It has nice looking houses but what other significance is there?
Nov 16, 2024, 09:29 PM	Dear Burwood council I'm writing to ask you to not go ahead with this masterplan. The planning is putting massive building right next to low level residences nestled behind 4 schools. The roads are not wide enough for construction, parking for residents and even thoroughfare of local traffic. The plan is asking Croydon to house too many people in such a small area with no infrastructure no open green space. I understand you want to protect conservation areas but can this area be reduced? Improving the strand will be a great alternative so we don't all have to crowd around queen st Shaftesbury road to get to Westfield. We can walk to the strand to get our groceries. So please have your planners rethink their plans. Finally if you want to be hero in accommodating more people start focusing on Burwood north and Parramatta road precincts. Leave Croydon North or south of railway alone. Regards [REDACTED]

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Nov 16, 2024, 08:14	I agree with the draft master plan that Burwood council has designed for Croydon.
Nov 16, 2024, 07:52	Just out of curiosity, if the state government's original plan impacts Croydon heritage area, why can't the council raise objections on that basis, suggesting the state government should cancel the plan? If the state government doesn't really care about the Croydon heritage area and insists on the original plan, why does the council need to worry about it?
Nov 16, 2024, 06:11	I support Burwood Council's Draft Masterplan to save the heritage areas of Croydon.
Nov 16, 2024, 05:37	This is a terrible master plan, with no thought or true residents consultation. I will only support the initial TOD plan of the increase in density within 400 metres of Croydon station.
Nov 16, 2024, 05:35	We fully support Burwood Council's Draft Masterplan and are TOTALLY against the State Government proposal's TOD regarding Croydon town centre and surrounding streets on the Malvern Hill estate side.
Nov 16, 2024, 05:14 PM	I demand Burwood Council reject this draft Masterplan. The Council should adopt the Croydon TOD, especially the 400m radius, and rely on its pattern book as a guide to inform the style of development. 1.Plan is inequitable - shifts all development to Burwood, almost none in Croydon. Majority of development is closer to Burwood station than to Croydon station. The NSW Government identified Croydon not Burwood for further development. 2.Plan is inequitable - Burwood has contributed enough additional housing to date and plans for more with the new metro at Burwood North. Croydon, in contrast, is little developed, particularly around its station. There are a number of reasonable sites around the station (within 400m) that could be developed. 3.Plan is inequitable - draft Croydon Masterplan goes against TOD principles by advocating for extreme high-density towers. 30 storeys in Croydon Masterplan vs 6 storeys in TOD, 102m towers in Croydon vs 22m max height in TOD - how is this fair? This is not good planning. 4.Plan has negative consequences - significant detrimental impacts to amenity of existing and new residents caused by increased noise, significant overshadowing and traffic due to towers in Shaftesbury Precinct. Not enough work undertaken by Council to test ADG compliance or overshadowing from east-west facing towers. 102m towers will overshadow 86m towers, which will overshadow 54m towers and finally overshadow 32m towers, backing onto single storey residences at Lucas Road. It is CBD scale and unheard of. 5.Council goes against its own planning principles - halving setbacks to the street (from 6m to 3m). This leads to poor amenity for residents and users of the footpath. 6.Plan has negative consequences - there is no eye level view impact analysis which would demonstrate the oppressive impact of the towers of the Shaftesbury Precinct at immediate street level and at key vantage points. 7.Council's plan for Shaftesbury Precinct is denser and taller than for Burwood Town Centre - BTC has heights of 70m stepping down to 30m on the western edge of Shaftesbury Road. In contrast, Croydon Masterplan steps up heights to the eastern edge of Shaftesbury Road. 8.Council's self-exclusion of HCAs is unnecessary and extreme. It was not required by the TOD and means suitable areas in these zones are not considered for reasonable development. 9.Plan has negative impacts on residents - draft Croydon Masterplan proposes a greater level of density than the Burwood North Precinct Masterplan. Draft Croydon Masterplan has approximately double the density per sqm in the Shaftesbury Precinct than Burwood North Masterplan - this is not good planning or equitable. 10.Plan is inequitable - Council is wrong to exclude South of Railway Precinct on the basis that it is a 'buffer' for Malvern Hill. This is not sound planning nor is it fair. 11.Plan has negative impacts on residents - not enough green space. Council meets less than 10% of its own requirement for open space! Council aims for 10sqm of open space per resident in Burwood and 15sqm per resident in Croydon. Draft Croydon HIA results in only 0.67sqm per additional resident. This is less than 10% of the Council's aim. 12.Plan has negative impacts on residents - Council says additional 9,000 residents can use existing green space in Burwood LGA - cannibalisation of space, means everyone in Burwood is a loser. 13.Plan has negative impacts on residents - Council's so called "pocket parks" are the size of an average lot in Burwood (500sqm). These green spaces are small and ineffective. They do not allow residents to complete a decent walk, do not allow for a range of sporting activities or provide sufficient variety of visual stimulation from surrounds and flora. 14.Council appears to fail GANSW minimums with dimensions of only green open space, with dimensions of 150 x 10m. The GANSW minimum is 15m wide. The placement of this park is also misguided - it is placed in the area not zoned for any development uplift! 15.The only open space for the three 100m towers and six 86m towers is a 'plaza' ringed by retail/commercial shops at base of Shaftesbury towers and a gridlocked Shaftesbury Road on the fourth side - not a pleasing place for a gathering of any kind. Open space is not the same as green space.

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	<p>16. No network traffic analysis. Recommended by Council's experts. No consideration of traffic along Victoria Street or Shaftesbury Roads.</p> <p>17. Transport statement prepared by Council is unclear - suggests only 50 additional road users in peak time - this doesn't ring true with an additional 9,000 residents, nor does an additional 900 trips along public transport ring true. Council should explain if this analysis is limited to only Croydon and does it consider the impacts on Burwood at all?</p> <p>18. Flood report - indicates underground presence of Sydney Water stormwater and sewer trunk assets, and states that developing these involve significant additional engineering complexity and material cost. Council's experts state that Sydney Water prefers "no development to occur within a stormwater asset zone of interest".</p> <p>19. Burwood station is the 5th most frequented station (after city stations, according to Opal data). Under Council's plan Burwood station will become the 3rd busiest station (excluding CBD stations). Croydon is 110th most frequented station - this suggests Croydon has capacity for additional development and train users.</p> <p>20. It's not clear if there has been any engagement with the Inner West Council. 400m radius around Croydon station is roughly bisected by the LGA boundary. Burwood council should share the density load with Inner West Council.</p> <p>21. There is confusion around the number of additional dwellings required by the Croydon TOD - Council estimates (Jun24 Council Report) indicate 1,500 additional dwellings from Burwood LGA part of Croydon TOD. However, draft Croydon masterplan indicates 3,600 additional dwellings. It is not clear from published Council documents how this figure was arrived at. It indicates that Burwood LGA is shouldering the entirety of the density or the figure(s) are incorrect.</p> <p>22. Resident feedback (collected in April/May 2024 in Jun24 Report) is very positive for development of the Strand. Shop-top housing is also encouraged by the TOD. Why is no development proposed in the draft Croydon Masterplan for the Strand? Similarly, there was very little (net) support for further development in Burwood.</p> <p>23. Resident feedback very positive for development South of the Railway - why was this precinct excluded by Council?</p> <p>24. How the Housing Investigation Area boundaries were decided upon is unclear. Why does the boundary end at Queen St at Lucas Road? Why is Shaftesbury Road included (it is 1.2km away from Croydon Station).</p> <p>25. Burwood does not need another disjointed retail area beneath Shaftesbury towers (where will the Coles/Woolworths trucks load in this precinct?).</p> <p>26. There appear to have been no discussions with Local Health Districts for additional services likely required by additional residents (up to 1,800 additional frequent users of health system, if chronic health issues in the same proportion as Burwood census)</p> <p>27. There appear to have been no discussions with the Department of Education about additional education services, given likely 1,800 additional school-aged people.</p> <p>28. By having no development uplift in Malvern Hill and heritage areas, Council leaves open these areas to being nominated for future development by future governments - because there remains amenity there!</p> <p>29. Process is unfair - why aren't documents prepared in a range of languages reflecting Burwood's multiculturally diverse community? We note that Burwood North Precinct Masterplan is available in many languages.</p> <p>30. Process is unfair - Council was aware of its January 2025 deadline, yet compressed exhibition timeline to November?! How will the Council respond to feedback on the plan? If it is due to vote on a plan (26/11) only 6 days after feedback closes?</p> <p>31. Process is unfair - heavy signposting of plans along Croydon Station and the Strand, only one poster, facing inward at Burwood Park. We note that Burwood North Precinct has stickers on the footpath along Burwood Road to Parramatta Road. No signposting around Shaftesbury Precinct (the most affected area), is a failure of fairness and integrity of the Council. Council's planners were made aware of this on 12/11 and no signage posted (as of 16/11).</p> <p>32. Process is unfair - the name of the plan is fundamentally misleading "Croydon Masterplan" and the majority of the proposed development is in Burwood!</p> <p>33. My family has lived in Boronia Avenue since 1963. We know all the residents on the street and have known some for 50 years. Boronia Avenue is mostly a street of people who arrived in various waves of migration to Australia, seeking opportunity from the horrors of European wars and dictatorships. They settled in Boronia Avenue. These same people and their adult children continue to live and visit in the street today. The draft Croydon Masterplan will destroy this community.</p>
Nov 16, 2024, 05:12	<p>I have reviewed the Burwood Council proposed alternative master plan to save Croydon and support its implementation .</p> <p>I strongly reject the Transport Oriented Development Plan and will do everything in my power to oppose this unreasonable and unfair plan</p>

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Nov 16, 2024, 04:59 PM	<p>Dear City Planning Team</p> <p>EXECUTIVE SUMMARY</p> <p>We write with serious concern about the proposed draft Croydon Housing Investigation Area Masterplan (the draft Croydon Masterplan).</p> <p>We urge Burwood Council (the Council) to properly consider the concerns raised in this submission and, in light of these serious concerns, reject the draft Croydon Masterplan. It is in no state to be adopted by Council or presented to the NSW Government. A failure to do so will be catastrophic for the integrity of the Council, and more importantly, to the urban, environmental and social satisfaction of the Burwood community.</p> <p>In summary, the draft Croydon Masterplan:</p> <p>1.is inadequate as a strategic planning and urban design exercise and will produce poor planning, including urban, environmental and social outcomes. The draft Croydon Masterplan:</p> <p>a.contradicts the Council's own planning objectives;</p> <p>b.is inconsistent with the TOD principles;</p> <p>c.is inconsistent with the Burwood LEP;</p> <p>d.disproportionately affects Burwood residents;</p> <p>e.is inconsistent with the Burwood North Masterplan;</p> <p>f.is incomplete, underdeveloped and inadequate;</p> <p>g.fails to consider impacts on transport and traffic, future education and health demands, and impacts on the liveability of the Burwood community;</p> <p>h.protects the privileged of Croydon and fails Burwood's broader community;</p> <p>2.ignores the substantial contributions to density and housing that Burwood has already made;</p> <p>3.completely ignores the heritage value of Boronia Avenue;</p> <p>4.adopts feedback inconsistently, selectively and in a manner that is misleading;</p> <p>5.selectively adopts expert third party advice (and on the whole, those experts report are inadequate);</p> <p>6.fails to demonstrate collaboration with Inner West Council to share the additional density burden;</p> <p>7.fails to provide adequate consideration to other vacant sites more suitable to development;</p> <p>8.has not been pursued in good faith or transparently; and</p> <p>9.despite being titled "the Croydon Housing Investigation Area", results in no substantial development in Croydon, leaving Croydon exposed to future development demands from planning authorities (exactly why it was identified by TOD to begin with).</p> <p>We expand on these matters in our submission below.</p> <p>Ultimately, the draft Croydon Masterplan is not a fair or sensible alternative to the NSW Government Transport Oriented Development (TOD) Program and should be rejected.</p> <p>POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN CONTRADICTS THE COUNCIL'S OWN PLANNING OBJECTIVES</p> <p>The Council's own "Operational Plan Objective" states the following as the Council's objectives:</p> <p>C.3 An urban environment that maintains and enhances our sense of identity and place</p> <p>C.3.1 Facilitate well designed, high quality and sustainable land use and development that is appropriately scaled to complement its surroundings</p> <p>C3.2 Protect our unique built heritage and maintain or enhance local character</p> <p>P.13 Identify and plan for built heritage and local character</p> <p>C.4 Sustainable, integrated transport, infrastructure and networks support population growth and improve liveability and productivity</p> <p>C.4.2 Plan for a city that is safe, accessible and easy to get to and move around in</p> <p>The matters raised in this letter demonstrate how the Council has failed to achieve its own objectives under C.3, C.3.1, C3.2, P.13, C.4 and C.4.2 in all respects. At particular risk is the identity of Burwood, appropriate scale, the protection and access to local heritage, complementary design, local character, sustainability and liveability.</p> <p>We request the Council to explain, in light of the matters raised in this submission, how the Council considers the draft Croydon Masterplan achieves these Operational Plan Objectives.</p> <p>POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN IS INCONSISTENT WITH THE TOD PRINCIPLES</p> <p>Despite the draft Croydon Masterplan being developed as an alternative to TOD, the draft Croydon Masterplan is entirely inconsistent with TOD principles and as a result, is unlikely to be acceptable to the NSW Government as an appropriate alternative to the TOD. In this section, we provide a selection of instances where the draft Croydon Masterplan makes proposals that are inconsistent with the TOD principles, however these are not exhaustive.</p> <p>The TOD focuses on areas within 400m of train stations and aims for gentle low-medium density with maximum building heights of 22m (6 storeys, residential). Through the TOD, the NSW government "aims to deliver more mid-rise residential flat buildings and shop-top housing around rail and metro stations. The aim is to create developments that are well designed, are of appropriate bulk and scale, and that provide amenity and liveability".</p> <p>This appears to have been entirely ignored in the draft Croydon Masterplan. Instead, the draft Croydon Masterplan proposes in a single block between Shaftesbury Road and Boronia Avenue and Queen Street and Albert Crescent (an area of only 10% of the Croydon Housing Investigation Area):</p> <ul style="list-style-type: none">- 3 towers of almost 110m in height (30 storeys) 1.2km from Croydon station (and in fact closer to Burwood Station, which was not selected by the NSW government to be part of TOD), and- 6 towers of 86m (25 storeys), 2 towers of 54m (15 storeys) and 3 towers of 32m (8 storeys), all 1km from Croydon Station. <p>It seems, without explanation, the draft Croydon Masterplan:</p> <ul style="list-style-type: none">- exceeds the maximum building heights stated in the TOD by 5-6 times (6 storeys stated in the TOD vs 30 storeys proposed in the draft Croydon Masterplan); and- proposes high density towers in areas located 3x further away from a station than contemplated in the TOD (400m from Croydon station stated in the TOD vs 1-1.2km from Croydon Station proposed in the draft Croydon Masterplan). <p>This is not the low-medium or gentle density contemplated by the TOD and detracts from the amenity and liveability that are principal aims of the TOD.</p>
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The TOD applies to Heritage Conservation Areas (HCAs). Despite this, the draft Croydon Masterplan indiscriminately ignores all HCAs from consideration, resulting in the concentration of towers within the Shaftesbury Precinct. The Council has severely constrained itself by self-excluding all HCAs and adopting a principle that is not required by the TOD. The result of this is that the residents of Croydon are protected at the expense of residents of Burwood. We discuss this unfairness in further detail in the next section.

The TOD underscores the importance of development considering the Apartment Design Guide (ADG) ("Section 161 of the TOD amendment reinforces that residential flat buildings and shop-top housing should continue to consider the Apartment Design Guideâ€). Despite this, ADG compliance analysis does not appear to have been undertaken for the draft Croydon Masterplan. This is remarkable given the highest density towers are oriented east-west and are likely to create significant overshadowing. This is a clear indication the proposed level of density in the Shaftesbury Road precinct is excessive and inappropriate. The Council's own experts say further work needs to be done, and ADG may not be possible to be met. This is simply not satisfactory and puts at risk the sustainability and liveability of Burwood.

Ultimately, the draft Croydon Masterplan is fundamentally at odds with the State government's approach with the TOD and Diverse and Well Located Housing Reforms (DLWH), which encourage more medium or "missing middleâ€ gentle density to provide more housing at an appropriate neighbourhood scale. There is a significant amount of research internationally which supports this gentle density approach as producing better environmental, urban and social outcomes in our communities compared to excessive high-density development. It is disappointing to see the Council opting to ignore (without explanation) these broadly accepted benefits of low-medium density in the face of the less considered solution of erasure and excessive overdevelopment.

In light of these examples of inconsistency, we request the Council explain how it considers that the draft Croydon Masterplan achieves the principles set out in the TOD, such that it can be seriously pursued as an appropriate alternative to the TOD.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN IS INCONSISTENT WITH THE BURWOOD LEP

The draft Croydon Masterplan is inconsistent with the Burwood LEP. In this section, we provide a selection of instances where the draft Croydon Masterplan makes proposals that are inconsistent with the Burwood LEP, however these are not exhaustive. The Burwood LEP has a maximum height of 70m in the "Burwood Town Centreâ€ which then steps down to 30m on the western side of Shaftesbury Road. The draft Croydon Masterplan, however, proposes maximum heights in excess of the current maximum (102m) on the eastern side of Shaftesbury Road opposite existing tolerances of only 30m. This height imbalance is indicative of poor planning. Maximum building heights of 102m represents a significant increase in planning controls in the Burwood LGA.

There is no evidence available that light or amenity analysis according to ADG principles has been undertaken by Council as part of the draft Croydon Masterplan. The proposed 102m towers are unfortunately west facing and shield smaller towers of 86m and 32m in a westerly direction from this density. It is difficult to see how ADG principles and minimum light requirements are being met. This indicates a low level of amenity in the proposed plan. Further, there is no eye level view impact analysis which would demonstrate the oppressive impact of the towers of the Shaftesbury Road precinct at immediate street level and at key vantage points.

Burwood LEP also mandates a minimum of 6m setbacks to front but in the draft Croydon Masterplan, this is reduced to 3m in Boronia Avenue for 8 storey buildings. This halving of the current LEP provision destroys amenity and solar access for affected properties and their private open space.

We request the Council explain how it considers the draft Croydon Masterplan satisfies the terms of the Burwood LEP.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN DISPROPORTIONATELY AFFECTS BURWOOD RESIDENTS

The draft Croydon Masterplan, despite being a plan for Croydon, disproportionately affects Burwood residents.

The stated priority of the Council in developing the draft Croydon Masterplan is to: "prioritise the protection of The Strand, Malvern Hill, and Cintra Heritage Conservation Areas, while higher density development is concentrated near the Burwood Town Centre.â€ As a result, Council seeks to only protect the heritage values of Malvern Hill Estate and the Strand. However, it does not genuinely consider how good strategic planning and urban design could both address NSW housing targets and also provide a good urban outcome appropriate for the area and fair to the entire community, including Burwood.

Rather, the Council's proposed method to achieving the protection of Croydon's heritage is to narrowly redistribute and concentrate the majority of the proposed density to a confined area in another suburb entirely (Burwood, primarily in the Shaftesbury Road Precinct), displaced from Croydon (more than 1km from Croydon Station and only 400m from Burwood Station).

As a result an excessive amount of density (CBD scale) is proposed in the small area of the Shaftesbury Road Precinct which will produce very poor urban and environmental outcomes with respect to overshadowing, wind impacts, privacy, view/outlook, local character and traffic on the adjacent detached single dwelling context. It will also erase significant contributory heritage of various Federation homes in that precinct in order to protect Croydon's heritage.

This approach does not reflect a best practice strategic planning or urban design response and fundamentally and critically lacks equity and fairness to the broader Burwood community in favour of the few very privileged people in Croydon.

The draft Croydon Masterplan fails to acknowledge that development capacity exists across the broader study area, across the entirety of the Croydon HIA (and beyond its narrowly defined borders to the north and south), and rather elects to concentrate all of the development (and its associated and exacerbated adverse environmental impacts) into the Shaftesbury Road Precinct.

It is clear the draft Croydon Masterplan has not appropriately considered options or alternate solutions which seek a fairer distribution of the density across the larger study area as the majority of the study area is not proposed for any uplift - almost approximately 70% of the Croydon HIA is ignored for development.

To further illustrate this, point the South Railway precinct is unseriously included by the Council to only be dismissed as an area for future development because it â€~protects' Malvern Hill HCA, "Under the draft Masterplan development uplift is not proposed given its proximity to Malvern Hill Heritage Conservation Area.â€ (Appendix 1). Why include an area to simply exclude it? The inclusion therefore appears to (cynically) further the case that the only possible area for development is in the Shaftesbury Precinct.

A fairer distribution of gentle density increases across the entire study area (of 400m from Croydon Station) would significantly reduce the poor environmental outcomes of overshadowing, wind impacts and lack of privacy. A fairer distribution of gentle density would ultimately retain a neighbourhood scale of built form and avoid oppressive CBD-scale 30-storey towers directly adjacent to a single detached suburban setting.

Residents in Croydon are demonstrably wealthier than their neighbours in Burwood, with respect to both income and assets. 2021 Census data shows that the median income in Croydon is 16% higher than Burwood and home ownership in Croydon is 66%, 35% higher than in Burwood. The outcome of the draft Croydon Masterplan is that the income and asset rich get protected and looked after and their poorer neighbours can only look forward to poorer amenity and poorer liveability.

In light of the extreme and disproportionate impact the draft Croydon Masterplan has on Burwood residents, we request that Council explain how it considers the draft Croydon Masterplan produces an outcome that is fair and equitable to the residents of Burwood.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN IS INCONSISTENT WITH THE BURWOOD NORTH PRECINCT MASTERPLAN

The draft Croydon Masterplan is also inconsistent with the Burwood North Precinct Masterplan (BNMP). In this section, we provide a selection of instances where the draft Croydon Masterplan makes proposals that are inconsistent with the BNMP, however these are not exhaustive.

The BNMP provides for maximum 8 storey development on the western edge of Shaftesbury Road from Wilga Street to Parramatta Road and no development on the eastern edge of Shaftesbury Road. The draft Croydon Masterplan however, proposes 30 storeys on the eastern edge of Shaftesbury Road in the single south-north eastern block between Waimea Street and Victoria Street.

BNMP steps down building heights to major roads - 30 storey buildings step down to 8-10 storey buildings along Parramatta Road and 20-30 storeys step down to 10 storeys on Burwood Road. In contrast, the draft Croydon Masterplan steps up storeys to the road's edge.

The additional dwellings proposed in the draft Croydon Masterplan represents around 40% of the additional dwellings proposed in the BNMP (BNMP proposes 9,000 dwellings compared to the draft Croydon Masterplan's 3,600). BNMP covers a geographical area of approximately 30ha and the draft Croydon Masterplan concentrates its development in a geographical area less than 5ha. If the ratio of the number of additional dwellings to geographical area was consistent between the BNMP and the draft Croydon Masterplan, the draft Croydon Masterplan should spread its additional dwellings across an area of at least 12 ha - an area almost 2.5 times what the draft Croydon Masterplan proposes. This is indicative of the extreme localisation and concentration of density of the draft Croydon Masterplan and demonstrates how inferior it is as a reasonable planning instrument compared to other Burwood planning documents and especially to the TOD.

In light of the inconsistent density plans between the draft Croydon Masterplan and the BNMP, we request that Council explain how it considers the draft Croydon Masterplan produces an outcome that is fair and equitable to the residents of Burwood compared to Burwood North.

POOR PLANNING OUTCOMES: DRAFT CROYDON MASTERPLAN FAILS TO CONSIDER IN ANY DETAIL THE IMPACTS ON TRANSPORT DEMANDS AND TRAFFIC IMPACTS, EDUCATION AND HEALTH DEMANDS AND LIVEABILITY

The draft Croydon Masterplan fundamentally fails the Burwood community, ignoring the impact the proposed density will have on transport demands and traffic impacts, education demands, and liveability.

TRAFFIC

With regard to traffic impacts, JMT Consulting, Council's experts, indicate no traffic network analysis work was undertaken. This is, quite simply, unbelievable. Traffic impact analysis should be a critical factor in designating the density in the draft Croydon Masterplan.

Traffic at Burwood around the Shaftesbury precinct is already significantly congested on weekdays and weekends owing to the narrow streets, location of Westfield and access to Parramatta Road at the north end of Shaftesbury Road. Further, there are limited options to alter traffic or roads to address this given the location of Westfield.

TRANSPORT

With regard to transport impacts, if the draft Croydon Masterplan is intended to take advantage of existing transport options in Croydon, then it fails. The proposal put forward in the draft Croydon Masterplan, which densifies Burwood, 1.2km from Croydon station, will lead to an increase in train utilisation at Burwood Station and negligible change at Croydon Station.

Opal data shows that Burwood station is the 5th most frequented station in NSW (excluding CBD stations) and Croydon is the 110th most frequented station (a sound reason for its inclusion in the TOD). From the proposed additional density, it is reasonable to assume that there will be an additional 6,000 daily passengers from Burwood Station (two thirds of the 9,000 additional residents in the labour force, consistent with Census data). This many additional passengers would reflect an increase of 25% in trips at Burwood station and mean that Burwood Station becomes the 3rd most frequented station in NSW. This is a significant burden to be placed on Burwood Station.

EDUCATION AND HEALTH

With regard to education and health demands, the draft Croydon Masterplan does not allow for additional infrastructure - aged care, health, other services, and schools. The Social Infrastructure and Open Space Needs Report recommends discussion with the Department of Education to assess needs for education. The stakeholder engagement report indicates no such discussions are planned. This defies belief, given the additional 1,800 students expected.

The same report also recommends discussions with the Local Health District and the stakeholder engagement plan indicates no such engagement occurred. By way of example, if additional residents suffer long-term health conditions in the same proportion as Burwood (according to Census data), an additional 1,800 frequent users of the health system could be expected. The Council has indicated no provision for additional health services and no discussions with the LHD.

GREEN SPACES

With regard to liveability, the additional green spaces proposed in the draft Croydon Masterplan is extremely limited given the density proposed in the plan. The minimum standards (GANSW) for high density areas of local parks of 1,500 to 3,000 sqm is not adequately achieved by further subdivision of these spaces into so-called "pocket parks" - the size of one standard lot in Burwood LGA. Burwood aims for 10sqm of open space per person (and Croydon 15sqm), however the draft Croydon Masterplan suggests this is outdated and the solution is to offer only 0.67 sqm of open space - this is less than 10% of Council's own aim and barely meets the minimum requirement of GANSW of 1,500 sqm. This is not satisfactory. The Council should aim higher than State minimums for additional density.

In terms of the green spaces that have been provided in the draft Croydon Masterplan, they are small and ineffective. They do not allow residents to complete a decent walk; they do not sufficiently allow for a range of sporting activities; they do not allow for sufficient variety of visual stimulation from flora. What the people of Burwood appreciate are areas like Wangal Park, which can cater to a range of activities.

Furthermore, the report is vague on which open spaces will have which amenities - basketball hoops (not even courts) and playgrounds are mentioned, but where will these go? The plaza is placed in the Shaftesbury precinct, and therefore denies proper green open space to this extremely high-density precinct. The plaza will also include retail spaces at the ground level of the Shaftesbury towers, which hardly contributes to any connection to nature. A vape shop by a concrete bench fronting a grid-locked Shaftesbury Road is a distinct possibility.

The only sizeable green space proposed in the Croydon Masterplan (and yet the minimum specified by the GANSW) actually borders the non-uplifted "Croydon low density precinct". Here, Council proposes an impractically sized park of 150m x 10m. We note that this is less than the GANSW minimum of 15m width for open spaces.

It is misleading, cheap and disingenuous to say that additional residents have access to green areas outside Croydon HIA - this is not how the standards are applied, and means new residents cannibalise existing open spaces.

Therefore, under the draft Croydon Masterplan every resident is a loser.

We request that Council explain how its draft Croydon Masterplan considers and accounts for impacts on traffic impacts, transport demands, education and health demands and liveability for the Burwood community.

DRAFT CROYDON MASTERPLAN IGNORES BURWOOD'S ALREADY SUBSTANTIAL CONTRIBUTIONS TO DENSITY AND HOUSING, CROYDON HAS NOT

Burwood has already made significant contributions to increasing density, with a number of recent high rise apartment buildings around Burwood Station and surrounding areas. Under the BNMP, Burwood will continue to do so (an additional 9,000 dwellings are planned). Burwood is already at risk of overdevelopment, and with the further densification now proposed by the draft Croydon Masterplan, it will certainly be overdeveloped.

It is precisely for this reason that Croydon, not Burwood, was identified by the NSW Government in the TOD as an area for potential development. The Croydon Housing Investigation Area, results in no substantial development in Croydon. It is a short-sighted approach that leaves Burwood overdeveloped and Croydon exposed to future development demands from planning authorities (which is exactly why it was identified by the NSW Government for development in the TOD initially).

We request that Council explain how the further densification of Burwood and the exclusion of Croydon is an adequate response to the NSW Government's request through the TOD to make proposals in relation to the development of Croydon.

DRAFT CROYDON MASTERPLAN IGNORES THE HERITAGE VALUE OF BORONIA AVENUE

The draft Croydon Masterplan claims to protect the heritage value of Croydon (primarily Malvern Hill), but completely ignores the heritage value of the intact series of federation homes on Boronia Avenue and the broader Burwood Municipality. On Boronia Avenue, a significantly intact area of contributory heritage, Council proposes 8-25 storey towers.

To date, Burwood has successfully mediated high density areas concentrated around centres of commerce and transport with single dwelling heritage subdivisions with a high level of amenity and established landscaping. The draft Croydon Masterplan undoes this. As it stands, the draft Croydon Masterplan identifies the Western and Eastern sides of Boronia Avenue for 25 storey and 8 storey development respectively. This proposal erases the unique heritage character of Boronia Avenue, and the connection individuals have with the cultural heritage of the street. Once this heritage is gone it is lost forever. We note that, personally, residents of Boronia Avenue (east), have lived on the street since 1963 and have longstanding connections with their neighbours, their street and the suburb of Burwood.

Burwood Council Planning Controls webpage states that Council seeks to protect the significance of Heritage Items and the Heritage Conservation Area. Boronia Avenue is wholly consistent with other Heritage Conservation areas immediately surrounding it and as such should be considered as having the same heritage value, including the Lucas Road Heritage Conservation Area, the Blair Avenue Heritage Conservation Area and the Rostherne Avenue Heritage Conservation Area.

Good heritage planning and protection considers not only the value of individual dwellings but the collection of places of heritage significance together and their inherent value to the communities who inhabit and live around them. The proximity and stark transition from high density developments to single standing dwellings proposed is not consistent with the Heritage Values and Significance of the Burwood LGA. As the proposed plans clearly state, Lucas Road HCA and Heritage Items are not targeted for increased density and as such present an inconsistent dwelling character with adjoining higher densities.

The proposed plan, especially the treatment of Boronia Avenue, is not consistent with levels of Heritage protection from the TKD heritage study. The study identifies every site on the Eastern side of Boronia Avenue as contributory and the majority of sites on the Western side as contributory - with the following c classification: 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.

The TKD study identifies the cohesiveness of the Area D - Shaftesbury Road Precinct as being low with 1970s flat building interventions. This is not correct in respect to Boronia Avenue, with the Eastern side of Boronia Avenue having all contributory dwellings with no 1970 interventions. The Western side has majority contributory dwellings bar the corner with Victoria Street (single neutral dwelling) and 15 Boronia Avenue (detracting dwelling) - again with no 1970s interventions. This should merit this street being retained for its character and Heritage value and should be recommended for listing as a Heritage Conservation Area.

Furthermore, the heritage report prepared by TKD architects is selective - despite 13 pages of photo analysis of individual houses in the Croydon HIA, and identification of Boronia Avenue as a largely intact street of contributory significance in the Croydon HIA, there is no photo evidence of Boronia Avenue. This reads as a deliberate downplaying of the heritage of Boronia Avenue, which is later earmarked by the report for future potential high-density development. This is inconsistent with the treatment of the South of the Railway precinct, where the faintest indication of heritage is protected.

We request that Council make Boronia Avenue a Heritage Conservation Area consistent with surrounding intact streets of early twentieth century bungalows and explain, consistent with the Council values, how the draft Croydon Masterplan has considered all areas of heritage value and significance, including Boronia Avenue.

DRAFT CROYDON MASTERPLAN HAS ADOPTED FEEDBACK INCONSISTENTLY, SELECTIVELY AND IN A MANNER THAT IS MISLEADING

The Council has developed the draft Croydon Masterplan after allegedly incorporating feedback received from residents in response to the NSW Government's TOD plan in April / May 2024. The area for comment was limited to within 1km of Croydon Station, and so did not include a significant portion of the Shaftesbury Precinct (because it is further than 1km from Croydon Station) where the majority of high-density development is now proposed.

Council, in its report summarising the draft Croydon Masterplan claims, "Early community engagement undertaken by Council supports additional housing, especially north of the railway line between Croydon station and Burwood Town Centre". This borders on misrepresentation. Council's own data suggests that the areas of greatest (net) support were South of Liverpool Road and along the commercial strip of the Strand. Support for Burwood and North of the Railway areas were the 4th and 6th most popular areas identified by the 82 respondents.

For completeness, the areas of highest support for further density were (in order):

1. South of Liverpool Road, however, the draft Croydon Masterplan proposes no development of this area;
2. The Strand Croydon, however, the draft Croydon Masterplan proposes no development of this area;
3. South of the Railway, however, the draft Croydon Masterplan proposes no development of this area;
4. North of the railway, the draft Croydon Masterplan proposes extreme density in this area;
5. Parramatta Road (though not part of area highlighted for feedback), the draft Croydon Masterplan proposes no development to this area;
6. Burwood town centre (though not part of area highlighted for feedback), the draft Croydon Masterplan proposes no development of this area;
7. Malvern Hill, the draft Croydon Masterplan proposes no development of this area.

This analysis contradicts Council's claim that the majority of support was for north of the railway.

Community feedback was also relatively positive about shop-top development along the Strand in Croydon (second highest number of net positive community support). The draft Croydon Masterplan completely excludes the Strand for future development. Why did Council forgo this opportunity welcomed by the community and consistent with the principles of TOD? It is not clear why this decision was made by Council.

Lastly, Council in April/May 2024 only sought feedback on medium-high density (6-13 storeys) not high density (17-30 storeys). It is fundamentally not known if there is any community support for high density and further high density, especially in Burwood. To be clear, we do not support it.

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	<p>COUNCIL HAS BEEN SELECTIVE IN ITS USE OF EXPERT THIRD PARTY ADVICE AND ON THE WHOLE, THE REPORTS ARE INADEQUATE</p> <p>Burwood Council has engaged third party consultants to help it prepare its draft Croydon Masterplan and in key areas has selectively chosen to follow or not follow their experts' advice. The following is a non-exhaustive list:</p> <ol style="list-style-type: none"> 1. The heritage report identifies Boronia Avenue (particularly the eastern edge) as an intact area of contributory heritage value. Yet Council proposes towers of 8-25 storeys in this street. 2. The Case for Change report identifies significant areas of "no constraint" (i.e. areas that can be developed) along Robinson Street and between Queen Street and Orchard and Irrara Street, yet no development is proposed for these areas which are of similar size to the Shaftesbury Precinct. 3. The Flood and Services report shows sewer trunk assets passing underneath Shaftesbury Road to Boronia Avenue, and states, "Sydney Water prefer no development to occur within a stormwater asset ZOI (zone of interest)" (bolding report's own). Yet towers of 8-30 storeys are proposed in this area. Further, council's own experts (Northrop), acknowledge additional costs and engineering complexity in building over these assets. Therefore, is this even a sensible development zoning? Or likely to be taken up by developers? 4. To our knowledge Council has not engaged experts to undertake any shadowing, amenity or analysis showing compliance with ADG standards, which Council allegedly aspires to. <p>DRAFT CROYDON MASTERPLAN FAILS TO DEMONSTRATE COLLABORATION WITH INNER WEST COUNCIL</p> <p>The draft Croydon Plan fails to demonstrate any collaboration with Inner West Council.</p> <p>Croydon TOD straddles Burwood and Inner West local government areas</p>
Nov 16, 2024, 04:15 PM	<p>It cannot be denied there is an extreme lack of housing available for the people of Sydney nowadays It is my opinion that to try and limit any future development in the suburb of Croydon to only the Northern side near Burwood is an unfair solution to this housing shortage unfortunately. The Croydon Housing Investigation Area should have scope for allowing development in Malvern ave and surroundings as well to make a fair outcome in this serious housing crisis. This is an ideal location as it is extremely close to the Railway station.</p> <p>The NSW Govt's idea of medium rise development in nominated public transport hubs is the only viable solution to the areas dire housing shortage and needs to be acted on asap</p>
Nov 16, 2024, 02:56 PM	<p>Dear Burwood Council,</p> <p>I write in opposition to the Croydon HIA masterplan. I have made a submission on heritage grounds and following attendance at the Burwood Library pop-up info session on 16/11/2024 wish to make a further objection given more information received at that session.</p> <p>I request Burwood council do not pursue the Croydon HIA masterplan and request that the standard TOD 400m station radius apply for Croydon. The Croydon HIA masterplan focuses development and density in far too concentrated an area with poor planning, amenity and heritage outcomes.</p> <p>A 400m radius with low to medium rise housing in line with the recently announced NSW pattern book would deliver increased the density with more pleasant streetscapes, and greater equity for the existing residents and the character of their area.</p> <p>Further strategic sites such as those on Parramatta Road, Deane Street and the Western portion of Waimea street could be considered for higher density development in closer character to Burwood Rd.</p> <p>I request Burwood Council represent my view that the Croydon HIA should not be pursued and the standard 400m radius TOD should be recommended for adoption. I await your response confirming that this is the case.</p> <p>Thankyou in advance,</p> <p>[REDACTED]</p>
Nov 16, 2024, 02:28	<p>We agree with Burwood Council's proposed Draft Masterplan to save Croydon.</p>
Nov 16, 2024, 01:17	<p>Support FOR the Draft Croydon Masterplan</p> <p>Council are to be congratulated for developing the Croydon Masterplan to achieve the housing objectives of TOD whilst maintaining and protecting the Croydon's Heritage Conservation Areas, such the Malvern Hill Estate.</p>
Nov 16, 2024, 12:55 PM	<p>I believe that the Croydon shops and the Malvern Hill area facing the station are all in need of a face lift and the TOD SEPP that includes the 400m circle around the station will help breath life into the area.</p> <p>If developers are allowed to compete with interesting designs for the commercial and residential areas within the proposed circle it will be a great benefit to the community as it is well overdue.</p> <p>The Croydon Masterplan excludes this whole area of Croydon to it's detriment and it could be a long stretch of time before the residents on this part of Croydon would even all agree to selling their homes to make it a viable alternative.</p>
Nov 16, 2024, 12:39	<p>We totally disagree what council Croydon Master plan.</p>
Nov 16, 2024, 11:46	<p>Full application of the TOD proposal would be devastating for the suburb of Croydon. Burwood Council is to be congratulated on the thoughtful development of their draft master plan including the housing investigation area and strategy for increasing the number of residences. It is an excellent plan and the New South Wales government should adopt it</p>
Nov 16, 2024, 11:09	<p>I support the Burwood Council Draft Masterplan</p>
Nov 16, 2024, 11:09	<p>I fully support the draft Croydon Masterplan by Burwood Council & thank the council for their work on the Masterplan.</p>
Nov 16, 2024, 10:37	<p>I support the draft Croydon masterplan developed by Burwood Council.</p> <p>It achieves the LGA housing aims put forward by the state government whilst conserving the area's heritage.</p>
Nov 16, 2024, 10:01	<p>I am in full agreement with the Masterplan for Croydon. I do not want this area and where I have lived my whole life ruined by greedy politicians!</p>
Nov 16, 2024, 09:23	<p>I agree and support the proposed Croydon Housing masterplan. I support heritage areas being preserved and proper planning for housing delivery rather than a "one size fits all" circle around a railway station. The reason Croydon is so desirable a place to live is because of its preserved heritage and beahlutiful streetscapes, and it would utterly destroy the area to replace it with cheap, Investment-grade developments.</p>
Nov 16, 2024, 09:19	<p>I fully support the proposed croydon master plan.</p>
Nov 16, 2024, 09:17 AM	<p>This draft Croydon masterplan is an exciting prospect for the Burwood municipality. Having resided in this area for over 30 years, I strongly am for this idea in preserving Croydon and its heritage charm whilst fostering the development of Burwood.</p> <p>Burwood has become a hub over the years (Chinatown being a great example) and this further development will only draw greater crowds to the area further improving the atmosphere and flourishing of the area (including through retail and restaurants), only enhancing Burwood's services and promoting affluence in the Burwood municipality.</p> <p>The masterplan looks to be well thought out particularly in the redevelopment of Burwood.</p>

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Nov 16, 2024, 09:07 AM	I strongly believe in this current draft of Croydon masterplan. This will allow for Croydon and its town centre to retain its charm, heritage and attractiveness whilst promoting Burwood as a thriving ecosystem and fostering better urban environments including parks, restaurants, retail, business centre and dog walks enhancing it for all members of the Burwood municipality. Burwood is also well connected in infrastructure and public transport allowing for this development.
Nov 16, 2024, 07:56	Supportive of the draft master plan
Nov 16, 2024, 07:54	Support the Draft master plan
Nov 16, 2024, 06:59 AM	Dear Burwood Council I would like to commend the Council on the work they have done on the Croydon Masterplan and provide my support for the Croydon Masterplan. The Croydon Masterplan has comprehensively considered to competing needs of housing density and retention of heritage.
Nov 15, 2024, 08:32	I agree with the proposed Croydon Masterplan as the best alternative re-zoning initiative for density development. I believe the density and height limits are appropriate for the re-development area.
Nov 15, 2024, 01:26 PM	I OPPOSE THIS MASTER PLAN. STOP PROTECTING THE SOUTH SIDE OF CROYDON WHICH HAS NO SIGNIFICANCE TO ANYONE ELSE IN BURWOOD LGA. I have identified the following problems (I am sure other residents will have more): 1) The area proposed in the alternative is OUTSIDE of 400m of the station. 2) There are two schools (Croydon Public and PLC Sydney) and a further two schools (Holy Innocents and Burwood Girls High) within 200m of the proposed areas. The traffic is already chaotic at pick up and drop off times. With construction of this area there will be significant health and academic impacts for all students. 3) Building height has increased from TOD's 8 storeys to 15. Just the aesthetics of a 15-storey tower against the surrounding area of 1 to 2 storey buildings is ridiculous. Then consider the impact of traffic, infrastructure (drainage, parking), green space to residents ratios, school enrolments, privacy intrusion. The fact that Burwood Council needs to raise the building heights to make it financially attractive for developers means this area is not suitable to begin with. 4) Putting all the burden of housing extra residents to the south side of Croydon divides the community. People who can only rent or afford small apartments live on the south side of Croydon. The south side already has done much heavy lifting in accommodating more people. 5) Wasted opportunity to develop the commercial area of The Strand to become a town centre in Croydon and attract business to the area and bringing together residents from both sides of the station. 6) Gives a sense that Burwood Council wants to hide extra residents in a small "ghetto" away when it can embrace the original TOD proposal on the North side to serve as a beacon that with proper design heritage and denser living can co-exist. SEE THE PREMIERS PATTERN BOOK DESIGN WINNERS.
Nov 15, 2024, 12:22	Not in favour of the Croydon Master Plan as there will be high impact of new dwellings (max 30 stories) in my area (north of railway station). I support the NSW Govt TOD plan as this will allow Croydon's town centre to be uplifted with new dwellings (max 8 stories) located south of the railway station with lesser impact in my area.
Nov 14, 2024, 09:43	I am strongly against Master Plan for Croydon which proposed 8-15 storey apartments rezoning on Strand.
Nov 14, 2024, 09:43	I strongly against Croydon masterplan because this would significantly affect privacy of my residence, creating more noise and traffic, devalue my property, and negatively affect the harmony of the neighbourhood.
Nov 14, 2024, 09:36 PM	We understand the need for more housing, however the plans for 8-15 storey unit blocks is ridiculous in this small tight-knit neighbourhood. It will ruin the heritage and leafy aspect of the suburb, and our congested streets can't cope with the additional traffic. I agree additional housing is required but it needs to be situated on the north side, close to the station and limited to 2-4 storey townhouses/villas or small scale apartment towers with activated streetscapes and plenty of green areas. Everyone is always out and about in our neighbourhood which is one of the positives of living here and turning this place into a concrete jungle will completely devalue the area and the inner west in general
Nov 14, 2024, 08:30 PM	We are writing to express that we do not support Burwood Council's master plan given Cheltenham Road will be available to build high-rise buildings under Burwood Council's plan. First of all, there are a couple of schools (Burwood Girl High and St Innocent) are at this road. Traffic is already chaos during the school time. It's not feasible to build apartments on this road. Secondly, it's further away from the Croydon station which defeat the purpose of NSW state government's plan to create urbanised living style for people use public transport (train) to work. Last but not least, the so called "protecting the heritage area" at South Croydon is debatable. It's important to protect the iconic buildings such as Strand, however there are many houses in South Croydon are (like Fitzroy street) not necessarily heritage listed where they are close to Croydon Station. We can potentially build some State of Art apartments which can become the new feature of Croydon while solving the housing crisis. There must be a way to reserve heritage buildings and create urbanised community hub at the same time. In terms of meeting state government's density requirements, given Burwood Metro project is progressing, I strongly believe the updated master plan should include area near Parramatta, from Fantastic Furniture all the way to Dan Murphy. Those buildings are either commercial shops or warehouses, which have more space to build higher buildings within walking distance to the new Metro station. In addition, some area in Wango park can be considered to make eco friendly & energy saving apartments to reduce the pressure of housing requirements. Regards [REDACTED]
Nov 14, 2024, 08:10	This proposal does not upzone enough around the train station. There is a housing supply crisis in in Sydney and it doesn't make sense to make the residents of new apartments walk past single dwellings closest to the train station that are protected from growth. If we want nurses and baristas to stay in this city, we need to approve housing for them.
Nov 14, 2024, 06:07	I fully support the approval of the Draft MasterPlan, subject to the removal of the exclusion of the Railway south Precinct. The plan is well founded and sensible to save heritage and conservation areas

Engagement Outcomes – Redacted Formal Submissions

Nov 14, 2024, 04:12 PM	<p>I am opposed to the Croydon Master Plan. I live on the Burwood/Croydon boarder and have been a resident for over 60 years. I have slowly watched the destruction of the precinct with the already growing number of high rise apartments. The precinct has already become a concrete jungle with so much more traffic noise and constant construction. The Croydon master Plan will only add to this demise. The privacy of homes has been invaded and free parking for visitors has already been eroded. Having fewer visitors only adds to ones depression and anxiety - something not to be take lightly if you watch the daily news. In addition the Master plan will devalue my property - something which I have worked hard to protect all my life so that my children and grandchildren can reap the benefits when I pass on.</p> <p>PLEASE do not approve the Croydon Master Plan and ruin my future life in Burwood/Croydon. I am strongly opposed to it.</p> <p>Thanks & Regards, [REDACTED]</p>
Nov 14, 2024, 02:35	<p>I write in support of the proposed Draft Masterplan. It is a well thought out plan, that accommodates the need for density (done well) as well as preserving Croydon's unique character. Importantly, it seeks to protect Croydon's unique Heritage Conservation Areas - which, once destroyed, would be gone forever. The plan also means that density is provided in a good "step down" way with a focus on areas of strong infrastructure and green space. The Masterplan should be adopted.</p>
Nov 14, 2024, 01:05 PM	<p>The draft Croydon masterplan is a vastly excessive and counterproductive response to the proposed TOD.</p> <p>1. Traffic - there will be a massive increase in car traffic to the Cheltenham Rd/Cross St/Webb St area. Just because this area is within walking distance (for able-bodied people) to Croydon Station, does not mean that residents will not have cars. The roads in this area are not suitable for the increase in car traffic and this will create dangerous conditions for the 4 schools located close to this area, especially Holy Innocents and Burwood Girls. The residents of the retirement homes on Cheltenham Rd will also be significantly disadvantaged by increased congestion.</p> <p>2. Public transport - less able-bodied residents or those with small children will need bus transport to travel safely to Croydon or Burwood station, and this will further increase congestion on these unsuitable streets.</p> <p>3. Heritage - the draft masterplan goes far beyond what is necessary to protect identified heritage areas in south Croydon. There are buildings of heritage value in north Croydon, even if not yet classified, such as 9 Cross St which is an excellent example of its type with many original features. The whole of Brand St, and individual buildings within it, deserve consideration for their heritage value. It would be perfectly possible to achieve the lower density housing of the TOD in non-heritage areas along the railway line, and maintain the Strand and heritage precincts, without imposing the higher density housing in the draft masterplan. The draft masterplan is complete overkill.</p> <p>4. Alternative areas - the draft masterplan focusses on the railway line to the exclusion of other suitable transport corridors. With the development of the Sydney Metro at Burwood Rd, and the ramshackle state of much of Parramatta Rd, it would be much more worthwhile to plan higher density housing along Parramatta Rd, large stretches of which are already degraded with no environmental or social value and minimal heritage value.</p> <p>5. Neighbourhood amenity and genuine additional housing - we can see that in the backstreets to the north of Burwood station, numbers of houses and buildings have been left vacant for a lengthy period awaiting demolition for high rise apartment blocks. Some of these are now derelict and appear to have been land-banked by developers until such time as conditions are right for maximising profits. This has also occurred in a double-block on Webb St where two substantial dwellings were left vacant for a lengthy period, then demolished, and the foundations have still not even been laid. All these houses and buildings could have been occupied by families. The SMH reported on 13 Nov 2024 that more than 50,000 building approvals in Sydney have been granted where no building work has yet commenced. The experience within the council area demonstrates that the draft masterplan will reduce actual housing as developers accumulate sites, and leave functional houses to become derelict while developers wait to maximise their profits. Derelict buildings and unfinished construction sites reduce neighbourhood amenity and resident safety, while doing nothing to improve housing availability.</p> <p>6. Availability of dwellings closer to the CBD - the premise of both the TOD and the draft masterplan is to increase the number of dwellings close to the CBD, on the assumption that most jobs are located there. On the contrary, businesses and workers are having to be encouraged to remain in the CBD. The distances involved, and the fact that all the proposed dwellings are apartments, mean that most families using the western line will continue to have to commute far from greater western Sydney to CBD jobs, while it would be much more practical for the State Government to encourage businesses (and government departments) to locate themselves in positions that are more central to the realities of today's population. It has been many years since Parramatta became the population centre of the greater Sydney area and it is not forward-looking to focus on providing small dwellings for CBD workers.</p>
Nov 14, 2024, 12:47 PM	<p>The Croydon Masterplan has ignored the entire point of the TOD and focused on a set of blocks beyond the 400m radius, proposing buildings of 10-30 storeys high.</p> <p>Even as a resident of Malvern Hill, I understood the crisis facing younger generations and felt development surrounding central Croydon (ie the 400m radius) could and should be done in a reasonable manner. The Strand could still retain its village atmosphere with a sympathetic treatment.</p> <p>I encourage Burwood Council to reconsider the approach and avoid this concentration of high rises - creating another Burwood - and propose an artistic and modern solution to Croydon.</p>
Nov 14, 2024, 11:22 AM	<p>As a Croydon resident in the area regarded as Malvern Hill, I have in the past been keen to see the history and aesthetic values of the estate remain as they are.</p> <p>While I still think there's room to see sections of Malvern Hill be maintained as an example of it's time and character, I have also realised that to try and limit any future development that would provide an increased number of dwellings in the suburb to just 'one side of the tracks' is in all likelihood unworkable and most certainly inequitable.</p> <p>While the council's proposed masterplan is named the Croydon Housing Investigation Area, it might better have been given the title of the Burwood East Solution - an effort to stack as many dwellings as possible into a relatively small area much closer to Burwood Station than Croydon Station, to maintain Malvern Hill as it now stands.</p> <p>When the NSW Govt's idea of medium rise development in the area's surrounding nominated public transport hubs was first floated, I don't think any fair-minded person could foresee a situation in which a portion of one suburb would be loaded up with high rise buildings varying from 30 storeys to 10 storeys in height, while other segments of the same suburb would be left completely untouched.</p> <p>The residents of homes on the northern side of the railway line most definitely couldn't imagine that they would carry the complete burden of providing more dwellings on a scale of this size while their neighbours across the line were given a free pass to bear none of the load.</p> <p>With this in mind it comes as no surprise to learn that the petition being signed by residents in Croydon North objecting to the masterplan grows in increasing numbers by the day.</p> <p>The Strand precinct and nearest streets to it should be central in every way to a workable solution in providing more dwellings within a very short walking distance to Croydon Station. It's unthinkable that the tired facades of The Strands buildings will remain as they are forever into the future, and the fact this area has been designated for 'future consideration' more than hints towards a sympathetic redevelopment in the coming years.</p> <p>It would reinvigorate the precinct, providing more opportunity for restaurant/cafe owners to consider The Strand as a real alternative as opposed to the more established food destination villages in the Inner West.</p> <p>Left as is, with an aging demographic surrounding it, it's not hard to imagine that the future of The Strand will skew more towards Tobacconist than Tapas.</p> <p>I would urge the City Planners of Burwood Council to reconsider their proposed masterplan in a way that more truly reflects what State Planning intends to achieve with it's TOD plan, and that The Strand along with adjacent streets be utilised to provide a fair share of dwellings, providing easy access to Croydon Station and lessening the burden of over-development that council's masterplan currently asks of residents north of the railway line.</p> <p>[REDACTED]</p>
Nov 14, 2024, 10:56 AM	<p>Hi there, we are homeowners on Cheltenham road within the north railway development precinct and having lived in the same home since 2006, we definitely feel that this development will help transform what has become a bit of a tatty and dysfunctional pocket of our lovely croydon. Our primary concern is that we get enough financial compensation/benefit through the sale of our family home to ensure that we can purchase another home of similar quality and charm, that is certainly no further from the centre of Sydney than we currently are. Obviously the costs of moving house are substantial(!) and we would expect appropriate financial incentive for the proposed shift. We hope that the current plan for 8 storey development which we are part of, offers the developers a sufficient FSR in order to make the project viable for everyone thus helping ensure that the purchasing of property occurs quickly and efficiently so we aren't left in a stalemate/quandary for the next 4 or 5 years.</p> <p>Perhaps a higher FSR would be of benefit here? Overall we need a positive transparent approach from council, with strong communication and clarity to help create a relatively stress free transition into our next home.</p>

Engagement Outcomes – Redacted Formal Submissions

Nov 14, 2024, 07:22 AM	<p>To Burwood Council,</p> <p>Thank you for this opportunity to provide feedback on the Croydon Masterplan. While the plan has some commendable elements, there are significant missed opportunities in terms of housing supply near Croydon Station, and it places excessive focus on heritage preservation in areas that could better serve current community needs.</p> <p>1. Transit-Oriented Development Isn't Fully Realised</p> <p>The plan proposes higher density too far from Croydon Station, which contradicts transit-oriented development principles. Instead of locating uplift closer to Burwood, key high-density zones should be placed directly around Croydon Station, where the benefits from public transport are greatest. If areas 700m from the station are suitable for more housing, areas directly adjacent to the station should also be considered.</p> <p>2. Overreach of Heritage Conservation Areas (HCAs)</p> <p>Large sections of land close to the station have been locked up under heritage conservation on questionable grounds. One such area, found to lack significant historical, social, or architectural merit, is nonetheless preserved, which limits much-needed housing development. As the city grows, it's important to balance heritage with the broader need for housing, especially in such ideal, transit-connected locations.</p> <p>3. Equitable Development</p> <p>It's concerning that prime areas near the station (often occupied by expensive homes) are shielded from development. This limits equitable access to housing in an area close to major transport links. Higher densities should be considered for these areas, not just the more distant and affordable zones.</p> <p>4. Excessive Planning Restrictions</p> <p>Provisions such as design excellence requirements and excessive setbacks add unnecessary costs and complexities to new development. These regulations could be relaxed to encourage more efficient delivery of housing, aligning with recommendations from the Productivity Commission.</p> <p>5. Commendation on Public Domain Initiatives</p> <p>I support the emphasis on enhancing public spaces, trees, parking, and active transport, but these need to be mirrored by sufficient housing density near transit hubs to activate these improvements.</p> <p>The Croydon Masterplan too heavily restricts density where it's needed most, near the train station, while over-prioritising heritage in unremarkable areas. I encourage Council to rethink these restrictions in favour of a more balanced, sustainable, and equitable approach to housing demand.</p> <p>Thank you,</p> <p>██████</p>
Nov 13, 2024, 09:46 PM	<p>I strongly commend Burwood Council for the Masterplan, which provides a considered, place based response to increasing housing in the Burwood LGA, enabling Burwood to continue to continue as one of the top contributing LGAs towards new housing in NSW (exceeding NSW SEPP TOD targets) while also preserving heritage and livability and prioritising access of the housing to infrastructure.</p> <p>The Masterplan responds to the long standing hierarchy of centres, locating new homes close to an established strategic centre that is a significant bus and rail interchange, containing jobs, extensive retail and entertainment, services such as banking, service NSW and healthcare, and community services such as a brand new library.</p> <p>The Masterplan also provides for new housing closer to the limited open space the Burwood LGA has ie Wangal, Blair and Centenary Parks.</p> <p>The Masterplan is consistent with Burwood's adopted Local Strategic Planning Statement</p> <p>The Masterplan proposes new housing closer to the planned Burwood North Metro West station, while the latest timetable changes have reduced peak hour services to/from Croydon heavy rail station.</p> <p>I strongly support Burwood Council's contribution to increased housing through their plan.</p>
Nov 13, 2024, 09:01 PM	<p>Hi Burwood Council</p> <p>As a resident of Croydon, I am supportive of the draft masterplan and proposed precincts for medium to high density dwellings.</p> <p>Regards</p> <p>██████</p>
Nov 13, 2024, 07:44	<p>The proposal will destroy the beautiful family lifestyle and community that Croydon is known for. There are plenty of high rise developments in Burwood, and additional development would cause significant congestion.</p>
Nov 13, 2024, 07:12 PM	<p>The following changes to the Master plan would provide a better solution to the local community:</p> <p>1) Reduce the size of the properties along Shaftesbury from 30 storeys to 20 storeys. Having multiple 30 storey buildings along Shaftesbury would exacerbate the existing traffic issues during peak hours and when a road closure occurs. In these situations the traffic along Shaftesbury is near standstill and adding too much density directly on Shaftesbury would be disastrous for the local community.</p> <p>2) Increase the density of Brand Street to 4:1 FSR and increase the height limit by 3-5 storeys would make sense for the following reasons:</p> <p>2a) Increasing the density and height of Brand Street will have the least impact on the local community as it is at a lower elevation than surrounding areas and will be surrounded by the rail line and other medium/high density areas.</p> <p>2b) Brand Street being a much larger area will provide more housing than what would be lost from reduction in the density along Shaftesbury. Also, this will allow the local government to meet any future housing demands from the State Government without the need to rezone other areas for potentially the next 20-25 years.</p> <p>2c) With a higher density any development will have sufficient floor area to build actual family sized apartments rather than tiny studios or one bed apartments</p> <p>3) Reducing the density on Webb Street closest to Irrara Street to reduce any impact on these residents and other low density housing.</p>
Nov 13, 2024, 06:41 PM	<p>I support Burwood Council's Draft Croydon Housing Investigation Area and Masterplan Report. The Masterplan provides a considered, place based response to increasing housing in the Croydon Area. The Matserplan is consistent with the land standing hierarchy of centres, locating new homes close to the established strategic centre of Burwood, that is a significant bus and railway interchange, containing commercial offices, extensive retail and entertainment offerings, services such as banking, Service NSW and healthcare, and community services such as Burwood Library. The Masterplan also provides for new housing closer to the limited open space the Burwood LGA does have, at Wangal, Blair and Centenary Parks. The Masterplan is consistent with Council's adopted Local Strategic Planning Statement, also approved by the NSW Government. The Masterplan is consistent with the objective to retain heritage character areas. The Masterplan proposed housing close to the new Burwood North Metro station, whilst the latest timetable changes have significantly reduced peak hour services to and from Croydon heavy rail station. I strongly encourage Council to put forward this Masterplan as an alternative to the simplistic 400m circle proposed in the TOD SEPP.</p>

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Nov 13, 2024, 05:19 PM	<p>The proposed housing densities and increased height of new buildings will dramatically affect the community. There are few public amenities and services close to Croydon station, such as GPs, that cannot currently cater for these increased densities. Supermarkets are also not in walking distance from Croydon Station. Access to open green space will be affected, especially if the IWC go ahead with their plans to change Centenary Park to a synthetic field. The track along the railway line running along Burwood and Croydon station on Albert Crescent may be a suitable space for new buildings to be built, however designs that match the heritage aspect of Croydon with warmth and character would make a big impact in the community as well as address the concerns of the community members. Ensuring that new builds have some character to them will demonstrate that Burwood Council is taking resident's feedback genuinely. Please support the community's push for Moderate building development, especially in Croydon.</p>
Nov 13, 2024, 04:59 PM	<p>Comments regarding Croydon Investigation Area Proposal</p> <p>My concern is with the proposal for the Railway North Precinct bounded by Lucas Road to the west and Webb Street to the east. The houses there do not have heritage listing, except (I think) for the former shop on the corner of Brand and King Streets, but these houses are mostly as beautiful and well-cared for as the houses in Malvern Hill. I think it would be a terrible loss of solid, well-built and designed houses and the opportunities they provide for future families. If time, I suggest you take a walk along Brand Street to see what I mean.</p> <p>It's possible that the density loss entailed by retaining these houses could be compensated by adding more storeys to the apartments in that area behind Croydon Public School – either inside that estate or even by replacing those fronting Webb Street. In my opinion they are not as architecturally interesting or solid as the older ones in nearby streets especially Brand Street and adjacent areas.</p> <p>I'm not sure about the green walkway proposed to link Cheltenham Street and Webb Street. How many houses will be lost in that change? I have lived in Croydon for 22 years and shopped in Burwood, pulling my granny cart from Waimea Street, across Cheltenham Road, along Cross Street to Webb Street and then into Irara Street and never had any problem with the twists and turns. The little wrens that were numerous in the Bottlebrush trees in Cross Street were always a joy to see (sadly not seen in recent times). I don't think the proposed walkway will bring them back or make the route to the school or the station much easier. Perhaps Cross Street could be closed to cars and trucks and converted into a green path for cyclists, walkers and granny cart users!</p> <p>It may not be the right place here to bring in other topics that impinge on design of new developments. In my view, building apartments of 1-2 bedrooms will not give us the population mix we need for a lively, resilient community. We need families to have children and for those children to have all the amenities they need for play, learning and health. We need more apartments with 3-4 bedrooms with family storage options. The 2 childcare centres in this area must of course, stay and more maybe needed.</p> <p>We also have to consider that multi-storey buildings with lots of concrete in and around them will generate heat. The most recent CSIRO State of the Climate Report predicts much higher temperatures in Sydney, with more extreme weather events. We are making things worse if we do not rapidly increase tree/shrub/grass canopy and experiment with more porous services to capture more groundwater.</p> <p>Also we need to prepare for big changes in access to renewable energy for providing cooling, hot water, induction cooking, charging electric vehicles and even storing those electric scooters with their dodgy batteries that many young people want to own. Standards for electricity supply into new dwellings will need to be carefully considered. Solar panels on the roofs of apartments, in my view, should be mandatory for developers to provide, along with the necessary wiring in front of meters for owners to access that rooftop electricity in their apartments. Alternatively, there should be scope for a community battery to store the energy captured by the solar panels in the new development cluster, as proposed in this Investigation and either sell it back to residents at a reduced cost or establish a virtual power plant for selling into the grid.</p> <p>Thank you for the opportunity to comment.</p> <p>██████████</p>
Nov 13, 2024, 02:38 PM	<p>To whom it may concern</p> <p>As a property owner in the Croydon area I am writing to express my support for the development proposal for the Masterplan for Croydon.</p> <p>The development would fit well with the neighbourhood generally and by offering a modern mix-use development within the proposed Master Plan area midway between the Croydon and Burwood town centres, would promote fewer car movements, less traffic and more walkability.</p> <p>As someone who has lived in the area for many years, the proposed Master Plan would greatly assist the current housing shortage in a well services area close to numerous transport options, shops and schools.</p> <p>I hope this letter conveys to you my support for this development project and my wishes to have it commence and completed.</p> <p>I urge the Councillors to vote in favour of approving the development proposal Inner West Council's TOD for Croydon.</p> <p>Regards,</p> <p>██████████</p>
Nov 13, 2024, 01:56 PM	<p>We believe that the proposed Croydon Masterplan is the best alternative solution to the State Government's TOD program. The area proposed for the increase in density is believed to be well placed between both Croydon and Burwood Train Stations, the new Metro Line at Burwood North, Burwood Westfields, and the future redevelopment of Burwood Plaza making it convenient to services and amenities, limiting the need for parking requirements and increasing walkability in the area. The density and height limits planned for the Shaftesbury Precinct are not excessive when compared to the most immediate adjoining areas to the west of Shaftesbury Rd and similarly, the heights taper down significantly to 8 storeys further east into the Railway North Precinct whilst simultaneously preserving heritage significant properties and areas in between. Shadows cast by any future development in the proposal would generally be towards other density development within the proposed plan or to the south over the railway corridor.</p>
Nov 13, 2024, 12:03 PM	<p>I think this plan is far more considered than the original proposition by the NSW Government. It balances the government's expectations for additional housing while protecting the heritage, culture and history of our village.</p> <p>Well done team.</p> <p>It has my full support!</p> <p>Regards</p> <p>██████████</p>
Nov 13, 2024, 11:36 AM	<p>I'm supportive of the Croydon Masterplan as presented. I feel that it strikes the right balance between required development and uplift in residential capacity with a strong imperative to maintain a balance between diverse forms of housing (considering varying density levels, high rise vs low rise, heritage vs new development). I maintain that losing Croydon's beautiful heritage areas would be a terrible decision that the local community would come to regret in the future. I believe that Burwood Council has done a good job of identifying areas which are fit-for-purpose for development and which it has embodied in the Croydon Masterplan.</p>
Nov 13, 2024, 08:45 AM	<p>I don't agree with the proposal.</p> <p>The area can't tolerate this increase in population that will occur as a result of the proposed changes to land use zones, building heights, and density within the Croydon Masterplan Investigation Area.</p> <p>it is too much too soon.</p> <p>Please don't proceed</p>
Nov 12, 2024, 10:37	<p>Great idea protect croydon from redevelopment and make more affordable house for locals in burwood. They should Maximise the Opportunity</p>

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Nov 12, 2024, 09:30 PM	<p>In reviewing the Croydon Masterplan I wish to make a submission in regards to the negative impacts the plan will have on the Lucas Rd Conservation Area.</p> <p>1.Development around Lucas Rd Conservation Area breaches Bruwood DCP 4.7 and seems that the Lucas Rd Area is not as important as other conservation areas in the LGA</p> <p>The masterplan lists out a desire to manage the impact on heritage items through the statement:</p> <p>"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.â€</p> <p>And also</p> <p>"Redevelopment around heritage items and HCAs should be designed in a sensitive manner.â€</p> <p>Unfortunately it seems that the masterplan is not doing this in relation to the Lucas Rd conservation area as the bulk and scale of the proposed developments violate the Burwood Council DCP, specifically section 4.7 with:</p> <ul style="list-style-type: none">-Designs not sympathetic to the properties and their setting-Designs don't reflect the bulk and scale of the existing buildings-Are not recessive in character-They will negatively impact the noise and visual privacy of residents in the conservation area. <p>This is reinforced by council overtly saying that it will prioritise other conservation areas</p> <p>"The draft Masterplan seeks a balanced approach to development, emphasising heritage preservation. It prioritises the protection of The Strand, Malvern Hill, and Cintra Heritage Conservation Areasâ€</p> <p>It seems the some conservations areas in the Burwood LGA are more equal than others and it is disappointing that the Lucas Rd Conservation area has not been treated the same as those to the south of the railway line.</p> <p>2.Council is not following recommendations of Appendix E Heritage analysis and Recommendations</p> <p>Council is also not following the recommendations of Appendix E Croydon HIA: Heritage Analysis and Recommendations.</p> <p>This Appendix states the development should be</p> <ul style="list-style-type: none">-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. <p>It also shows a diagram (on Page 13 of 30) showing the transition from the heritage/conservation areas should be from houses to dual occupancy, Terraces, Manors and then 3 Storey, 4-6 Storey and Finally 7 + Stories (shown below). The proposed solution totally disregards this by placing 8 and 15 story buildings directly next to and to the rear of houses in the Lucas Rd Conservation area.</p> <p>By proposing residential towers 8-15 stories tall to the immediate rear and sides of the Lucas Rd Conservation Area council is not transitioning to high rise, it is going from detached housing straight to high rise.</p> <p>3.Street Views</p> <p>The heritage report noted above also lists out the views that should be maintained including those along the Lucas Rd corridor. It also shows in item number 2 a view along Lucas Rd, based on 8 to 15 story towers to the rear and sides of Lucas Rd these views will be adversely impacted</p> <p>4. Example Developments</p> <p>Council lists out some model developments in Appendix E including those below</p> <ul style="list-style-type: none">- Darlington Brickworks (2 Stories with Attic)- Genty Alexandria â€ Terrace housing- The Abbey Cronulla â€ 2 stories <p>These developments bear no resemblance to what council has planned with councils plans 8-15 stories tallâ€! this totally ignores the recommendations in Appendix E which suggests more appropriate transitions from detached housing to Terraces as suggested in the diagram on Page 13 of 30.</p> <p>5. Heritage Recommendation</p> <p>Page 25 of 30 recommends ne development should respond to the scale and height of existing contributory buildingsâ€!. The proposal for 8 to 15 story towers immediately next to the conservation area clearly does not follow this recommendation.</p> <p>Conclusion</p> <p>If council wishes to pursue the alternative Croydon proposal it must address these concerns, as the proposal stands the residents of Lucas Rd are left with a loss of privacy, amenity, sunlight and likely lower property values. If development is to be pursued it MUST meet the design guidelines suggested in Appendix E with appropriate transition to high rise and not an immediate transition from detached housing to 15 story towers. This approach could allow for development in the Railway South area of the Croydon HIA or alternatively around Croydon station as if it is good enough for Lucas Rd it should be good enough for other conservation areas.</p> <p>Alternatively if Council is set on pursuing high rise it should include the Lucas Rd conservation area in its plans as the current approach leaves residents with a poorer outcome as discussed above BUT without the option to sell out at an appropriate price point.</p>
Nov 12, 2024, 05:54 AM	<p>The following changes to the Master plan would provide a better solution to the local community:</p> <p>1) Reduce the size of the properties along Shaftesbury from 30 storeys to 20 storeys. Having multiple 30 storey buildings along Shaftesbury would exacerbate the existing traffic issues during peak hours and when a road closure occurs. In these situations the traffic along Shaftesbury is near standstill and adding too much density directly on Shaftesbury would be disastrous for the local community.</p> <p>2) Increase the density of Brand Street to 4:1 FSR and increase the height limit by 3-5 storeys would make sense for the following reasons:</p> <p>2a) Increasing the density and height of Brand Street will have the least impact on the local community as it is at a lower elevation than surrounding areas and will be surrounded by the rail line and other medium/high density areas.</p> <p>2b) Brand Street being a much larger area will provide more housing than what would be lost from reduction in the density along Shaftesbury. Also, this will allow the local government to meet any future housing demands from the State Government without the need to rezone other areas for potentially the next 20-25 years.</p> <p>2c) With a higher density any development will have sufficient floor area to build actual family sized apartments rather than tiny studios or one bed apartments</p> <p>3) Reducing the density on Webb Street closest to Irrara Street to reduce any impact on these residents and other low density housing.</p>

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Nov 12, 2024, 12:53 AM	<p>I support the draft masterplan, but I think there could be some improvements. I live at [REDACTED] which is included in the draft masterplan. Overall, I'm not a fan of the TOD plan at all, as I feel it could ruin the character of Croydon. However, it seems we have little choice but to accept either this plan or an alternative plan. Within 400 meters of Croydon, there are schools and many historic buildings. It's hard to imagine what it would look like if the town's main street, with its historic shops, were surrounded by high-rises.</p> <p>The masterplan includes my home, which could mean that one day I might have to leave it. However, I believe the plan has tried to minimize the impact on the broader Croydon area. So I support the general plan. The designated zones are located along the train line, making public transport easily accessible. And although they are close to the train station, they are not immediately next to it, which may help reduce pressure on the station and main street actually.</p> <p>I believe there are three areas that could be improved:</p> <ol style="list-style-type: none">1. I have heard several neighbors on Webb St express concerns about the plan's feasibility. I think the 4:1 FSR designated for the block between Cross St, Webb St, and Cheltenham Rd is unreasonable. This could negatively impact residents on Webb St, Cheltenham Rd, and Irrara St. I believe their density should be reduced. Perhaps Brand St could be increased to 4:1 with a slight reduction in height levels. This would allow for more residences while creating a smoother transition from the apartment area to the residential homes, giving more sunshine and space to Webb St and Irrara St.2. There is an empty area between Waimea St and Albert Cres. I believe the residents there would feel uncomfortable being surrounded by apartments. Perhaps we should try to convince them to be part of the masterplan, which could alleviate some of the pressure on the Shaftesbury Rd precinct. Ideally, we should avoid 26-30 story apartment buildings in that precinct. Burwood already has many buildings of that height, and more tall apartments could block sunlight for surrounding homes.3. I believe the government should build more parking facilities or work with developers to ensure there are adequate parking and infrastructure to support the increased population. <p>Generally, I support the masterplan.</p>
Nov 11, 2024, 10:35	<p>Thank you. We are in favour of the Proposed North Croydon to Burwood HIA. We think it strikes a good balance of making residential housing in high density areas, but also retaining the character of the precinct.</p>
Nov 11, 2024, 09:47 PM	<p>To Burwood Council, regarding the draft master plan for the railway north precinct, I wish to object to the proposed zoning that would permit a 15-storey tower to be built at the T-intersection of Webb and Irrara Street. It is highly inappropriate for such a towering block be constructed opposite low-density residential east of Webb St. The state government wants increased housing close to Croydon train station and yet this proposed zoning for a 15-storey tower is at the furthest point away from the station along Webb St. It is nonsensical, and I do not support it at all.</p> <p>On another point, the design of 8-storey buildings in Brand and Cross St are all east-west facing, rather than north-south. As you are aware, it is not very environmentally practical as more energy will be needed to maintain temperature.</p>
Nov 11, 2024, 06:48 PM	<p>Dear Council</p> <p>I hope this message finds you well. I wanted to share my thoughts on the master plan and express my satisfaction with its vision and potential.</p> <p>The flexibility the master plan offers to residents in choosing areas for development is particularly impressive. By aligning with the Transit-Oriented Development (TOD) plan, it not only respects the needs and preferences of the community but also encourages sustainable growth. This adaptability will undoubtedly bring a vibrant energy to the area, enhancing its appeal and making it competitive with other regions.</p> <p>Furthermore, the master plan has the potential to attract significant investment opportunities. By fostering an environment that supports diverse developments, the area can thrive both economically and socially. I am also pleased to see the integration of green spaces and vegetation within the plan. This addition will not only beautify the area but also promote environmental sustainability and the well-being of residents.</p> <p>Thank you for the opportunity to review the plan. I am confident that, with continued collaboration and commitment, this project will bring lasting benefits to the community.</p> <p>Warm regards, [REDACTED]</p>
Nov 10, 2024, 06:23 PM	<p>I agree that we need to increase housing opportunities for people, but this plan is wrong for several significant reasons based on the ridiculous building heights proposed:</p> <ol style="list-style-type: none">1) max existing heights in some pockets near the railway line towards Burwood are less than 10 storeys, the building heights proposed around the station are 11-15 storeys and then closer to Burwood up to 30 storeys where only single story and low 3-4 storey apartments exist now2) the density proposed on the north side seems to be compensating for the exclusion zone on the south side, making Croydon completely out of proportion and losing all character in the suburb overall3) 11-15 storey buildings will inappropriately overlook low rise neighbours (and PLC School), casting many people into permanent shadow4) There are enough high rise apartment buildings in Sydney, people do not want more high rise apartment buildings (there is plenty of data to back this up), they want town-houses and low rise, larger apartments with gardens/courtyards to call their own - this plan does not achieve that at all!5) Schools and facilities in the area are already stretched, where is the plan to provide more facilities, other than small 'micro-parks'? <p>Croydon is a unique oasis between high density Ashfield and high density Burwood. This oasis is not restricted to the south "Malvern Hill" side, but to the whole suburb. Please preserve the character of the entire suburb.</p> <p>This plan has the opportunity to be clever in providing more housing that people actually want AND keeping the character of Croydon as a place that people want to live. I was of the understanding that the original NSW Govt plans to have a maximum of 6 storey buildings can achieve this. You will still increase housing density by more than a factor of 10 and provide opportunities for people to design and build new dwelling types that provide something different than just high rises. Why has greediness and complacency set in with the setting of these building heights? We do not need more apartment towers >11 storeys.</p> <p>Please amend the plan so that building heights are less than 10 storeys in areas where there are already 3+ storey apartment buildings, and less than 6 storeys where 2 storey dwellings are predominant.</p>

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Nov 10, 2024, 04:52 PM	<p>Dear Burwood Council,</p> <p>I write with concern about the proposed Croydon HIA Masterplan, in particular about what impact this will have on Boronia Avenue Burwood and the unique heritage character of the broader Municipality. Burwood is a fantastic suburb that has successfully mediated high density areas concentrated around centres of commerce and transport with single dwelling heritage subdivisions with a high level of amenity and established landscaping.</p> <p>As it stands the HIA identifies the Western and Eastern sides of Boronia Avenue for 25 storey and 6 storey development respectively. This proposal erases the unique heritage character of Boronia Avenue and the connection individuals have with the cultural heritage of the street. Once this heritage is gone it is lost forever.</p> <p>Burwood Council Planning Controls webpage states:</p> <p>"The Burwood municipality has a rich and diverse heritage. Council seeks to protect the significance of Heritage Items and Heritage Conservation Areas such that these places continue to contribute to the character of the Burwood municipality.â€</p> <p>Boronia Avenue is wholly consistent with other Heritage Conservation areas immediately surrounding it and as such should be considered of the same value. Surrounding Heritage Conservation Areas Include:</p> <ul style="list-style-type: none">- Lucas Road Heritage Conservation Area: This HCA is characterised by free standing federation era houses mainly of single story on moderate sized blocks in close proximity and of similar character to Boronia Avenue- Blair Avenue Heritage Conservation Area: This HCA is characterised by free standing federation and bungalow style homes of single storey construction on moderate sized blocks in close proximity and of similar character to Boronia Avenue.- Rostherne Avenue Heritage Conservation Area: This HCA is characterised by free standing Bungalow style homes of single storey construction on moderate size blocks - very similar in character to Boronia Avenue <p>Good Heritage planning and protection considers not only the value of individual dwellings but the collection of places of heritage significance together and their inherent value to the communities who inhabit and live around them. The proximity and stark transition from high density developments to single standing dwellings proposed is not consistent with the Heritage Values and Significance of the Burwood LGA. As the proposed plans clearly state, Lucas Road HCA and Heritage Items are not targeted for increased density and as such present an inconsistent dwelling character with adjoining higher densities.</p> <p>The proposed plan, especially the treatment of Boronia Avenue, is not consistent with levels of Heritage protection from the TKD heritage study. The study identifies every site on the Eastern side of Boronia Avenue as contributory and the majority of sites on the Western side as contributory - with classification per the below:</p> <p>"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."</p> <p>The TKD study identifies the cohesiveness of the Area D - Shaftesbury Road Precinct as being low with 1970s flat building interventions. This is not entirely correct in respect to Boronia Avenue, with the Eastern side of Boronia Avenue having all contributory dwellings with no 1970 interventions. The Western side has majority contributory dwellings bar the corner with Victoria Street (single neutral dwelling) and 15 Boronia Avenue (detracting dwelling) - again with no 1970s interventions. This should merit this street being retained for its character and Heritage value and should be recommended for listing as a Heritage Conservation Area.</p> <p>Furthermore, the study prioritises infill or further densification as being preferable on neutral or detracting sites first, before contemplating the modification or removal of early 20thC dwellings as covered below:</p> <p>"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."</p> <p>Considering the above, I invite Burwood Council to do the following:</p> <ul style="list-style-type: none">- More robustly consider the fine grain Heritage Character of the Croydon HIA and the potential impact the HIA will have.- Recommend making Boronia Avenue a Heritage Conservation Area consistent with surrounding intact streets of early 20thC bungalows- Consider adjoining sites for redevelopment / rezoning in light of this Heritage Value to better mediate the proposed density. <p>I look forward to a response confirming the above recommendations are being implemented in the HIA.</p> <p>Regards,</p> <p>██████████</p>
Nov 10, 2024, 03:38 PM	<p>I think Burwood Council has done an excellent job particularly given the time frame. I think this plan enables preservation of the character areas of the suburb whilst helping to meet Sydney's housing needs. It is important to maintain housing balance and diversity including larger dwellings for families.</p> <p>Lack of green space and places for sustained physical activity is still an issue particularly as the density of the suburb increases. Could you look at linking North Croydon to the proposed iron cove link and Bay?</p> <p>https://ironcovecreek.org/#:~:text=The%20Inner%20West%20Council%20has,health%2C%20and%20improve%20our%20environment.</p> <p>Also, how will this be integrated with the Inner West Council side of Croydon? If development there is not carefully considered it could lead to substantial traffic problems etc.</p> <p>Thank you for listening to the residents of Croydon. your work is appreciated,</p> <p>██████████</p>
Nov 10, 2024, 03:03 PM	<p>Think of another area besides Webb street. We have 4 schools that will be impacted by the traffic besides the fact that PLC traffic is a disaster zone! Fix that first! Go on the other side of the railway where the streets are wider ie, Malvern Avenue. 15 stories sounds like a lot of people to squeeze into a space where the 40 zone is already out of control. There is also the traffic on the Victoria street lights leading into Westfield and don't get me started on the Cheltenham road war zoneâ€¦!.. has anyone thought this through properly?</p>

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Nov 10, 2024, 12:26 AM	<p>I have some opinions about the plan.</p> <p>1. we should reduce the size of the properties along Shaftesbury from 30 stories to 20 stories. Although it is close to Burwood train station and suitable for high-rise apartment construction, the road is very congested, even if it is not at peak hours, there will still be congestion, especially on the bridge over the railway.</p> <p>2. At least increase the density of Brand Street to 4:1 FSR. Brand Street being a much larger area will provide more housing than what would be lost from a reduced density along Shaftesbury. Also, this would allow the local government to meet any future housing demands from the State Government without rezoning other areas for the next 20-25 years.</p> <p>3. Reduce the density on Webb Street closest to Irrara Street to reduce any impact on these residents. I attended two drop-in sessions. Many residents of Webb Street and Irrara opposed the masterplan because they were not included in the plan but felt that the high-rise buildings on Cross Street would affect the value and privacy of their homes. So why don't we increase the density of housing on Brand Street and reduce the height of apartments on the north side of Cross Street?</p> <p>Overall, the traffic pressure on Shaftesbury Street is too high. We should reduce the density and apartment height of some Shaftesbury Road Precinct, and increase the density and height of Railway North Precinct near the railway. The current 2.5:1 FSR is obviously not enough. From a practical point of view, this is in the interests of more residents.</p>
Nov 09, 2024, 07:51 PM	<p>I support moving the development density closer to Burwood, as this is a strategic centre supported by supermarkets, shops and entertainment.</p> <p>However, insufficient infrastructure is proposed while tripling the density. Planned pockets parks do not provide adequate green space. We're tripling the number of dwelling but are not tripling the amount of green space, particularly active open space (eg. playing fields).</p> <p>Pocket parks are not assured. While this is desired green space, it's not zoned for such and the bonus FSR may not be taken up by developers. We may not end up with any additional parks.</p> <p>The 3M setback does not allow for trees of scale and canopy planting. Are power lines to be underground? This will impact the amount of space for a tree. These streets are very narrow and the 3M setback is not enough to ameliorate the scale of development proposed. It is unclear how high the podiums will be.</p> <p>Lower density base FSR should be applied and bonuses given for amalgamations, as amalgamations in DCPs are generally unsuccessful. Fragmented, piecemeal development will be unattractive.</p> <p>Insufficient car parking will result in the narrow streets of Croydon being parked out.</p>
Nov 09, 2024, 07:08 PM	<p>hi team,</p> <p>I am writing to express my concerns about the upcoming rezoning plan in shaftsbury area which I believe could significantly impact the character and quality of our neighborhood.</p> <p>Firstly, I am concerned about obstruction of the current view and sunshine in burwood centre areas due to the proposed higher-density development. This scenic view is a valued aspect of the area and contributes greatly to the appeal and lifestyle for burwood residents.</p> <p>Secondly, I am worried about the possible increase in noise levels and overall disruption during construction, particularly if high-rise structures are involved. This level of development may not align with the existing architectural style of our area, potentially detracting from its unique character and appeal.</p> <p>Additionally, an increase in residential density could strain the local infrastructure, exacerbating traffic congestion and potentially affecting the ease of commute for residents.</p> <p>I kindly urge the council to consider these impacts carefully, ensuring that any development maintains the integrity of our community and preserves its peaceful and scenic qualities. I hope alternative solutions that harmonize with the neighborhood's character can be explored.</p> <p>Thank you for considering my feedback.</p>
Nov 09, 2024, 05:06 PM	<p>The council has done nothing to address the opinions people have expressed earlier in the year. The area (Webb st) is already full of cars and narrow streets. How can you stuff 3000 more dwellings here in this area. Look on the other side of Croydon.</p> <p>Your so called "heritage" Malvern Hill Estate is great for development. Super close to the trains and bus connection on Liverpool road. Wide streets flat land. There are many ways to preserve heritage. With good design and architecture it can still look good while preserving heritage. Unless the council has dealings with dodgy developers with ugly design and poor quality, then there's nothing to worry about developing Malvern hill. Northern side of Croydon has already taken a fair share of the housing load so take your development elsewhere. I can't help but think the council has hidden agenda back hand deals. Who came up with these plans? Get your planners out and talk to people. I came on Thursday to speak to a planner (Meetha?) but apparently busy at meeting. Left my number but no one called back. Change your thinking Malvern hill is the way to go.</p>
Nov 09, 2024, 03:41	<p>Test submission following a resident complaining that it wasn't working. Working fine</p>
Nov 09, 2024, 03:41	<p>I reject this plan, the high rise should be along the railway lines, along Albert Crescent, Grosvenor street and Boundary Street. No apartments should be built north of King Street and Waimea Street. Too many residents will be indicted if this proposal goes ahead as is in the draft plan. Why destroy the suburb of Croydon and make it a mini Burwood? If the plan is to have housing close to public transport then keep in near the station. Or alternatively keep along Parramatta Road near the new metro station.</p>
Nov 09, 2024, 03:38	<p>I reject this plan. Key reasons being that the high rise should instead be focussed along the railway line ie: Albert Cr, Groversnor and Boundary st. There need not be any high rise zoning in any of this plan north of King and Waimea Sts at all.</p>
Nov 09, 2024, 03:35	<p>I reject this plan. Key reasons being that the high rise should instead be focussed along the railway line ie: Albert Cr, Groversnor and Boundary st. There need not be any high rise zoning in any of this plan north of Kings St at all.</p>
Nov 07, 2024, 10:26 PM	<p>Why has council decided it is okay to put 15 storey apartments on Webb St, 750m from Croydon station, but it is not ok to put any apartments any distance south of the station? Parsley road is under utilised and could support new housing far better than any other street under this plan.</p> <p>I remind council, all the houses south of the station are not heritage protected. This plan is unjust and will cause terrible outcomes for the new and existing residents in the area.</p> <p>It's clear from this plan Burwood council's main objective is to keep south Croydon an elite enclave protected from new housing for many years to come. It has over delivered on new housing to satisfy the Minns government, but at the expense of the people north of the railway line.</p> <p>This master plan must be stopped!!!!</p>
Nov 07, 2024, 09:05 PM	<p>I strongly object to the 15 storey apartments this plan proposes to put between Webb and Cheltenham. Such a tall building has no business in the middle of a quiet residential area, far away from the station, shops and main road. I cannot think of any other council that has done such an awful thing to its residents.</p> <p>I live on Cheltenham and dread the plan. I would lose my privacy and security with so many apartments looking down on my home and backyard. I also dread the traffic jams during peaks. The local roads are too small to fit cars going both ways. There will be many accidents.</p> <p>Please down size your plans and stop trying to put so many homes in one small part of Croydon. Put some south of the train line, along Paisley road. This plan will be bad for the existing residents and bad for the new people moving in. The only people who win are the developers. Council should put its residents and rate payers first.</p>

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Nov 07, 2024, 09:05 PM	<p>I strongly object to the 15 storey apartments this plan proposes to put between Webb and Cheltenham. Such a tall building has no business in the middle of a quiet residential area, far away from the station, shops and main road. I cannot think of any other council that has done such an awful thing to its residents.</p> <p>I live on Cheltenham and dread the plan. I would lose my privacy and security with so many apartments looking down on my home and backyard. I also dread the traffic jams during peaks. The local roads are too small to fit cars goings both ways. There will be many accidents.</p> <p>Please down size your plans and stop trying to put so many homes in one small part of Croydon. Put some south of the train line, along Paisley road. This plan will be bad for the existing residents and bad for the new people moving in. The only people who win are the developers. Council should put its residents and rate payers first.</p>
Nov 07, 2024, 04:47 PM	<p>Overall, we are pleased with the Masterplans direction.</p> <p>We would like to suggest one adjustment regarding the building heights along Webb Street. As the area transitions from low-density residential zones, we believe the height progression should smoothly build up to an 8-storey limit along Webb Street. From there, we suggest positioning the taller, 15-storey buildings along Albert Street. This gradual height transition will maintain the character of Webb Street, making it more visually harmonious.</p>
Nov 07, 2024, 02:13 PM	<p>As a follow up to my previous submission I want to make the below addition to my previous feedback.</p> <p>Having read through the document "2_Draft_Croydon_Housing_Investigation_Area_Masterplan.pdf" i want to draw attention to the pictures shown in the masterplan on page 44 figure 26. It implies that the Railway North Precinct, and in particular the Lucas Rd Conservation area will be similar to the highlighted picture. In looking at the property pictured it is clear that it is located at Walker Steet North Sydney and is a Strata title residence in the "Heritageâ€ apartments. You can view an example of the properties at https://www.realestate.com.au/sold/property-house-nsw-north+sydney-122015842.</p> <p>It is disingenuous to suggest, as council has done by including this picture, that the Railway North Development and Lucas Rd Conservation area could look like this. The council proposal lists the Lucas Rd Conservation area as not being incorporated into the proposed future developments (to preserve its character), whilst the Heritage Apartment development in North Sydney incorporated the existing heritage properties into the new development.</p> <p>As it stands this creates no incentive for developers to realistically consider the needs of the residents who live in the houses on Lucas Rd as they will not be forced to include them in their plans, this is reinforced by Councils proposal for 32-50m buildings to the immediate rear of houses on Lucas Rd for which i have previously made a submission.</p> <p>In its proposal council is giving residents on Lucas Rd the worst of both worlds with:</p> <ul style="list-style-type: none"> -Large scale residential towers 8 to 15 stories tall surrounding their houses with the subsequent loss of privacy and amenity in contradiction to the Burwood DCP section 4.7 (for which I have previously made a submission) -No option to sell to developers as part of a contiguous development such as that which Council is promoting which is from the North Sydney Heritage Apartments. <p>To solve this council need to adjust their plans and either:</p> <ol style="list-style-type: none"> 1.Reduce the height of buildings surrounding the Lucas Rd Conservation area such that the loss of amenity in contradiction to the Burwood DCP is alleviated. A stepped down approach to 2 stories or alternatively terrace style housing would alleviate impacts of unsympathetic, bulky 8-15 story residential towers on the residents of Lucas Rd and would also alleviate the loss of visual privacy. To accommodate this Council can place any "lostâ€ residence from the Railway North precinct to the Railway South precinct as surely if the impact on the Lucas Rd Heritage conservation area is ok it should be ok for similar areas in Railway South or indeed around properties closer to the Croydon railway station for which the State Government has included in its proposal. 2.Or alternatively if Council insists on this proposal the Lucas Rd conservation area Must be included in the development plans, this is what has happened in the North Sydney "Heritageâ€ apartments which council has showcased in its proposal. This gives residents in Lucas Rd the option to sell out if that is what they want to do. <p>To leave the proposal in its current form is untenable to the residents of the Lucas Rd conservation area and these concerns must be addressed.</p>
Nov 06, 2024, 11:04 PM	<p>The Croydon housing master plan is a shameful exercise in shifting the burden of new housing from south Croydon to a small corner of west Croydon. Rather than 3-6 storey apartments asked for by the TOD plan, it subjects these people 8 and 15 storey apartments. This will be a gross injustice if allowed to go ahead.</p> <p>Heritage was used as the reason for rejecting TOD. However this master plan proposes putting apartments next to heritage homes on Lucas st. Therefore it is hypocritical to say apartments cannot be put next to homes on Malvern Av and Murray St.</p> <p>There is no justification for leaving all of south Croydon out of the study area and plan.</p> <p>This master plan should be scrapped and rewritten to share the new housing burden more equitably, without imposing outrageous burden on a small group of residents. If this cannot be done, the TOD plan should be reimposed.</p>
Nov 06, 2024, 07:18 PM	<p>I strongly oppose the changes that the government and council have in plan to develop Croydon especially the apartment blocks and high rises. Croydon is a heritage area with so many families that reside here. Everyone knows each other and have for decades. These proposed changes will completely ruin Croydon and its character and charm, and completely tarnish the neighbourly relationships, make families compete in a demanding housing market, and increase very high levels of already existing levels of traffic. Croydon will not cope with these changes and I, along with many many other residents, do not and will NOT agree to what either the government or council want to plan for the area.</p>
Nov 05, 2024, 09:31	<p>I completely reject this horrendous plan.</p>
Nov 04, 2024, 08:10	<p>[REDACTED], which is a heritage listed property. Why is the heritage focus area only in the south and not the other heritage properties north of the railway line? These new developments will destroy the suburban nature of the area.</p>
Nov 04, 2024, 01:14	<p>I am supportive of the proposed changes contained within the latest draft masterplan</p>
Nov 04, 2024, 11:37 AM	<p>There is no heritage value to the corridor along the north side of the railway line in Croydon/Burwood (i.e. Albert Cres) and it's ideal for mid-rise development. Given its aspect it would only overshadow the railway line and not block the sun out from the homes on the south side of the railway (i.e. Paisley St).</p> <p>To the east of Croydon Station (working with Inner West council) there is also a huge opportunity to develop all the way to Ashfield Pool. Edwin Street North is especially is crying out for some rejuvenation that additional residents would bring.</p> <p>Croydon need a bit more life and vitality - look at how Summer Hill has improved its cafes and bars since the development of the flour mill complex in Lewisham West.</p>
Nov 04, 2024, 11:03	<p>We are supporting the local council for the new Croydon Masterplan.</p>
Nov 03, 2024, 09:50 PM	<p>I would like to bring your attention to two points below:</p> <ol style="list-style-type: none"> 1. A zone change from low density to higher density usually reduces property values in the impacted area, which does not seem fair to those areas that were not included in the original state government proposal but are now part of the draft Croydon Masterplan. Has the council considered this fact when developing this alternative masterplan? 2. This change has also brought significant uncertainty to current residents in the impacted area, as they now constantly worry that a developer may come at any time to buy their property for new development. The change is even more significant for those who wish to live in this lovely area long-term. Do you feel any guilt seeing people forced to leave homes they've lived in for decades, all because of your so-called 'draft plan'?

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Nov 03, 2024, 05:17 PM	Increasing density within a five minute walk to Croydon Station makes sense. This should include all areas around the station not just on one side. There is a lot of very sensitive infill in conservation areas and the same should apply in Croydon. Higher density along Paisley Road works but not north of King Street as that is too far from the station and eight storeys is not suitable for the road system or the low density nature of the area. While there is higher density around Boundary and Young street, this works due to station proximity. The existing higher density behind Croydon Public internal to Webb also works as two storey maximum townhouses are fronting the street with the higher density internal to the site which is flood affected. I do not support having higher density on Webb Street further north than King Street, and the whole block from King either side of Brand street should be excluded. Eight storeys there is too far from the station and a proposed 15 storeys the actual furthest away from the station is such a strange proposition. Surely this isn't a serious proposal? The impacts on the low density residential adjoining it would be devastating to residents who will be adversely impacted by overshadowing, traffic congestion, house price depreciation, with absolutely no benefits. I strongly object based on the distance from the station. I don't understand why the area south of Gibbs Street is not included in the boundary of the study area, nor anywhere to the south of Paisley Road where higher density would be warranted. Again - conservation areas to not preclude sensitively designed high density. I had wanted to include an annotated map here but there is no ability to do this - why has Council restricted resident feedback to this online form only? To reiterate - I am a resident in Croydon and I strongly object to what is being proposed - notably the area north of King Street bounded by Webb and Cheltenham passed Cross Street should all be excluded from any proposed higher density proposal as a minimum being the furthest from Croydon Station. A more sensible building height and FSR plan is also needed to provide more nuanced graduation rather than a brutal cliff going from 8 and 15 storeys to one and two. The areas closer to the station need to cater for uplift, and this can be done in a wide variety of ways - enabling rear block development and sites with no heritage listings being able to develop higher density. It is extremely unjust and inequitable that major density falls outside conservation areas far from the station where people purchased in good faith.
Nov 03, 2024, 10:34 AM	The plan for is very unfair. Putting up 15 storey apartments far from Croydon shops and station, and next to a residential area is wrong. It is wrong plain and simple. The people here may not be as wealthy and organised as the Heritage folk, but we oppose this plan just as much as they opposed the TOD. You only need to build the same number of homes as TOD so stop this grand plan which tries to build 10 times more and offer pathways that are not needed. Keep the developments close to railway line, and away from as many homes as possible. Like the TOD, developments next to existing homes should not be more than 3-6 storeys
Nov 02, 2024, 07:11 PM	Having reviewed the draft Masterplan for the proposed Croydon HIA, I am not sure how Council has 'shielded Croydon' from the NSW Government's TOD rezoning proposal. The area extends far beyond 400m from the station into areas that are outside even an 800m actual walking distance (please change the compass derived blunt outdated 400m and 800m catchment areas shown in the draft Masterplan to the actual on the street 400 and 800m walking distances for accuracy). We all realise there needs to be higher density to accommodate a growing population and provide more affordable housing, and having grown up in living in units I am not opposed to them at all if they are well planned, well designed and stepped back from streets to reduce overshadowing, maintain privacy as far as possible and have great insulation and are close to services. This would entail having the tallest buildings and highest density directly surrounding the station. While there are heritage considerations, this does not preclude higher well designed density occurring as is the case in many other locations in Sydney. This would especially apply to the employment zones around Croydon station where higher density is actually intended - coming with all supporting amenities where it is much more likely a high proportion of travel journeys would occur by rail than private vehicles. It is perplexing to see the area north of Cross Street included and earmarked for 9-15 storeys at an FSR of 3:1 when it abuts a low density residential zone with 1-2 storey houses at 0.55:1 FSR. This area is not close to either Croydon or Burwood stations and is an anomaly at that proposed height range, is not supported and should be urgently reconsidered. A sensible graduated increase with the highest adjacent to the station should occur and would work. What is proposed does not in many locations. Schools are at capacity even with recent works undertaken. Traffic and parking in the vicinity of Holy Innocents and Croydon Public in particular and The Strand intersections around PLC are problematic already. Much higher density surrounding these areas that aren't actually that close to the station would greatly exacerbate the current issues being experienced by residents daily. I urge Council to carefully reconsider what is being proposed, and which isn't accurately reflected when looking at the artists impression compared to the detail in the document. I also suggest you walk around the site of the 9-15 storeys proposed near the Webb and Irrara Street intersection to see how out of context the current proposal is and the impacts it would have on the low density areas. I would especially ask you walk from there to Croydon station and Burwood station (even with a potential 'green' through link to Waimea Street which wouldn't save more than one minutes walk if that) to see how far away it is from what was intended by 'transport oriented development.' Thanks.
Nov 02, 2024, 06:31 PM	As a long time resident of Croydon I was very shocked to see the proposal for a potentially 15 storey tower directly abutting a low density residential area with an FSR of 0.55:1 almost at the intersection of Irrara and Webb Street (just up from Cross Street) - a site located the furthest walking distance away from both Croydon and Burwood rail stations!! What is Council doing even considering this - it is so completely INNAPPROPRIATE. The section north of Cross Street, bounded by Cheltenham and Webb should definitely be EXCLUDED from the Croydon Housing Investigation Area let alone be forming part of the 'Railway North Precinct'!! Did the consultants actually walk to and from the stations and around the area because if they did there is no way that area and that site for up to 15 storeys would ever be proposed. What is the rationale as none is provided? It appears from seeing earlier pinned comments on the base map provided from earlier closed consultation that we didn't even know was happening, that vested interests may have been at play (i.e. people wanting value uplift rather than looking at actual planning merit). A GRADUAL increase radiating out from low density zones with the greatest densities and heights around the stations makes sense, not some location as far away from either station as anywhere in the whole study area. Gradual would be 0.8:1 nearest low density zones, progressing to 1:1, 1.5:1, 2:1 etc. Not 3:1 and 15 storeys right opposite a 0.55:1 area with mainly single storey housing. It is also not clear why Croydon town centre along the Strand and radiating out hasn't been considered. Yes there are conservation areas, but not every building is heritage listed and there are many many examples of well planned residential towers set back from existing heritage retail and commercial frontages as well as residential premises that this should be seriously investigated - which it appears it has not. These proposed higher FSR and building heights removed from the stations are at the edge of or outside 800m if you use the ACTUAL WALKING ROUTE DISTANCES not as the crow flies which is how walkability should be measured. Ten minutes walk apparently- would love to see this at an average walking speed let alone if you are elderly going up the hill to Croydon Station. This also means, despite whatever car parking requirement is included in the DCP or LEP, residents will have multiple cars which will park on the local low density residential streets which are already congested and are already unsafe due to significant traffic at peak school and church times. Significant uplift at this location would contribute unacceptable levels of traffic resulting in a definite increase in pedestrian and vehicle collisions. Has TfNSW commented on intersections to Parramatta Road as a result of the proposals in the draft Masterplan? The Draft Masterplan also includes a lot of information that is not relevant e.g. the Croydon HIA is well outside the PRCUTS Kings Bay area identified for uplift. PRCUTS areas and Burwood themselves have so much uplift the outer edges of Croydon should remain low density residential. Supposed benefits don't appear to be much if any, and in fact are likely to lead to deficits in terms of active and passive open space, and amenities like libraries, school capacity and the like. I would recommend Council establishes a community consultative/advisory committee to review and provide feedback on the draft Masterplan - something other Council's are doing, as many people are not aware of the expanded proposal to include beyond 400m of the station. This masterplan has to change. High density in the right locations, NOT as proposed around Cross Street.
Nov 01, 2024, 09:12 PM	This master plan is unfair, unjust, excessive and must be rejected!!! It upends hundreds of residents and destroys their neighbourhoods with excessively large towers. The TOD only called for 3 and 6 storey towers around a small corner of Croydon station. That might have created 100 new homes? Council only needed to create the same number in the alternative plan. Why on earth has it come up with a plan to create 1000s of homes? It should be looking after it's residents, the rate payers, and not developers. The developers are the only ones who win from this plan. Shame on Burwood council! Shame shame shame!!!
Nov 01, 2024, 08:54 PM	The master plan for Croydon is very bad to people like me on north side of station. It is unfair to put all the apartments on our side. And they are too high. 15 storeys next to our homes is too high! Even 8 storeys is too high. The south side people should take some too! I know you need to build some apartments but please keep them less than 100m from the train line. The ones at Cross St are too far from the train line And too high! 15 storeys there is crazy idea! I feel sorry for those people you do that too. You really need to think about how your plan hurts the people living next to these apartments. Just to build a straight foot path you do this to them. Very bad very mean. I feel sorry for them.

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Nov 01, 2024, 12:23 PM	<p>██████████ Croydon for 52 years and do NOT wish to move. It will be impossible to find a double brick house in Croydon for the same money that will be offered to move out. Congestion in Croydon is already out of control, this impacts driving AND lack of parking spaces to do a simple shopping trip. Currently it's impossible to find a spot to park, this also extends to Burwood Westfields.</p> <p>The ironic part is my father asked Burwood Council on several occasions to build another story and was refused every time, the reason being was the Croydon will ALWAYS remain a low density suburb, so we planned accordingly.</p> <p>Overdevelopment will present a major problem to picking up school children at Croydon Public as well as PLC, as most streets are just too narrow to negotiate 1000's of modern 4 WD's in the morning AND afternoon.</p> <p>The big picture that should be addressed is population. Sydney reached its population limit over 30 years ago. Australia is a big place, maybe the sane thing to do would be to expand Newcastle and Wollongong and stop people immigrating into Sydney.</p> <p>The Greeks and Italians were made to spend 5-10 years in the Snowy Mountains or rural areas BEFORE being allowed into Sydney. Why can't the same strategy happen now?</p> <p>This idea of creating more congestion is also having a negative impact on families with special needs children and the elderly.</p> <p>Packing in everybody like rats is NOT the solution - it is only going to:-</p> <ul style="list-style-type: none"> Make the developers richer, Destroy the best suburb in Sydney Create unsafe congestion Destroy the roads even further Increase crime Block out the sun & create wind tunnels PLUS a thousand other negative consequences <p>Have another good look at the map of Australia- there is a LOT of land for everybody - STOP this overdevelopment madness now!</p>
Nov 01, 2024, 10:41	<p>I just learnt about the apartment towers you want to put near my house. ██████████ and will be affected by the 15 floor apartment there. I strongly object to the height and what it will do to my home. I will lose privacy with so many people looking into my home. My house price will go down so I may not have enough money for retirement village. Please stop the plan.</p>
Oct 31, 2024, 09:30 PM	<p>I am affected by the master plan. The 15 towers ██████████. I will lose my privacy and my quiet street. This is wrong. This is unfair.</p> <p>Please don't build such big apartments next to the people's homes. They belong near station and shops. Maybe you can put them along the train line too. It's okay to build townhouses and terrace house instead. But the big apartments are too much for us. Please!</p>
Oct 31, 2024, 08:18 PM	<p>The DOT only required 3-6 storey apartments. This alternative plan is shifting the problem to another part of Croydon but asking the people there to live with 8-15 storey apartments. That is extremely unfair and a huge injustice for those people living next too these enormous towers. I am one of those people.</p> <p>Council must revise the Croydon side of the plan. It must ensure the people who don't get rezoned but live next these areas are given the consideration they deserve. Apartments closest to them should be no more than 3 storeys high. That includes along the proposed pathway between Waimea and Irrara. Taller apartments should only be allowed further away from these homes.</p> <p>Unlike those getting rezone who can sell out and move, people like me left behind are unable to move. That's especially given the negative impact on our property values this plan will have. Please put our interest ahead of developers profits and do not allow tall apartments next to us. You have shifted the problem to people like me, please look after us.</p>
Oct 31, 2024, 09:18 AM	<p>Just recently moved from Summer hill to Croydon. 30 storey building seems a lot of units. Burwood area already has lots of building thus traffic and parking is a huge issue in Croydon. This plan will ruin the current Croydon community. My suggestion is to widen the plan having more lower rise building either the side of the train station or building on Parramata road where people can hit the road quickly and allow more terraces.</p>
Oct 30, 2024, 09:41 PM	<p>██████████ The proposed 15 storey towers at Cross are a monstrosity! Please do not allow such a tall building to tower over our homes. It will take away our privacy, our light and make our properties lose so much value. This would be a disaster for us!</p> <p>If you need to pay for a straight walkway between Waimea and Irrara streets, please find another way. Charge a levie on all apartments under the plan. You could even raise enough to create a straight road between Waimea and Irrara, then build over Cross street.</p> <p>The TOD only demanded buildings 3-6 storeys high. It is very unfair to ask people in another, less wealthy part of Croydon live with 8-15 storey apartments instead. The plan should only put 3 storey buildings next to existing residents. Building heights could increase the further away from existing houses, and towards the train line and station.</p> <p>Please consider our concerns and revise you plan. As the people stuck living next to these apartments, we will be the most impacted by your decisions.</p>
Oct 30, 2024, 06:42 PM	<p>I oppose the plans set for Croydon's development.</p> <p>Croydon is an area with a unique aesthetic to Sydney that is slowly being taken by soulless apartment buildings. Many families dating back decades have lived here through generations that are being threatened by this proposal.</p> <p>Furthermore, Croydon is seemingly at maximum capacity in terms of traffic, to the point that in its current state, it is a hazard to drive on its roads, let alone what it may potentially look like. When I had raised this point, a planner had stated that people would be "exclusively using public transport" and "uber when needed". Wishful thinking aside, Croydon cannot cope with increased traffic and population.</p> <p>The people here do not want to live here just to look like everywhere else in Sydney, if they did, they would've bought land somewhere else in Sydney.</p>
Oct 30, 2024, 06:28 PM	<p>I want to share that I oppose any changes imposed by the government or council to develop Croydon with apartment blocks and high rises. Croydon is a very unique suburb with predominantly heritage-listed houses which gives it its charm. Many multi-generational families reside in these areas (including my own family); it's a place where everyone knows each other and have grown up together over decades. The proposed changes will completely ruin the character of Croydon - aesthetics aside, it will completely tarnish neighbourly relationships, force families to compete in an already highly demanding housing market, and create excruciating levels of already existing high levels of traffic. Croydon as a whole will not cope with these proposed changes and I, amongst many other residents, do not and will not agree to what either the government or council want to plan for the area.</p>
Oct 30, 2024, 06:18 PM	<p>The Croydon Master Plan places too much burden on the people in a small corner of Croydon. This is unfair and un-Australian. Any plan must look after those left to live with these apartments around them.</p> <p>Those apartments closest to existing homes should be replaced with 3 storey terraces. The apartments can get taller as they get closer to the station, train line and shops. This would minimise the impact on those existing residents and maximise the convenience for new residents.</p>
Oct 30, 2024, 12:31 PM	<p>I object to the large apartments proposed north of Cross St. They will be out of place with the existing homes and even with the proposed apartments around turn. They will block the sun and leave most of the apartments behind them in shadow all day.</p> <p>The area is so far from amenities there is no justification for so many apartments there.</p> <p>Leave area north of Cross St off the plan or turn it into a park. The would still give you a straight walkway between Waimea and Irrara St while also providing a green space for kids from these apartments to play</p>

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Oct 30, 2024, 07:41 AM	The proposed apartments north of Cross St are far too large for the area. It is too far from train stations and shopping precincts to justify a row of 15 storey building beside 1-2 storeys homes. This decision looks after the developers but pays no regard for the impact it will have on existing residents. It would be truly awful, the loss of privacy having 100s of apartments looking down into their homes and backyards. I understand a reason for such a tall apartment was to compensate the developers for setting aside space for a pathway. This pathway is not needed. For access to the schools, shops and stations in Croydon, the existing Boundary and Grosvenor streets offer more direct paths. Please don't make existing residents suffer unnecessarily.
Oct 29, 2024, 09:36 PM	The new apartments should be tallest closest to the shops, station and railway tracks. They should get shorter on the residential side. This is the fairest compromise for all. It gives the most convenience to the occupants and lessens the impact on existing homes around them. In this regard, the tall apartments at the north eastern side of the plan are the most misplaced. 15 storey apartment have no place in the heart of an established residential area. They will make life miserable for the existing residents there. Please take this off the plan.
Oct 28, 2024, 09:42 PM	The Croydon Master Plan is too much for the people of north Croydon. Why do we have to accept all the apartments and people on south side nothing. You need to remove the northern most apartments and put them on the south side. Or make them higher along the train line. We don't want no 15 storey apartments next to our homes. They have no place here. There are no shops or station nearby. It's a stupid idea and it will make our lives miserable. Please delete it from your plan.
Oct 28, 2024, 08:50 PM	This plan is wrong! People on south side of Croydon should take some apartments too. This plan puts too many apartments on the north side of Croydon. They go too far from the train line and it's unfair for the people next to them. It's extremely unfair to put 15 storey apartment at the northern most end of the developments. The new apartments behind them will get no light. The houses around them will lose their privacy and property values. This plan puts property developer profits and housing targets ahead of local people. It is a disgrace and it must be amended!
Oct 28, 2024, 08:34 AM	The proposed towers north of Cross St would be a blight on the local area. They are too tall and wide to place on the edge of the development, surrounded by existing homes. The area is too far from shops and station to justify that density. Apartments should not be built north of Cross St. If you want a straight walkway to join the Waimea and Irrara St, create a park instead.
Oct 27, 2024, 08:38 PM	We object to the excessive number of apartments this plan will dump in a small corner of Croydon. This is inequitable and will cause terrible traffic congestion for new and existing residents during peak periods. Apartments should be distributed along the northern and southern railway corridor between Croydon and Burwood instead. This would more fairly share the burden of having more homes and traffic in the area. The council must not use "heritage" as an excuse to exclude all areas south of the railway line from contributing to the housing solution. It must find a balance and equitable plan for all residents of Croydon.
Oct 27, 2024, 06:43 PM	Hello, I attended a drop in session in Croydon regarding the draft masterplan. I am very happy with the current plan. I appreciate you keeping the integrity of heritage areas around Croydon. Also appreciate keeping the high density buildings closer to Burwood as a dynamic urban centre. Appreciate your staff's friendliness too.
Oct 27, 2024, 05:08 PM	The planned apartments on Croydon side are too much. They go too far north, far from the shops and station. Too many people will be affected by this plan. Concentrate apartments along the train line instead. Build them high, and include some along the southern side of the railway line too. Everyone in Croydon should accept their fair share. Don't make residents on the northern side accept all the burden
Oct 27, 2024, 03:39 PM	The 15 storey towers north of Cross St is too large to place adjacent to existing homes. It is too far from amenities to justify the density. It also places undue and disproportionate burden on existing residents next to it. Justification for the 15 storey towers was to create a direct walkway and cycleway between Waimea and Irrara St. While this looks neat on a map, as a local I question the need for this in practice. Walking east from the new apartments, the main destinations would be Croydon public school, PLC, Croydon station and shops. All these destinations can be reached mostly directly via existing routes: Cross + Boundary St, King + Boundary, or Albert Crs + Grosvenor St. If council still insists on this pathway, I urged it consider replacing the apartments north of Cross St with a park instead. This would add practical amenity to the area within unfair burden on existing residents. The park could be funded by fee or levie on all the new apartments. In summary, I urged council to delete the towers north of Cross St. Leave the existing homes there or replace them with a park. Please do not include the towers in the final plan.
Oct 27, 2024, 08:57 AM	On the Croydon side, please make tallest building along the s train line. They should get shorter as they move towards existing homes. They should be setback by new townhouse or terraces between existing homes. The northern end of Croydon sites is very quiet residential with no shops or stations near by. There is no justification for placing high density, 8 or 15 storey apartments there.
Oct 27, 2024, 08:01 AM	The proposed apartments are located too far north of the railway line on the Croydon side. This area is too residential, far from amenities. Apartments should instead be concentrated north and south of the railway line between Burwood and Croydon. That would more fairly spread the burden. On the south side Paisley Rd could accommodate the increase traffic from new apartments far more easily than the north side can. The apartments in north Croydon should be moved here instead
Oct 27, 2024, 07:41 AM	We strongly oppose the 15 storey apartment you have proposed north of Cross St. It would stand out of place in a very residential area, far from Burwood and Croydon town centres. We ask you delete any apartments north of Cross St. It is only a few extra steps to get between Waimea St and Irrara St. Putting oversized towers there to pay for a straight walkway + cycleway is too high a price for existing residents.
Oct 26, 2024, 09:29 PM	The proposed tower north of Cross street should be replaced with a park instead. This will achieve the direct pathway between Waimea St and Irrara St while also providing a sizable, local, green space for residents in the new developments. The park should be funded by a levie on new the apartments.
Oct 26, 2024, 11:26 AM	Why you make this master plan and ruin my home? Burwood people should vote where the new apartments go. They should get to choose the TOD option. We don't care about old houses. It is wrong to force this on us.
Oct 26, 2024, 11:19 AM	Please make apartments 25 storey next to train line. 15 stores, then 8 storeys, then 3 storeys stopping at Cross and Waimea streets. Existing residents next to development need to be looked after. This is how you can do it. I've love living in Croydon and I love my home. If you put 15 storey next to me it will ruin everything I've worked so hard for. Please change the master plan. Please please please!
Oct 26, 2024, 07:44 AM	Please revise this plan. Apartments should not extend more than 200m from the train line. They should stop at Cross St, Waimea St and only go up to Victoria St after Boronia Av. Make the apartments closest to the train line the tallest. They should get lower moving away and be townhouse or terraces opposite peoples homes
Oct 26, 2024, 12:01 AM	Please remove the development north of Cross St from your plan. It is too high to put so close to existing residents. It is not worth the distress and impact on people's lives just to have a small short cut for people to walk. Please remove it.
Oct 25, 2024, 11:56 PM	I understand the council needs to build new homes but it must not be at the expense of those left to live next to these new apartments. Council must do it's best to minimise the impact on these people. Apartments should be built higher along the train line. Building heights should be lowered moving away from the train line and those closest to existing homes should only be 2 storeys. Doing so would make the plan much more acceptable to the residents surrounding the development.
Oct 25, 2024, 11:37 PM	This plan is crazy. Why you put 15 storey apartment right next to my house? How can the council do that to people. It will make house price cut in half and I can't enjoy my house anymore. Please stop don't do it

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Oct 25, 2024, 11:33 PM	A small group of NIMBY used the Heritage card to replace TOD with this master plan. Rather than 50 residents living with 3-6 storey apartments, 500 will now be impacted by 8-15 storey apartments It will be a huge injustice and disgrace if Burwood council votes this through. This plan must be rejected!
Oct 25, 2024, 05:31 PM	I have looked at the draft plan which creates a Monster around the beautiful heritage area around Croydon Station. I can see Council is trying very hard at one side accommodating state government TOD and at the other side trying to preserve the feature of Croydon, but unfortunately this will make Croydon a very congested and ugly place in the future. Put this way, Council is trying to achieve both, but in my opinion, by accommodating Council's plan, is going to fail both, ie, neither can preserve the heritage feature nor can satisfy by created this very congested and ugly plan. What is a disappointing outcome.
Oct 24, 2024, 10:03 PM	I think the plans for Croydon/burwood TOD are suitable with increased density towards Burwood. Croydon being an inner city suburb needs to be densified to take full advantage of its plentiful amenities, especially the train station. I've lived in the suburb in the past and this it's lovely but lacking liveliness that will be enabled by this upzoning. Further, I was priced out and forced to move due to the cost, but initiatives like this will help increase supply in the area.
Oct 24, 2024, 09:38 PM	The development along Webb St should stop at Cross st and not include 15 storey towers to it's north. The new buildings would line up with the existing Hampton Court development then. Scrap the pathway between Waimea and Irrara streets, it's only 20 extra steps!!!
Oct 24, 2024, 08:53 PM	The master plan should concentrate the tallest apartments closest to the train line, then stagger building height down to townhouse/terraces in the blocks adjacent to existing residents. Like Hampton Court Webb St. This reduces the burden and impact on those left to live beside the new development. This could be paid for by a levie on building height. The tallest buildings would fund land purchases for blocks zone for smaller buildings. People are very distressed and concerned by this plan. Anything that will minimise the impact on them should be done. Please consider my proposal.
Oct 24, 2024, 08:52 PM	The NSW Government's launch of the Transit Oriented Development (TOD) in Croydon did not take into account the significant impact it would have on the lives of local residents. We are grateful to Burwood Council, and particularly to Mayor John Faker, for advocating to preserve the heritage conservation area, which has helped protect a part of our community's character. Given that such developments could happen again, we kindly request that Burwood Council consider designating the remainder of Croydon, unaffected by the rezoning, as a conservation area, similar to Haberfield. This would significantly reduce the risk of further developments undermining the unique heritage and character of our suburb.
Oct 24, 2024, 08:02 PM	I had a look at the draft Masterplan, and my view is as below: 1. The proposed Croydon Housing Investigation Area including PLC and Croydon primary school, also some apartments already, so there is not much area left to be developed, won't be able to provide enough properties to solve housing crisis. 2. All properties on Paisley Road in south part of Croydon should be included in Croydon Housing Investigation Area. This will provide a lot more medium density housing, it will also block noise from trains for houses behind. The properties on Paisley Road only account for a small portion of heritage area, it will achieve good balance between protecting heritage and providing more housing.
Oct 24, 2024, 05:07 PM	I would love a picture of the masterplan document. (draft and final).
Oct 24, 2024, 03:36 PM	Having just reviewed the Croydon Housing Investigation Area I have a submission below which needs to be considered as part of the final plan, in particular in relation to the Lucas Road Heritage Conservation Area located within the Railway North Precinct. To be clear I am supportive of the need for more affordable housing in the area and want to make some suggestions to enable this and to resolve some of the issues outlined below rather than just responding with issues. Please see my feedback below which is divided into 3 areas, followed by a potential solution. 1.Inconsistency to Burwood Councils DCP. The DCP makes the following points under section 4.7: -Objectives (Page 217): "To ensure that development located in the vicinity of a heritage property is designed and sited in a manner sympathetic to the significance of the heritage property and its setting." -P35: Development of a heritage property, or development in its vicinity, must: 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 -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 -Interpret the materials and architectural detailing of the heritage property -Respond to the building alignment of the heritage property. -P40A Any development having three storeys or more which is contiguous to 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.

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	<p>The current plans outline significant development around the Lucas Road Conservation area including:</p> <ul style="list-style-type: none">- Buildings up to 15 stories high directly to the West of the conservation area- Buildings up to 8 stories high directly to the North and East of the conservation area- Buildings up to 15 stories high directly to the South of the conservation area <p>Clearly these plans violate the key principles of the Burwood Council DCP in that:</p> <ul style="list-style-type: none">- Buildings of 8-15 stories will not be sympathetic to the conservation area- The buildings will impact the views from properties within the conservation area.- They are not remotely compatible with the buildings in the conservation area (currently there is a maximum of 2 stories surrounding the area)- The do not reflect the Bulk, scale or height of the area- They will not be recessive in character- They won't use the same materials- They will negatively impact the noise and visual privacy of the existing occupants. <p>2. Inconsistencies in the Burwood Plan in regards to the Railway North Precinct vs Railway South.</p> <p>The proposed council response breaks out the plans into distinct zones, a striking difference is noted between the Railway North and Railway South areas. Whilst the precinct to the North will be subject to revised development controls, there will be no change to the precinct to the south. The Councils justification for this is "Under the draft Masterplan development uplift is not proposed given its proximity to Malvern Hill Heritage Conservation Area and several high value heritage items. This precinct has been removed for future consideration"</p> <p>In regards to the difference between the North and South precincts it should be noted that:</p> <ul style="list-style-type: none">o The Railway South precinct is NOT adjacent to the Malvern Hill conservation area, it is adjacent to the Wallace and Brady Street areas. Further council is acknowledging that there will be detrimental impacts to these area by not pursuing development in these areas and by seeking to remove any development controls from the Croydon TOD area (400m from the station) <p>Council needs to clarify why development to the south of the railway line (and the original State Government plan of 400m radius around Croydon Station) will adversely affect the heritage and conservation areas in those locations but those concerns will not be relevant to residents north of the railway line in the Lucas Road Heritage Conservation area.</p> <p>3. Inconsistencies between the Burwood response to the DCP and the NSW State Governments initial plan.</p> <ul style="list-style-type: none">o The initial plan by the state government as outlined here: https://www.planning.nsw.gov.au/policy-and-legislation/housing/transport-oriented-development-program/transport-oriented-development allows for:<ul style="list-style-type: none">i,\$ Development to occur within 400m of an identified stationi,\$ 22m Building heights (maximum circa 8 stories)i,\$ 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.o Burwood's plan seeks to change the height impositions on its residents by, adding a new station (Burwood) into consideration, taking a wider area into consideration (800m) and increasing the building heights from circa 8 stories (22m) to up to 30 stories in buildings along Shaftesbury Road. My understanding of why that has been done is to protect Heritage/conservation areas from the development proposalo However, whilst this addresses the concerns around the Heritage and conservation items to the south of the railway line it ignores the impacts on the Lucas Road Conservation area as outlined in point 2 above. <p>Potential Solutions</p> <p>Through its actions in trying to remove development from Heritage/Conservation areas from the Croydon Housing Investigation Area Council has acknowledged that development will have a negative impact on the heritage values of those areas. Conversely by pursuing development around the Lucas Road Conservation area council is at the same time saying that development is possible around conservation areas" Council can't have it both ways, either development will impact conservation areas or it won't and it shouldn't be treating areas to the North of the Railway line with similar conservation characteristics to those south of the railway line "to the detriment of those living in the Lucas Rd Conservation area. To solve this I would suggest the below:</p> <ul style="list-style-type: none">a) If development is not impacting conservation areas then more housing should be considered in the Railway South precinct (and indeed in other areas close to the original NSW government proposal including the Brady & Wallace St, Cintra and Malvern Hill Conservation areas)<ul style="list-style-type: none">- This could be done in such a way to lower the height of the buildings surrounding the Lucas Road conservation area (2-3 stories) and transferring some of those homes that are currently attributed to the Lucas Rd area to the Railway South area (2-3 stories) in order to keep the building heights lower across the entire LGA.- This would also remove the inconstancy between heritage North of the Railway line to that of the South. It is ridiculous to suggest that development would impact one conservation area and not another and it seems council is favoring a vocal group of residents to the south of the railway line at the expense of those to the North where development is being prioritized. By adopting a shared lower scale model the burden can be shared without the severe adverse impacts of 54m buildings over the back fence of a single story house. <p>OR</p> <ul style="list-style-type: none">b) If development does goes ahead as planned in the Railway North precinct it will take away the amenity of the houses left behind in the Lucas Rd area. As a resident of the Lucas Rd Conservation area I don't want to live in a building surrounded by 8 story/32m towers to the North and East and 15 stories/54m to the West. The loss of amenity and property value will be immense, not to mention the extremely detrimental impact this would have on the heritage/conservation status of the building. I would rather the conservation area was zoned to be part of the Council plans than to be left behind with resulting poor amenity, loss of sunlight and lower property values. This would also allow for more housing in the current area to "protect" areas to the South. If council really wants to do this I think the only fair way is to add the Lucas Rd precinct to the proposed plan. <p>I am available to chat and would welcome a chance to put forward my feedback and discuss this further.</p>
Oct 24, 2024, 09:07 AM	<p>How can you say this plan is fair. Putting all the apartments in one corner of Croydon to spare the south side</p> <p>And allowing developers to build 15 storeys at Cross st, to compensate for leaving some green space??? What about the homes around it. How will they be compensated for living next to a monstrosity? It will be a gross injustice, you must remove changes north of Cross st from the plan! For God's sake, don't do it!!!</p>
Oct 24, 2024, 08:16 AM	<p>Reject this master plan, vote for Tob Sepp!!!!</p>

Engagement Outcomes – Redacted Formal Submissions

Oct 24, 2024, 08:14 AM	The master plan is hypocritical. To save heritage house south of the train line your happy to ruin or demolish this on the north side. Share the pain, take back TOD!!!
Oct 24, 2024, 12:16 AM	This plan must be rejected. It unfairly impacts too many people to save a few old houses. The councils job is to look after it's rate payers, not old houses. Reject this plan please!!
Oct 24, 2024, 12:11 AM	These towers are way too high. The streets are to narrow to accommodate the traffic. Peak hour will be a nightmare. Poor residents stuck living next to that. You have sacrifice hundreds of peoples well being, their homes, just to save a few heritage houses. Shame on you Burwood council!!!
Oct 24, 2024, 12:07 AM	I object to the planned 15 storey apartment north of Cross st. Nothing should be done north of Cross st. We don't need a straight pathway, especially when the price is living need to that tower!
Oct 23, 2024, 11:56 PM	This is bad plan. So many people affected. Reject this plan and do the TOD instead. We should not have to pay the price to protect a few heritage homes!
Oct 23, 2024, 11:44 PM	I object to this master plan, especially placing 8-15 storey towers next to existing residents. The towers north of Cross st should be pulled completely. Their impact is too high for the sake of a straight pathway. Better yet, reject the entire plan to go back to the SEPP
Oct 23, 2024, 11:31 PM	Too many apartments, too high, too close to residents homes. This plan is unfair. Accept TOD instead! The Strand needs modernisation and most people don't care about heritage houses. Listen to your rate payers!
Oct 23, 2024, 11:25 PM	Reject this plan and go with TOD!!! Hundreds of residents impacted to save a few "heritage" houses most people don't care for. Reject this plan!
Oct 23, 2024, 11:05 PM	This master plan is very unfair for those residents stuck beside it. All apartments should be set back by a double row of town houses, and apartments should not be 6 storeys max, ust like existing Hampton Court on Webb St. But no, you've crammed them in 8-15 floors with minimal setback to meet the TOD alternative requirement. Make those residents suffer so a few loud ones can keep their heritage houses. Where's the equity in that? This master plan should be rejected. Go back to the original TOD plan please
Oct 23, 2024, 10:57 PM	Stupid idea. Reject reject reject! We don't care about heritage houses! Better to go with TOD SEPP
Oct 23, 2024, 10:54 PM	Why don't you ask rate payers if they even care about preserving these heritage houses first? Most will not, especially when your plan to preserve them means hundreds of households will be so terribly impacted. Forget the heritage houses. Go with Todd Sepp!
Oct 23, 2024, 10:50 PM	So many tall apartments up again the train line. The traffic jams trying to get in and out of those apartments will be worst then Westfield. Such a bad idea Spread them out to the railway south side, and make them lower. Make it fair to God's sake!
Oct 23, 2024, 10:44 PM	Council should look after the many rate payers and not the few noisy ones that oppose the TOD. The master plan will impact so many. Go back to the TOD plan for god sake!
Oct 23, 2024, 10:40 PM	We reject this master plan. We already have apartments north of the Croydon trai line. The south side should take some too. Don't care about heritage. This plan affects so many people it's so bad. You should keep TOD SEPP plan want that bad
Oct 23, 2024, 10:33 PM	This master plan is real bad. We should keep the TOD. The Strand needs modernisation, new shops, a supermarket and we don't care about heritage houses anyway
Oct 23, 2024, 10:30 PM	Cramming all the tall apartments into one corner of Croydon is not fair for those people live around there. So much noise and traffic jam. Beside the train line so cars all go same way make worst Should make it fair. More apartments on south side and make them lower
Oct 23, 2024, 10:24 PM	The master plan is a bad idea. So unfair so the people have to live next to 15 storey apartment. Shame on you. You should cancel and do TOD SEPP
Oct 23, 2024, 10:21 PM	This matter plan is unfair. Why doesn't south of the station bear any burden??? Why do people on the north side have to suffer all the disruption, congested roads and 15 storey flats? The tod sepp only asked for 3-6 storeys. We don't care about a few heritage houses. Make it fair, reject the master plan and do tod sepp!!!!
Oct 23, 2024, 10:15 PM	Master plans is a developers dream. Bet someone in council is getting secret payments. We don't care for heritage, keep the TOD SEPP!!!!
Oct 23, 2024, 10:11 PM	No please don't put a 15 storey monstrosity next to me. This is not fair. Vote this down and keep the TOD!
Oct 23, 2024, 10:08 PM	The TOD SEPP only asked for 3-6 storey apartments in a small corner of the Croydon station. This Master Plan is a disgrace!!!! 8-15 storeys an impacts 100s of homes. Smells of corruption. Calling ICAC! Not everyone cares for heritage. We want the TOD SEPP!!!!!!!!!!



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18 December 2024

Council's Alternative Masterplan to Croydon TOD

Review of Lucas Road Heritage Conservation Area

1. Background

Ethos Urban has been engaged by Burwood Council to prepare a Masterplan for the Croydon Housing Investigation Area, to provide as an alternative to the Croydon Transport-Oriented Development (TOD). Croydon Station was identified by the NSW Government for rezoning as part of the TOD policy. The new planning policy would override Council's Local Environment Plan (LEP) planning controls including zoning, height, floor space ratio, allowing for 6-8 storey residential apartment buildings in all residential zones within the vicinity of Croydon station.

Croydon TOD as proposed by the NSW Government could have significant impacts on the three heritage conservation areas (HCAs) located within 400m of Croydon Station, including the Froggatt Crescent HCA, Cintra Estate HCA and Malvern Hill HCAs. 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. The Lucas Road HCA, which is the subject of this report, is located within the area being investigated by Council as an alternative to the TOD.

The Draft Croydon HIA Masterplan Report, prepared by Ethos Urban in October 2024, includes, at Appendix E, the Croydon HIA Heritage Analysis and Recommendations, prepared by TKD Architects. That report includes an analysis of heritage items and heritage conservation areas within the Masterplan area, and provides recommendations for their management. The report includes, at Appendix B, a Review of Lucas Road Heritage Conservation Area. The report recommends the retention of the Lucas Road HCA, and based on that recommendation, the conservation area has not been included for rezoning in the draft Masterplan.

2. Purpose

At its meeting on 22 October 2024, Burwood Council considered the Draft Croydon HIA Masterplan and resolved, in part:

"That Council commence direct engagement with landowners in Lucas Road Conservation Area, which is currently excluded from the draft Structure Plan, to gauge the sentiment regarding potential inclusion in the masterplan. The post-exhibition report is to present an option for Council's consideration on the inclusion of this area in the masterplan."

Following this, Council requested a review of the Lucas Road HCA. The following tasks were undertaken as part of this review:

- Review of Draft Masterplan documents including Appendix E, in relation to the Lucas Road HCA
- Detailed inspection of the Lucas Road HCA from the public domain
- Inspection of the other HCAs within the Croydon area for comparison purposes



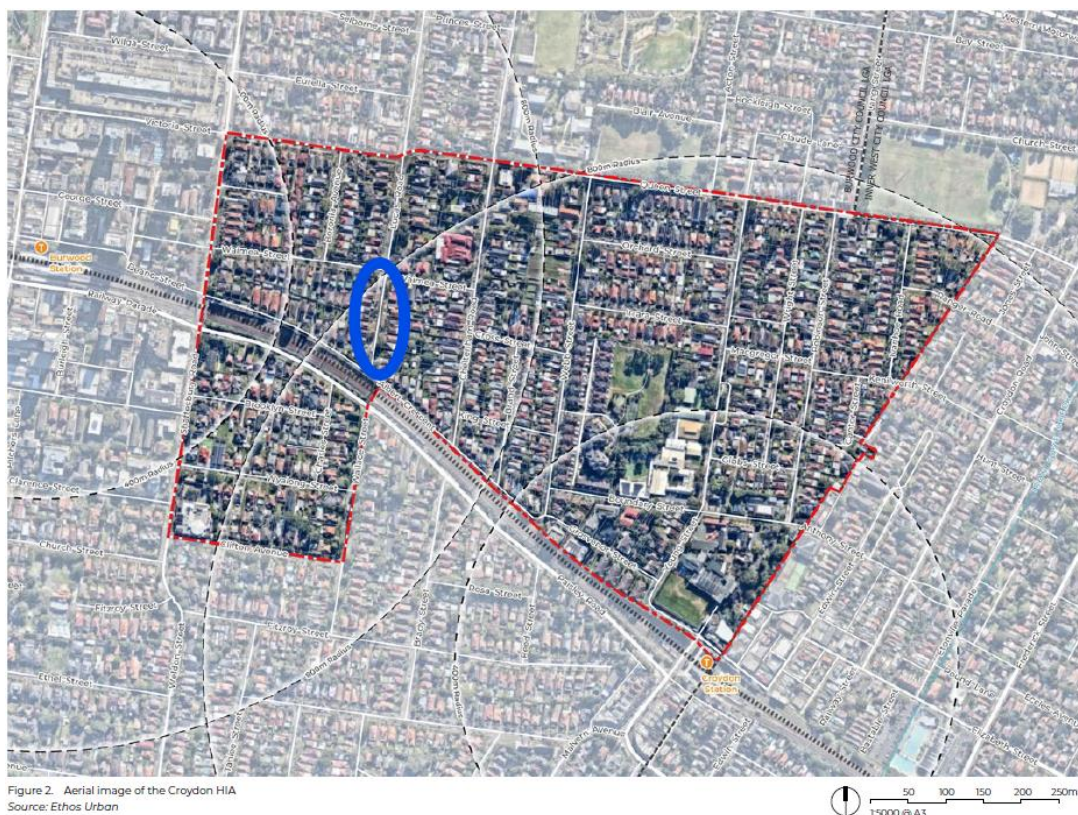
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- Desktop study of other HCAs within the Burwood LGA with similar values to Lucas Road
- High-level Consideration of the impact of the Masterplan on the significance and future character of Lucas Road
- Recommendations as to the future management of Lucas Road in terms of retention of heritage values and Masterplanning opportunities.

3. Croydon HIA Masterplan Study Area

The Croydon HIA Masterplan Study Area is indicated below, with the approximate location of the Lucas Road HCA indicated in Blue:



Draft Croydon HIA Masterplan Area (Source: Ethos Urban with LTHA markup)

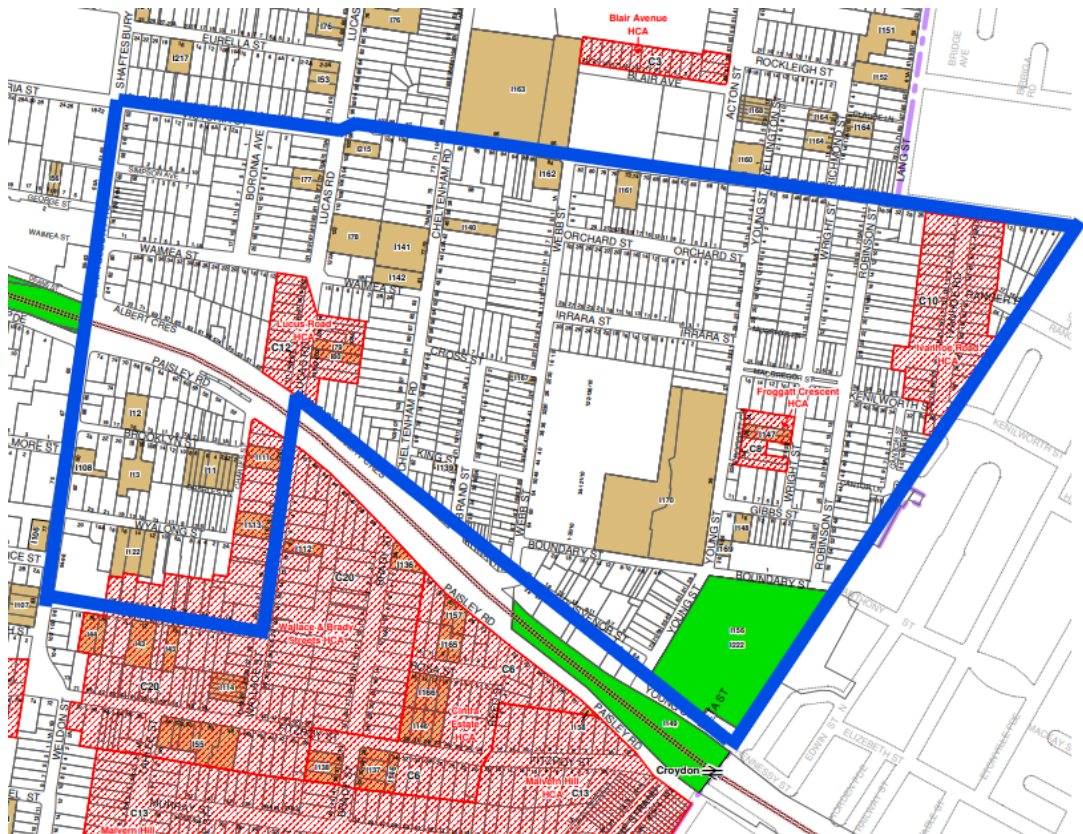
4. Heritage Context

The Draft Croydon HIA Masterplan contains numerous heritage items, three heritage conservation areas located north of the railway corridor and part of a further heritage conservation area located south of the railway. Heritage Items and Heritage Conservations within the Croydon HIA Masterplan area are indicated below:



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Heritage Items (brown) and Heritage Conservation Area (red hatch) within the Croydon HIA Masterplan Area (Source: Burwood LEP Heritage Map with LTHA markup)

The heritage conservation areas within the Croydon HIA Masterplan area are:

- Lucas Road HCA
- Froggatt Crescent HCA
- Ivanhoe Road HCA
- Wallace and Brady Streets HCA (Part only)

A further three HCAs are located within Croydon close to the study area

- Blair Avenue HCA
- Rostherne Avenue HCA
- Wychbury and Alexandra Avenues HCA



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5. Lucas Road HCA

The Lucas Road HCA is located immediately to the north of the railway line, in the centre of the study area. It is a small conservation area that forms the southern part of Lucas Road, which extends to Parramatta Road in the north. The Lucas Road HCA includes the properties in Lucas Street from Waimea Street in the north and the railway in the south. This includes eleven houses on the western side of the road and seven houses on the eastern side, two of which are listed as individual heritage items (Nos 130 and 132 Lucas Road).

The Lucas Road HCA is a quiet residential precinct characterised by a cohesive group of modest bungalows built c1910-1920. The bungalows have dichromatic face brick walls, pitched tiled roofs and single street fronting gables with batted gable ends. The HCA is made up of 18 individual houses, 17 of which are from the original period of development of the HCA. No.93 Lucas Road, at the corner of Waimea Street, is the only non-original house. The houses are set on level blocks with small, level front gardens with and low brick or picket fences.

The heritage items at 130 and 132 Lucas Road are more finely detailed with double gables and flanking verandahs, brick quoining and leadlight windows. They have decorative timber valence brackets to the front verandahs. Mature Street trees line both side of Lucas Road.



Lucas Road HCA (in red) Source: TKD Architects)



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Statement of Significance

The State Heritage Inventory provides the following Statement of Significance for the Lucas Road HCA:

Statement of Significance

These well maintained bungalows are of local significance as they form a homogeneous group that illustrate the variety of housing in Burwood

Description

Located at the southern end of Lucas Road, these bungalows form a coherent group of houses. Constructed of brick with a simple gable tiled roofs, they retain their original form, scale and detail. Their other features are low brick fences, front gardens and stained glass windows.

Summary History

Lucas Road Residential Precinct comprises a group of 1920s houses which are representative of suburban consolidation.

Integrity

The western side of the Lucas Road HCA has a high level of integrity with little change evident in the row of bungalows. The houses from 95 -111 Lucas Road are all original single storey bungalows with form and original external features intact. They have low front fences with central paths leading to the front verandah. Some have uncovered off street parking spaces. It is likely that the houses on the western side of the road were all built at or around the same time, possibly speculatively, although this would need to be confirmed by detailed historic research. No.93 Lucas Road is the exception, being a large two storey late twentieth century development of no heritage value

The eastern side of Lucas Road is less intact. The two heritage items are the dominant elements on the eastern side of the road and are in themselves different to the rest of the group due to their double gables and finer details. Further, the houses on the eastern side of the road were likely to have been built at a later date to those on the west, and originate from a separate subdivision. Their contribution to the significance of the Lucas Road HCA is less than those on the western side due to their diverse rather than homogenous design, level of alteration and later construction period.

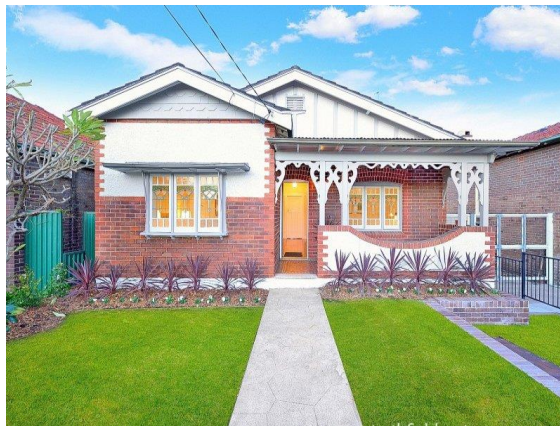


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Typical houses on western side of the Lucas Road HCA



Heritage Item at 130 Lucas Road (Source: Realestate.com)



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Overview of TKD assessment

The TKD report provides a summary assessment of significance for the Lucas Road HCA against the standard criteria for assessing significance of heritage items in NSW. It considers that the HCA has significance under the following criteria

- (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.*
- (c) Aesthetic significance - *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.*
- (g) Representative significance - *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.*

Of particular interest would be if the houses on the western side, which were all part of one original subdivision and are of homogenous design, were built by the same builder, possibly for speculative purposes. If this is the case, it should be further determined if this is rare in the local area.

Based on the brief historic information provided and a visual inspection, it is likely that the Lucas Road HCA does have significance at the local level for its historic and aesthetic values. Further comparative analysis would determine the level of representative and rarity values.

The TKD report provides an analysis of the integrity of each house in the Lucas Road HCA, with a ranking system:

- 1 (substantially intact)
- 2 (Intact with reversible alterations)
- 3 (substantially modified)
- 4 (non-significant development)

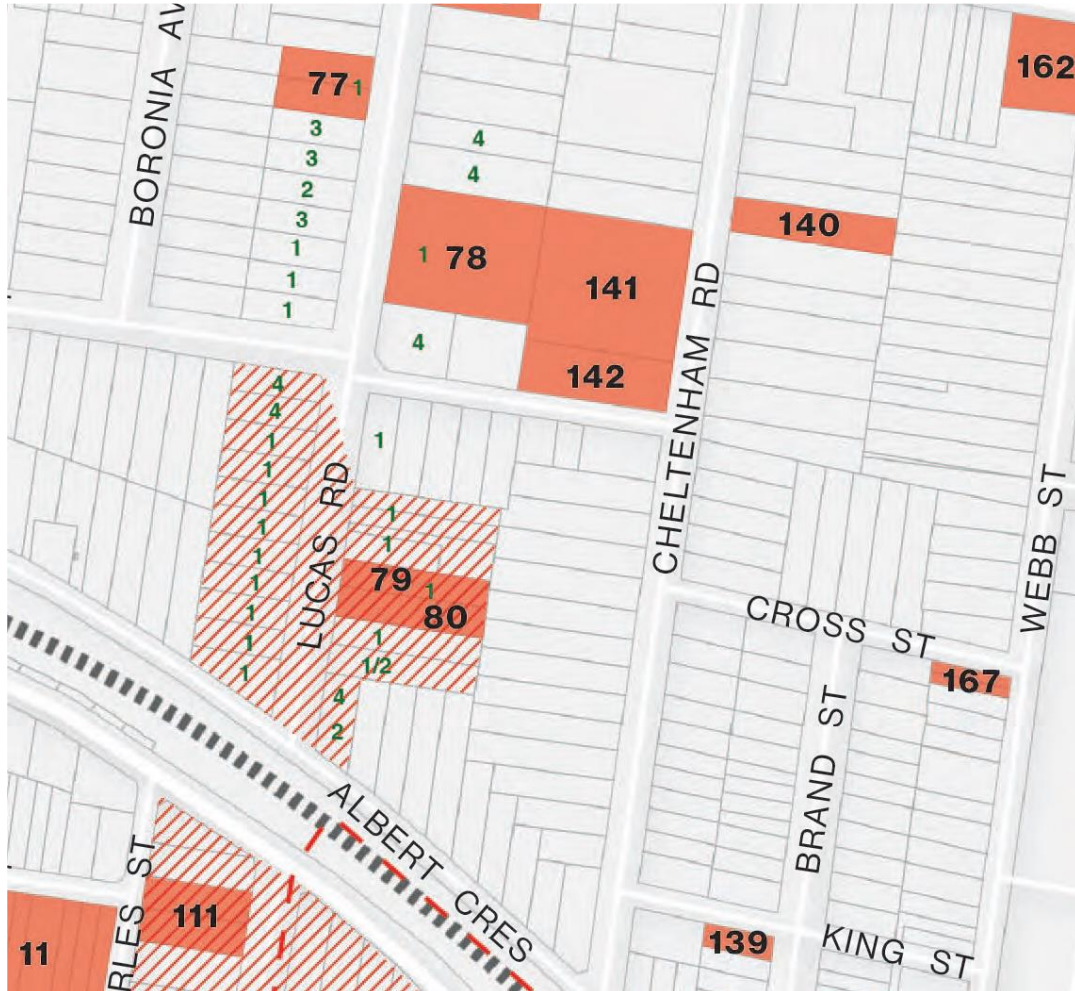
The TKD Integrity ranking is provided below.

Additional Heritage Review of Lucas Road HCA



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Lucas Road HCA Integrity rating (Source: TKD)

This analysis has been reviewed in this report and is generally agreed with. However, it was noted that the group of houses on the western side of the road form a more cohesive group than those on the east, where more change has occurred.



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6. Other HCAs in the Croydon HIA Masterplan Area

The following heritage conservation areas are located within the Croydon HIA Masterplan area:

6.1 Froggatt Crescent HCA

The State Heritage Inventory provides the following information for the Froggatt Crescent HCA

Statement of Significance

Froggatt Crescent is of state significance for its rare street planning, plantings and its good quality housing and for association with Walter Froggatt.

Description

Froggatt Crescent is a small avenue off Young Street that contains good quality Victorian and Queen Anne housing. The planting scheme of the Crescent is well supported by the remnant fences and garden landscaping associated with the housing. Trees in the Crescent include Eucalyptus spp., Casuarina cunninghamii, Harpullia sp. (Tulipwood) and Olea europaea. The Hoop Pine to the rear of the houses in Wright Street is a landmark element.

Summary History

Construction dates: 1874-1918

Froggatt Crescent was originally named Queens Crescent but was renamed after Walter Froggatt, one of the Burwood's prominent citizens in the early twentieth century. Froggatt was a Government Entomologist and President of the Linean Society of NSW. His collection of Australian insects was purchased by the Federal Government. He supervised the planting of Jacarandahs and flowering gums in Froggatt Crescent and Blair Park.

Integrity

The Froggatt Crescent HCA is highly intact, with original and intact two storey Victorian and Federation Queen Anne Villas in large established gardens. It has a high level of integrity when compared to other HCAs in the Croydon Area.





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Summary comparison to Lucas Road HCA

The Froggatt Crescent HCA has little similarity to the Lucas Road HCA. It was developed in a different time period and with a different built form and typology. The houses in Froggatt Crescent are large two storey villas.

- Earlier era of construction
- Different typology – two storey villas
- Higher level of significance - historic/aesthetic/representative, but also historical associations and rarity – noted as being of State significance but not listed on State Heritage Register.
- Smaller group – 6 properties only
- Much deeper blocks
- Higher level of integrity

6.2 Ivanhoe Road HCA

The State Heritage Inventory provides the following information for the Ivanhoe Road HCA

Statement of Significance

Ivanhoe Road including nos. 26 & 28 Kenilworth Street are of local significance as a relatively intact street displaying the popular bungalow style of the 1920s.

Description

A consistent group of c1920 bungalows. These small houses are predominantly constructed of brick with small verandahs, usually featuring squat or splayed columns. They have individual facades; however, they are tied together by attractive street planting - Brush Box. Nos. 9,22,26 & 31 have been altered and are not in keeping with the bungalow style. Nos. 26 & 28 Kenilworth Street are in keeping with the quality of the group.

Summary History

These bungalows would have been initially constructed in the 1920s.

Integrity

The Ivanhoe Road HCA consists of a group of 1920s bungalows that are consistent in scale and materials but with different street facades. Some have hipped roofs, others have single or double gables. The street



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is wide with mature plantings either side. Front fences are low brick or timber picket. The HCA has a high level of integrity when compared to other HCAs in the Croydon Area.



Summary comparison to Lucas Road HCA

- Similar era of construction – 1920s
- Similar typology – California Bungalow
- Similar significance - historic/aesthetic/representative
- Different facades rather than homogenous
- Larger number of contributory buildings on both sides of the street
- Deeper blocks
- Similar level of integrity

6.3 Wallace and Brady Street HCA (part only)

The State Heritage Inventory provides the following information for the Wallace and Brady Streets HCA

Statement of Significance

Wallace and Brady Streets Precinct is of local significance for its diverse architectural character and illustrates the subdivision pattern of the larger estates. It enhanced by attractive street planting and contributes significantly to the overall residential quality and amenity.



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Description

This residential precinct comprises housing from early Victorian villas to bungalows. Wallace Street displays mixed residential character with small servants' cottages at the southern end, number 19 is a Federation house and numbers 3 and 5 are attractive one storey Victorian houses. Brady Street is comprised of c.1920s bungalows.

Summary History

The majority of the Wallace and Brady Streets Precinct was once part of the Cintra Estate. This estate featured the Victorian mansion Cintra built by Walter Friend in 1863. The house was demolished in 1931. The existing houses in the Precinct were built between the period of 1874 and 1986.

Integrity

The Wallace and Brady Streets HCA consists of wide streets with a variety of housing from the late 19th and early 20th centuries, including Victorian villas, and Federation bungalows. The houses are consistent in scale and materials and have individual designs. Some have hipped roofs, others have single or double gables. The streets are wide with mature plantings either side. Front fences are low brick or timber picket. The HCA has a high level of integrity when compared to other HCAs in the Croydon Area.





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Summary comparison to Lucas Road HCA

- Wider era of construction – - 1880s to 1930s
- Diversity of typologies from Victorian to late Federation and Interwar
- Similar significance - historic/aesthetic/representative
- Different designs rather than homogenous
- Larger number of contributory buildings on both sides of the streets
- Deeper and wider blocks with more substantial houses
- Similar level of integrity



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7. Heritage Conservation Areas in Croydon outside the Croydon HIA Masterplan Area

The following heritage conservation areas are located in Croydon, but not within the Croydon HIA Masterplan area. They have been included to provide a more comprehensive understanding of the representative and rarity values of the Lucas Road HCA.

7.1 Blair Avenue HCA

The State Heritage Inventory provides the following information for the Blair Avenue HCA:

Statement of Significance

This c1930 group of houses is of local significance as a substantially intact interwar precinct that forms uniform streetscape adjoining Blair Park.

Description

Blair Avenue comprises of a uniform group of interwar brick housing. Situated facing Blair Park, these house have tiled roofs, brick fences and leadlight decoration. Their uniformity is achieved through their consistent scale, however, they all display different facades. An example of this can be seen at no.11 with a curved street elevation. Of particular note are: no.17 - a simple bungalow with a small verandah and modest brick detailing and no.9 - featuring more decoration. This precinct includes nos.59, 61 and 63 Acton Street.

Summary History

These residential houses would have been built during the interwar years, c1930.

Integrity

The Blair Avenue HCA comprises a group of Interwar houses along one side of Blair Avenue, opposite Blair Park. The houses are all originally single storey in a mix of styles, with differing streetscape presentation. The houses have been subject to various levels of alterations including some large upper level additions, replacement of original windows and enclosures of front verandahs. Fences are low and mature street trees line either side of the street. It has a moderate level of integrity when compared to other HCAs in the Croydon Area.



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Summary comparison to Lucas Road HCA

- Slightly later era of construction – 1930s
- Interwar typology
- Similar significance - historic/aesthetic/representative
- Diverse facades rather than homogenous
- Houses on one side of the street only
- High level of change
- Wider blocks
- Lower level of integrity due to amount of change

7.2 Rostherne Avenue HCA

The State Heritage Inventory provides the following information for the Rostherne Avenue HCA

Statement of Significance

Rostherne Avenue is of local significance as a substantially intact group of c1920 bungalows that form an attractive homogenous group.

Description

A homogenous group of c1920 bungalows. Constructed of dark coloured brick, these homes feature gable tiled roof forms, squat columns to the verandah, simple leadlight windows and tessellated tiles to the verandah and paths. Of particular note are: no.6 - 'Lorne', no.11 - 'Cecyvyonne' and no.3 which are well maintained. This cohesive group of



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bungalows are united by uniform, low scale brick fences. The planting schemes are also largely intact and feature cottage gardens of roses and shrubs in keeping with 1920s house designs.

Summary History

These group of bungalows would have been built in the 1920s

Integrity

The Rostherne Avenue HCA consists of a group of 1920s bungalows that are consistent in scale and materials but with different multi-gabled street facades. The materials and quality of design is consistent across the group. The street is wide with mature plantings either side. Front fences are low brick or timber picket. The HCA has a high level of integrity when compared to other HCAs in the Croydon Area.



Summary comparison to Lucas Road HCA

- Similar era of construction – 1920s
- Similar typology – California Bungalow – but grander examples with finer details
- Similar significance - historic/aesthetic/representative
- Different forms rather than homogenous, with cohesion of scale, materials, landscaping
- Similar number of contributory buildings, on both sides of the street
- Denser landscaping
- Higher level of integrity due to integrity of streetscape on both sides of the street.



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7.3 Wychbury and Alexandra Avenues HCA

The State Heritage Inventory provides the following information for the Wychbury and Alexandra Avenues HCA

Statement of Significance

Wychbury Avenue and Alexandra Avenue are of local significance as they form an attractive streetscape with mature street trees that unify the predominantly low scale housing from the Inter-War period, built c.1925-1930. The style of buildings are predominantly in the California Bungalow style, but with individual interpretations of that style. These differences in interpretation indicate that the houses were probably built by different builders during the period 1920 and 1930. Houses are predominately face brick and feature low-pitched terracotta tiles roofs with prominent gable ends and front verandahs.

Description

Wychbury Avenue and Alexandra Street comprise low scale brick bungalows that are tied together by attractive street planting. The houses display some variations of roof form, i.e. tiled gable and hipped roofs. Of particular note are No. 3 Wychbury Avenue (known as 'Athlore') and No. 13 Wychbury Avenue. 'Athlore' is a simple building, double gabled, with timber brackets to the verandah and tesellated tiles. The streets include very good examples of pruned *Lophostemom conferta* (Brush Box)..

Summary History

Construction Date 1923-1930

The first land grants in the Croydon area were to Sarah Nelson (1794), James Brackenrig (1794), Thomas Rowley (1799) and Dennis Connor (1796). The Parramatta Road began as a track linking Sydney to Parramatta. In 1814, a stagecoach began to run along the road, leading to the emergence of staging posts and inns in the 1820's. The construction of Liverpool Road in 1812 opened up land between these major thorough-fares.

Several large villas were built in the northern part of Croydon during the 1860's including Henry Webb's 'Cicada', Captain Henry Fox's 'Evandale' and Anthony Hordern's 'Shubra Hall'. Croydon Station (then named Five Dock) was opened in 1875 and a village established around it. The area became a semi-rural retreat for business people, and it prompted many landholders to subdivide their estates into smaller allotments.

A model garden suburb was developed from 1909, known as the Malvern Hill Estate. Subdivision of the Cintra Estate led to the construction of a unique collection of 20 concrete houses from 1913. By the early 1920s there was a fair amount of land for sale and prices were high, especially in the Malvern Hill area. Small pockets of land were occasionally released, mostly from the demolition of villas and the subdivision of their grounds.

Many of the houses in Croydon were supplied with bricks from three large brick pits in the area. The brick pit located on Webb Street ran between 1879 and 1930, with another brickworks at Queen Street (near Lang Street) operating from about 1873 to 1920. The Burwood Brickworks opened in 1913 in Cheltenham Road, operating into the 1970s, with its closure marking the end of brick making in Croydon.

The land now designated as the Wychbury and Alexandra Avenues Heritage Conservation Area was once part of a larger property of 32 acres and 36 perches called "Humberstone" which had been built for John Dawson, Solicitor in the 1860s. Following the death of Mr Dawson's widow, Mrs Emma Fox Dawson, in 1909, the estate was sold and



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subsequently subdivided into residential streets. By 1923 King Edward Street, Monash Parade, and Wychbury, Alexandra and Royce Avenues had been laid out. The Californian Bungalow styled houses were generally built in the period 1925 -1930.

Integrity

The Wychbury and Alexandra Avenues HCA consists of a group of 1920s and 30s California bungalows that are consistent in scale and materials but with individual designs. The houses have hipped roofs with street fronting gables. The streets are wide with mature plantings either side. Front fences are low brick or timber picket. There is some more recent development in Alexandra Avenue. The HCA has a high level of integrity when compared to other HCAs in the Croydon Area.



Summary comparison to Lucas Road HCA

- Broader but similar era of construction – 1920s and 30s
- Similar typology – California Bungalow
- Similar significance - historic/aesthetic/representative
- Different designs to each house rather than homogenous
- Larger area
- Larger number of contributory buildings on both sides of the streets
- Deeper blocks, wider frontages
- Similar level of integrity



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8. Summary comparative analysis and assessment of significance

Based on the information provided in the TKD report, the State Heritage Inventory and a physical inspection of the HCAs both in the study area and in other parts of Croydon within the vicinity of the study area, the following high-level observations are made about the Lucas Road Heritage Conservation Area.

- The Lucas Road HCA has significance for its historic, aesthetic and representative values.
- The Lucas Road HCA is similar in size to several of the other HCAs in Croydon.
- The Lucas Road HCA is different to the other HCA due to the homogenous design of the houses on the western side of the street.
- Further research could be undertaken to determine if the houses on the western side of Lucas Road were all built by the same builder, potentially as a speculative development. This may be rare within the Croydon area and if so, would add to the significance of the group.
- The Lucas Road HCA has a high level of significance on its western side and a lesser level of significance on its eastern side.
- The western side of the Lucas Road HCA has a high level of significance when compared to other HCAs in the study area and in Croydon, as a cohesive and largely unaltered group of early twentieth houses that all display variants of the same design.
- The eastern side of Lucas Road has similar attributes to the other Croydon HCAs, demonstrating a diversity of building forms, but does not display the significant homogeneity and cohesion of the western side of Lucas Road.



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9. Impacts of Draft Croydon HIA Masterplan on Lucas Road HCA

A review of the draft Croydon HIA Masterplan indicates that the current proposal includes significant change to the areas immediately surrounding the Lucas Road HCA to the north, east and west, with a gradual increase of density and height towards the west. The Lucas Road HCA is located within the area of anticipated uplift, unlike the other HCAs in the study area which are located toward the edges of the study area, where the existing zoning will be retained.

The current proposal involves the following for the Lucas Road HCA

- Retention of the Lucas Road Heritage Conservation Area
- Retention of the current zoning, subdivision pattern, maximum building height and FSR for the Lucas Road HCA
- Uplift of the area directly to the west of the Lucas Road HCA to 54m then 102m maximum HOB
- Uplift of the area directly to the north and east to 32m HOB
- Replacement of the existing uncharacteristic house at 93 Lucas Road with open space

The changes to the area immediately surrounding the Lucas Road HCA will result in large scale change to the setting of the early twentieth century bungalows, which are single storey in scale and of modest form and design.

However, if the cottages are retained, the impact will be limited to a change in the backdrop to the cottages, rather than the cottages themselves.

The impact of the development immediately adjacent to the Lucas Road properties can be mitigated by appropriate setbacks to allow quality screen planting on deep soil, increased setback of levels above the second storey, articulated facades that respond to the Lucas Road subdivision pattern, and the use of materials that respond to the character and significance of the HCA.

The replacement of the existing overscaled and uncharacteristic house at 93 Lucas Road with open space will be a positive outcome for the HCA, allowing space around the cottages and providing views to the group of houses from the public domain.

If the cottages to the eastern side were to be removed from the HCA – with the exception of the two heritage items – and the rest of the eastern side zoned to align with the surrounding 32m height limit, this would need to be carefully managed to ensure that the two heritage items were not adversely impacted. This could be achieved by providing large setbacks on all sides of the pair of cottages, in addition to the mitigation measures noted above.

The Draft Croydon HIA Masterplan and any other alternatives proposed for the HIA should consider the following principles, to the greatest extent possible:

- Transitioning the scale of new buildings adjacent to the Lucas Road cottages, by increased setbacks above two storey podiums



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- Ensuring adequate setbacks between new buildings and the Lucas Road cottages to allow for adequate deep soil to enable quality screen planting
- Articulating facades in response to the Lucas Road subdivision pattern
- Use materials that respond to the character and significance of the HCA.

10. Recommendations

The following high-level recommendations have been informed by the review of the Lucas Road HCA and the comparison with other HCAs in the Draft Croydon HIA Masterplan Area and within its vicinity

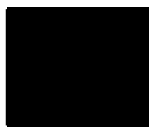
- The Lucas Road HCA has historic, aesthetic and representative heritage significance at the local level.
- Further historic research should be undertaken to determine if the houses were built by the same builder as a speculative development as this may result in the group of cottages being rare within the local area. This research should be undertaken before any decision is made to de-list the HCA.
- The cottages on the western side of Lucas Road have a greater level of integrity than those on the eastern side and should be retained as a priority.
- The two heritage items, 130 and 132 Lucas Road, should be retained as individual heritage items.
- The remaining houses in the eastern side, and No. 93 Lucas Road (non-original building on the Western side) could be removed from the HCA without loss of the overall significance of the HCA.
- New development surrounding the HCA, as proposed by the draft Structure Plan, will result in a large scale change to the setting of the early twentieth century bungalows, which are single storey in scale and of modest form and design of the houses in the Lucas Road HCA. However, if the cottages are retained, the impact will be limited to a change in the backdrop to the cottages, rather than the cottages themselves.
- The impact of the development immediately adjacent to the Lucas Road properties can be mitigated by appropriate setbacks to allow quality screen planting on deep soil, increased setback of levels above the second storey, articulated facades that respond to the Lucas Road subdivision pattern, and the use of materials that respond to the character and significance of the HCA.
- If the cottages to the eastern side were to be removed from the HCA – with the exception of the two heritage items – and the rest of the eastern side zoned to align with the surrounding 32m height limit, this would need to be carefully managed to ensure that the two heritage items are not adversely impacted. This could be achieved by providing large setbacks on all sides of the pair of cottages, in addition to the mitigation measures noted above.



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- Any change to the HCA – either through de-listing or boundary changes, will require a Planning Proposal to amend Schedule 5 of the BLEP. More information and a greater understanding of the value of the Lucas Road HCA to the wider Burwood community may become available through the community consultation process for such a Planning Proposal, and should be considered.



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