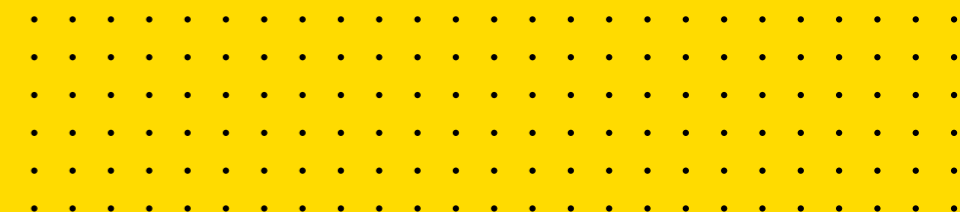




BURWOOD PRECINCT MASTER PLAN REPORT



We acknowledge the traditional custodians of the land, and pay our respects to their elders past present and emerging, recognising their continuing connection to land, waters and culture.

Issue	Title	Date	Prepared	Checked
1	Draft Issue	23/11/2020	SL/JC/NOB	JK
2	Draft Issue	17/12/2020	JC/NO	JC
3	Revised master plan	18/01/2021	JC/NO	JC
4	Final Draft Issue	21/01/2021	JC/NO	JC
5	Revised master plan FSR	22/01/2021	JC	-
6	Parramatta Rd render added	27/01/2021	JC	-
7	Revised master plan	28/01/2021	JC	-
8	Variation - Issue for Review	14/04/2021	JC/NO	JC
9	Variation - Issue for Review	15/04/2021	JC/NO	JC
10	Variation - Draft Issue	19/04/2021	JC	-
11	Revised Master Plan	20/04/2021	JC/NO	-
12	Revised Master Plan	26/04/2021	JC	-
13	Revised Metro Site	03/05/2021	JC	-



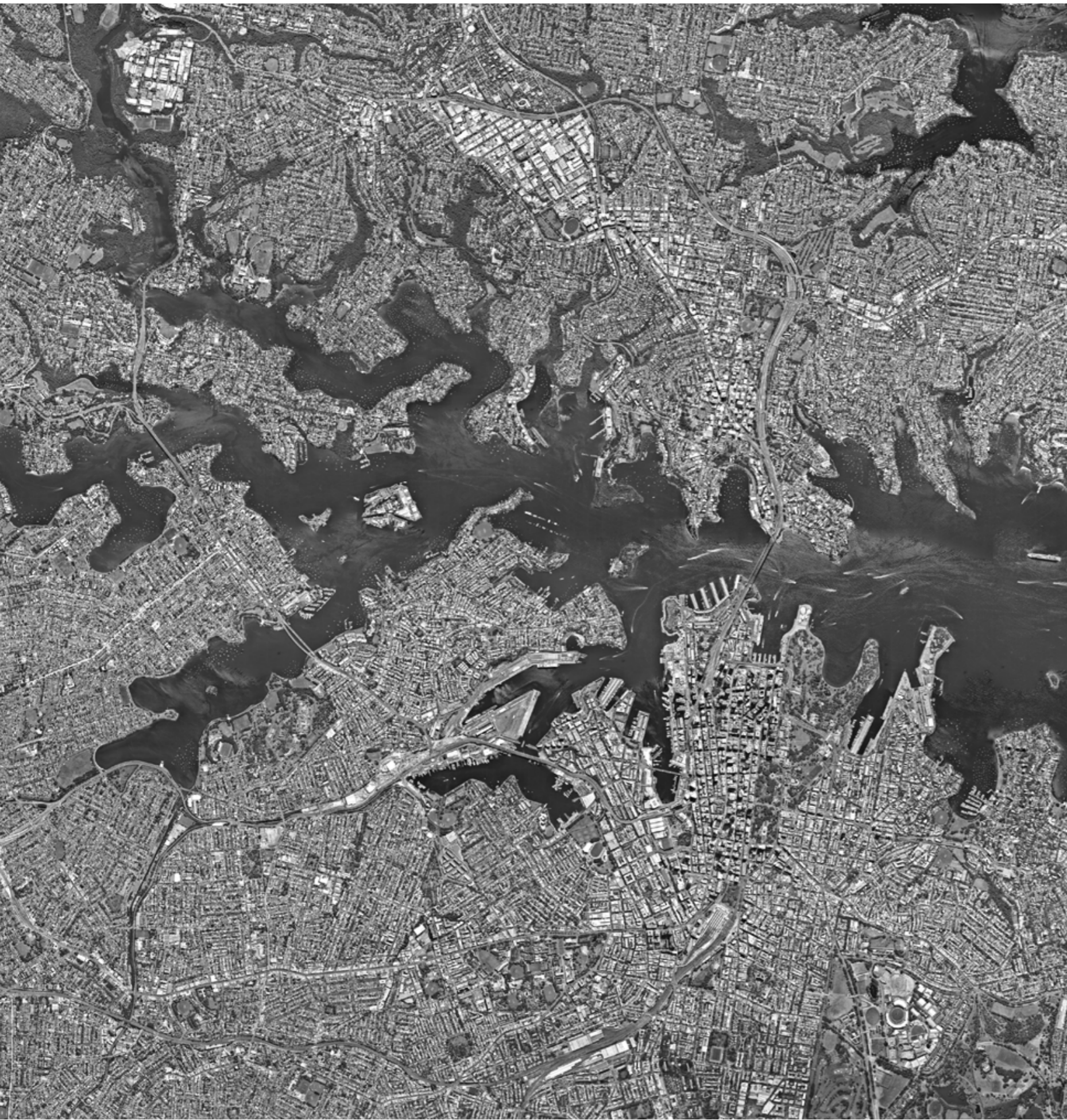
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INTRODUCTION

01

INTRODUCTION

In November 2016, Urban Growth NSW released the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) together with a package of implementation and reference documents. A Section 117 Ministerial Direction gives the Strategy and Implementation Tool Kit statutory weight.

PRCUTS aims to renew Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity. It presents significant urban renewal opportunities for land within defined development precincts.

In response to PRCUTS, the City of Canada Bay has commenced additional urban design, traffic and transportation investigations for 3 precincts: Burwood, Homebush and Kings Bay. This work seeks to ensure that all future decisions to rezone land will be made with a thorough understanding of potential cumulative impacts and will achieve orderly, transparent and high-quality design outcomes.

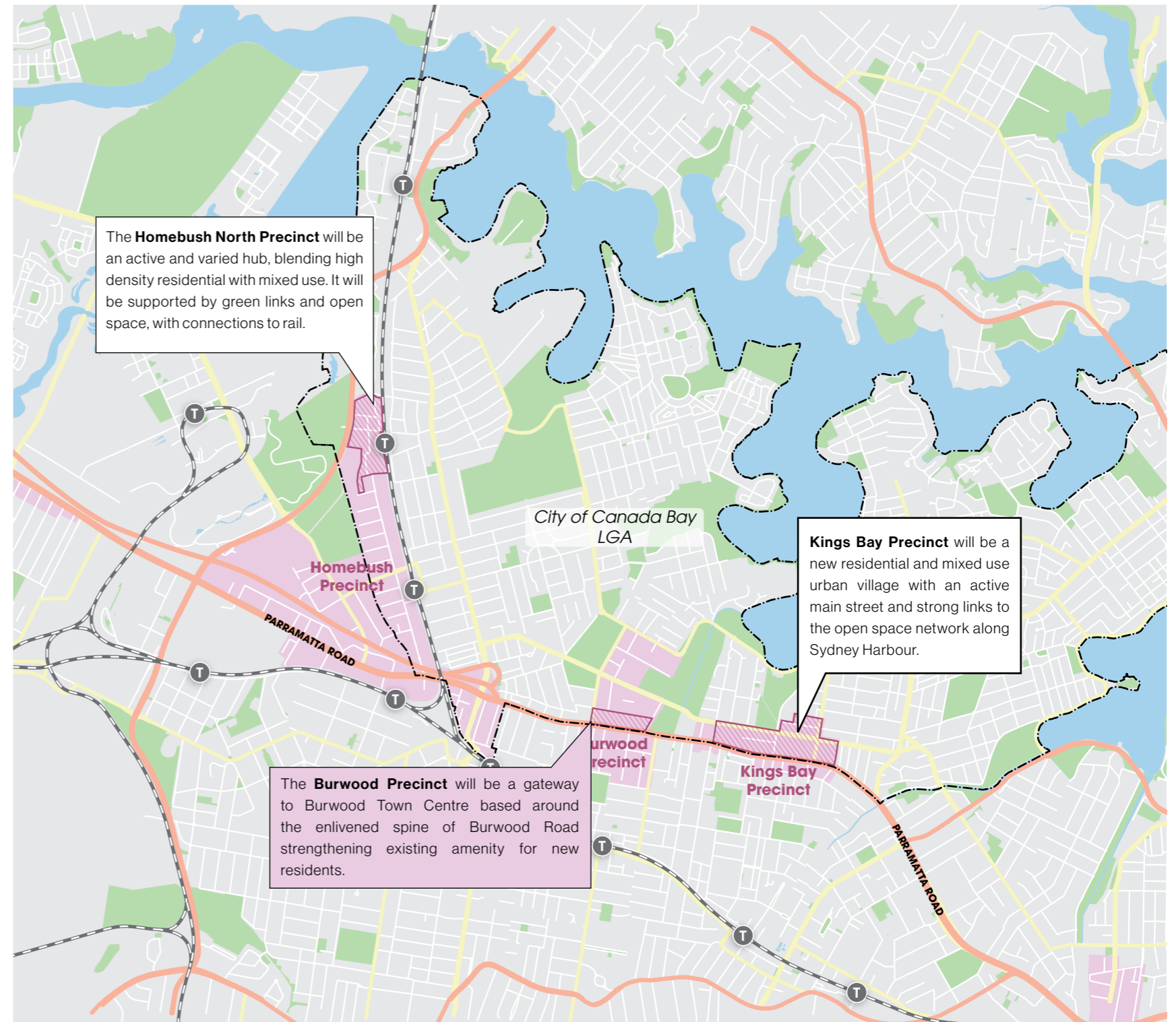
The Urban Design testing of the PRCUTS planning and design controls has been undertaken and informs this project. The master plan proposed in this report for Burwood consolidates the PRCUTS with other studies and plans that Council has produced that support the implementation of the PRCUTS. The master plan is intended to guide the future built form and urban environment and to inform amendments to the Canada Bay LEP 2013, DCP and contributions plan.

The Parramatta Road Corridor

The Parramatta Road Corridor traverses 20 kilometres from Granville in the west to Camperdown in the east. The corridor includes land adjoining Parramatta Road, and wider focus precincts where future development is considered appropriate based on function and character. Within PRCUTS, the Corridor is separated into two distinct sections – Corridor West and Corridor East. Corridor East includes the land within the Canada Bay, Strathfield and Burwood LGAs.

There are three renewal precincts which include land within the City of Canada Bay: Homebush, Burwood-Concord (Burwood), and Kings Bay.

This Report synthesises all of the above and re-imagines the future character of the Burwood precinct as a gateway to Burwood Town Centre and Concord Oval, and a thriving village precinct for new residents.

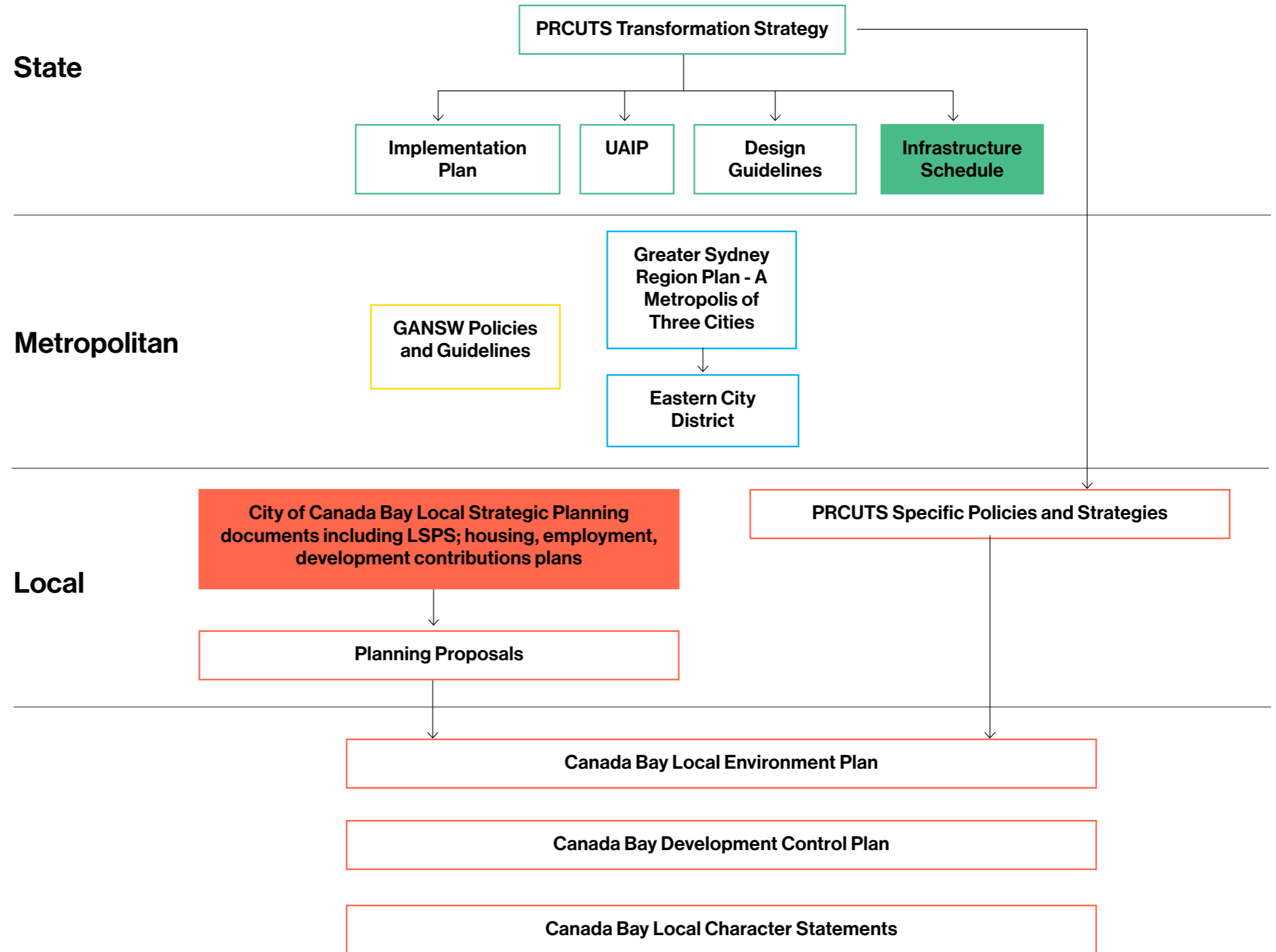


As part of the baseline analysis, we have critically reviewed and distilled key information related to PRCUTS.

As demonstrated on the flowchart adjacent, there is a substantial amount of policy and strategic thinking that has been evolved and directly impacts the three precincts that are the subjects of this study.

We see the literature review in the following chapters as the next step in this process, and have tried to summarise and graphically represent the key information that will assist in moving the project forward to design development.

Intended as a starting point to evolve throughout the design process, the following chapters will inform our thinking and ground our recommendations through to the master plan phase of the project.



- NSW State Government
- Government Architect New South Wales
- Greater Sydney Commission
- City of Canada Bay Council

*coloured boxes indicate literature review input by SGS

PRCUTS POLICY FRAMEWORK

The Parramatta Road Corridor Urban Transformation Strategy is the long-term vision for developing population and employment growth in the Parramatta Road Corridor.



Combining big picture considerations, a sub-regional response, and the depth of local knowledge required to plan for existing and future communities, it will lead to the enlivening of this important Sydney artery.

The Strategy is supported by the Implementation Tool Kit – four documents that will guide and inform how the Strategy is to be implemented, and are summarised on the following pages.

While the Strategy does not directly rezone land, it establishes the framework for land use and transport planning to guide, coordinate and facilitate changes to local planning controls that will lead to the Corridor’s transformation. The Strategy will be implemented through planning proposals prepared by landowners or developers, comprehensive local environmental plan reviews undertaken by councils, and State environmental planning policies for future Priority Precincts.

The strategy sets out a vision for the corridor of tomorrow:

- housing choice and affordability
- diverse and resilient economy
- accessible and connected
- vibrant communities and places
- green spaces and links
- sustainability and resilience
- delivery

Relevance to project:

The Strategy sets an overarching vision and high level employment and dwelling projections that are summarised in the adjacent pages. It also identifies a number of challenges to achieving these, which have been synthesised graphically onto maps in the next chapter.



Burwood Precinct

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

The Precinct will also connect to existing open space areas, such as Burwood Park to the south, and Queen Elizabeth Park and St Luke’s Park to the north. The northern parks are part of the open-space network that leads to the Harbour.

Extending north from Burwood Station, the renewed streetscape will likely continue to Parramatta Road and form part of the regeneration of the Parramatta Road area.

Streets within the Precinct will include tall and medium-density residential buildings, and mixed-use buildings. Residential development will occur in adjacent streets. This development will be designed to sensitively respond to the character of heritage structures, open space, educational facilities and

existing residential neighbourhoods.

Built form will generally taper down towards the north, transitioning to the adjoining lower-scale residential areas. The area north of Parramatta Road will be characterised by lower-scale development that will provide additional definition to street edges and open space areas.

The Precinct’s new open spaces and road connections will provide a denser network of walkable paths and reinforce links to surrounding open space areas. New streets are planned north of Parramatta Road, while new open space is included in the area south of Parramatta Road. These changes will increase connectivity and encourage pedestrian traffic.

- Population: 11,400 by 2050
- Homes: 5,500 by 2050
- Jobs: 3,800 by 2050

PRCUTS IMPLEMENTATION TOOL KIT

The Strategy is supported by the Implementation Tool Kit – four documents that will guide and inform how the Strategy is to be implemented, and are summarised on the following pages.



PRCUTS Planning and Design Guidelines

The purpose of the Parramatta Road Corridor Planning and Design Guidelines is to:

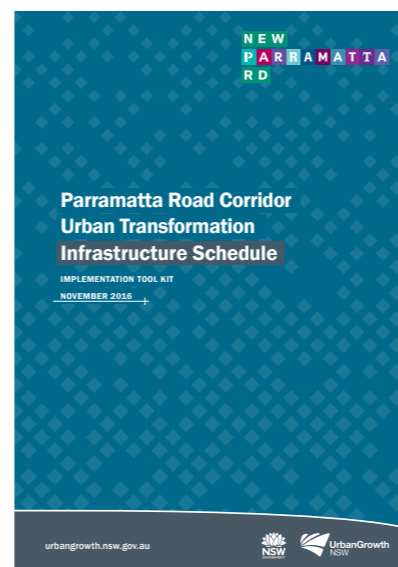
- describe the priorities and principles that will ensure future development achieves high design quality and design excellence
- guide the rapidly changing character of the Corridor whilst ensuring future development responds to the distinct character and identity along different parts of the Corridor

The Guidelines have been prepared as planning and development controls significantly differ across the local government areas that make up the Corridor, and have been developed to assist designers and planners apply 'better practice' design principles to promote high quality public, private amenity and good design.

Relevance to project:

The controls identified in the PRCUTS guidelines will be tested throughout the master plan process and recommendations made at the conclusion of the study.

The guidelines also identify a number of public domain requirements, strategic links, opportunities and constraints for each precinct, which have been identified and graphically represented for each precinct in later chapters.



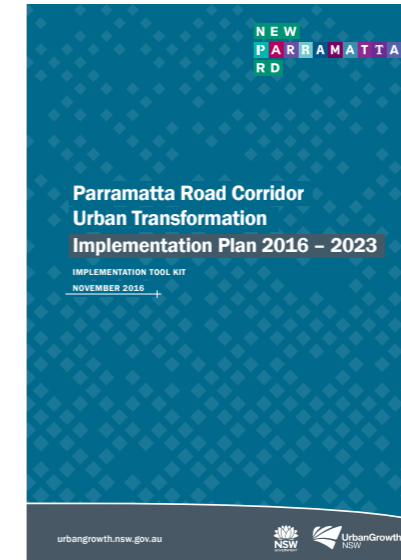
Infrastructure Schedule

Identifies infrastructure in the Corridor must respond to population growth and change.

It also recognises that some existing infrastructure is ageing or is insufficient to meet the needs of communities as they grow and change. The Infrastructure Schedule therefore identifies the transport, open space, community, education and health facilities required to support the proposed growth across the Corridor. It will also assist the coordination of infrastructure and services provided by state agencies, government-owned corporations, local government and the private sector.

Relevance to Burwood Precinct

GroupGSA are working on this study with SGS Planning and Economics who have provided a separate literature review of this document as an Appendix.

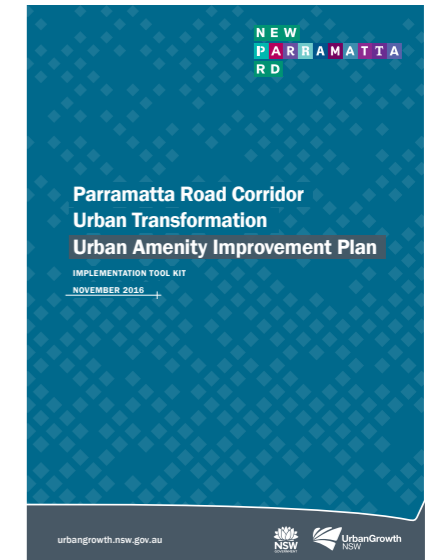


Implementation Plan

Intended to inform and guide the land use planning and development decisions in the Corridor in the short term.

Relevance to Burwood Precinct

- Identifies the need for a Precinct wide traffic study and supporting modelling that considers the recommended land use and densities and identifies the necessary road improvements and upgrades to be delivered as part of any proposed renewal precinct.
- Integration with the Burwood to Sydney CBD rapid bus solution
- Development in the Precinct to be designed to deliver through-site links as indicated in the Planning and Design Guidelines, including:
 - + new north-south through-site link connecting Parramatta Road to Burton Street between Loftus Street and Burwood Road
 - + new north-south through-site link connecting Burton Street and Gipps Street between Loftus Street and Burwood Road



Urban Amenity Improvement Plan

Identifies ways to deliver tangible public benefits, contributing to the delivery of liveable communities and neighbourhoods and stimulate the development.

The works fall into three categories:

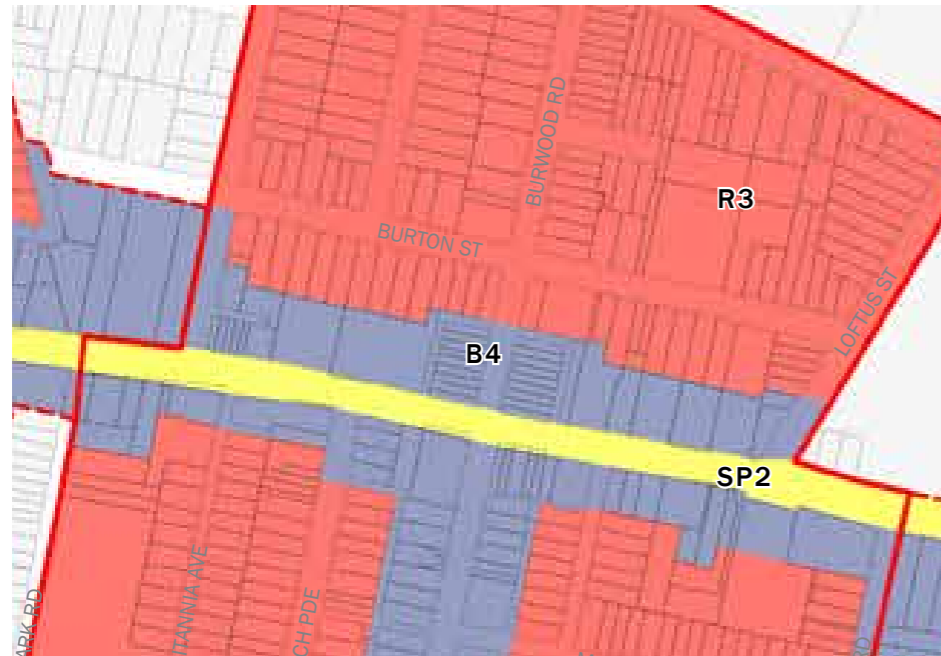
- Streetscape upgrade
- Creation of new or improved open spaces, urban plazas and town squares
- New walking and cycling links to key transport nodes

Relevance to Burwood Precinct

- Proposed new cycle connection between Queen Elizabeth Park and Burwood Park. This will improve north-south connectivity through the precinct with a cycle connection linking two major public open spaces, two schools and the new regional cycleway along Patterson, Gipps Street and Queens Road
- Consider the interface with the Concord Oval Precinct

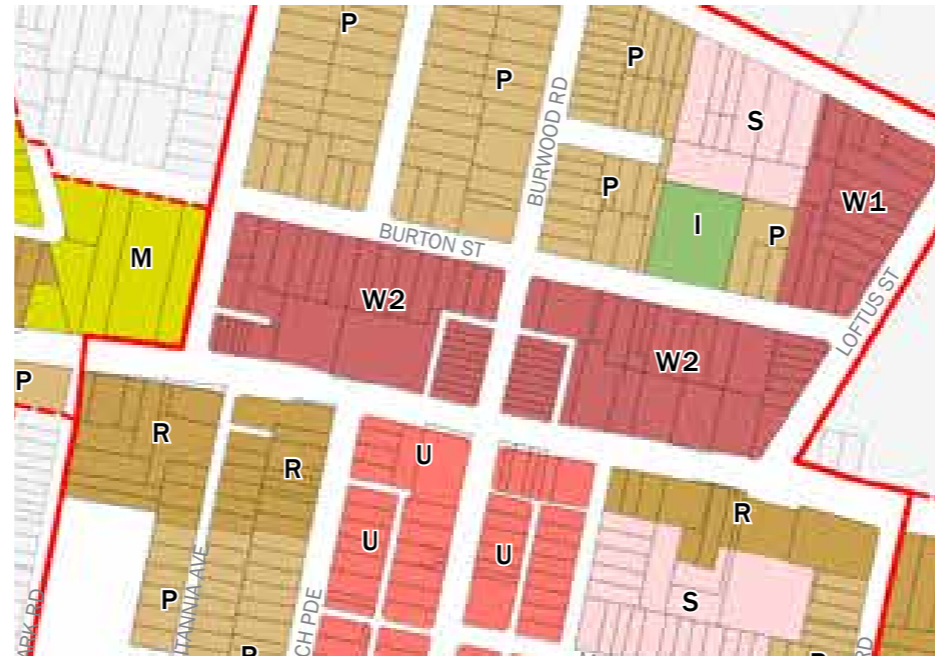
PRCUTS DEVELOPMENT CONTROLS

Burwood Recommended Land Uses



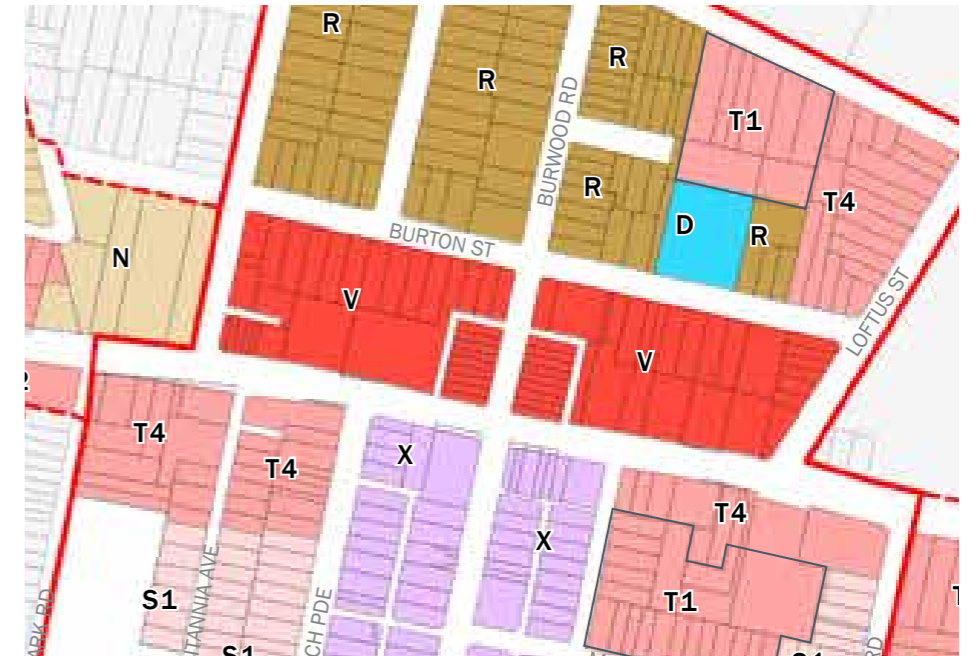
- Precinct Boundary
- Frame Boundary
- Land Use
- R3 Medium Density Residential
- B4 Mixed Use
- B6 Enterprise Corridor
- SP2 Infrastructure
- RE3 Public Recreation

Burwood Recommended Building Heights



- Precinct Boundary
- Frame Boundary
- Height of Buildings
- I 8.5m
- M 12m
- P 17m
- R 21m
- S 24m
- U 32m
- W1 40m
- W2 42m

Burwood Recommended Densities



- Precinct Boundary
- Frame Boundary
- Floor Space Ratio
- R 1.4:1
- S 1.8:1
- T1 2.1:1
- T2 2.2:1
- T3 2.4:1
- V 3.0:1

METRO WEST

Sydney Metro is Australia's biggest public transport program.

Sydney Metro West would effectively double rail capacity from Parramatta to the Sydney CBD with the delivery of a new high capacity rail connection. At ultimate capacity, Sydney Metro West would be able to move more than 40,000 people an hour in each direction and would complement the suburban and intercity services between Parramatta and the Sydney CBD.

The delivery of Sydney Metro West offers the opportunity to transform areas with new places, or to reinforce and enhance existing places.

The approach to placemaking at each locality would be contextual, taking into consideration that metro stations would:

- Function as 'places' in their own right, creating focal points in the communities each station serves. The stations would attract a range of benefits and land uses, including reducing dependence on private vehicles, providing public places for gathering and human interaction supported by commercial and retail, as well as encouraging exercise by promoting walking and cycling to and from the stations
- Have a role in contributing to their surrounding environment or 'place' in which they are located by supporting planned growth and renewal, and acting as a catalyst for transit-oriented development within their catchments.

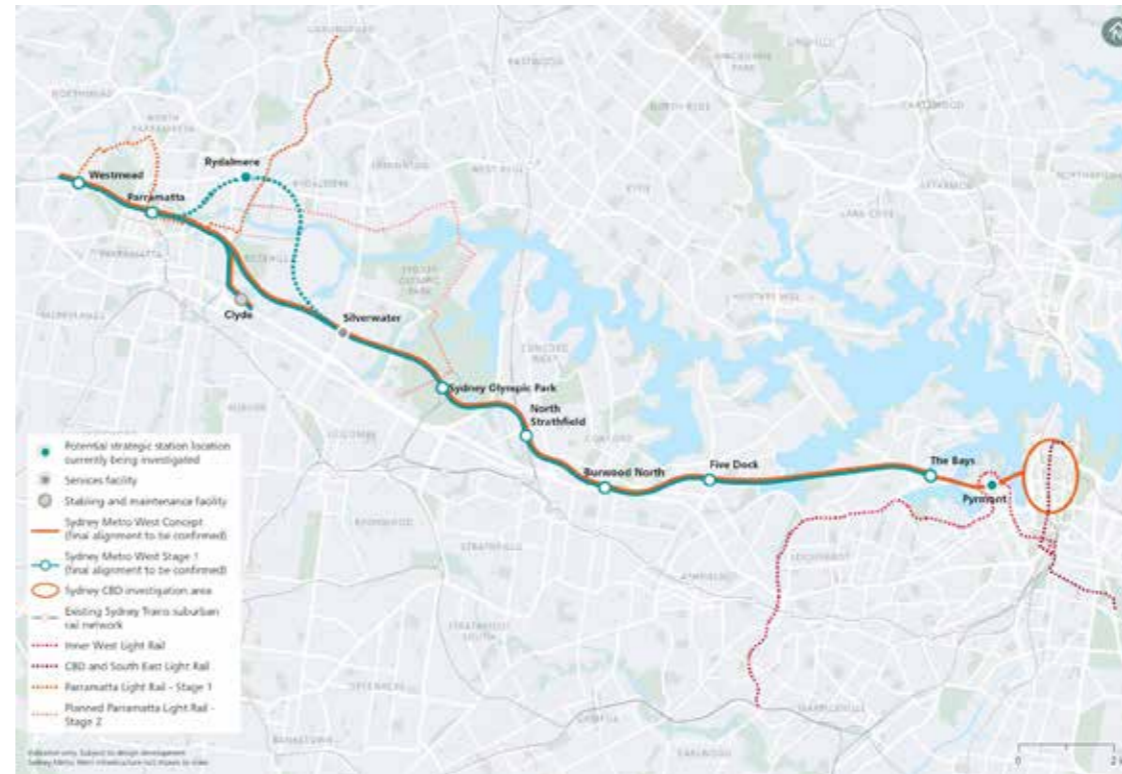
Burwood North station will be an important catalyst for urban renewal

The preliminary place and design principles for Burwood North are:

- Improve amenity north and south of the Parramatta Road with Sydney Metro as a catalyst for positive change
- Facilitate transit-oriented development with public spaces and local services that support the station as a focal point for activity
- Deliver legible, safe and intuitive station entries that address both north and south of Parramatta Road
- Improve the priority and amenity for pedestrians in the area
- Facilitate activation and urban renewal around the station in accordance with the Parramatta Road Corridor Urban Transformation Strategy
- Enable provision of through-site links to enhance permeability in and around the station.

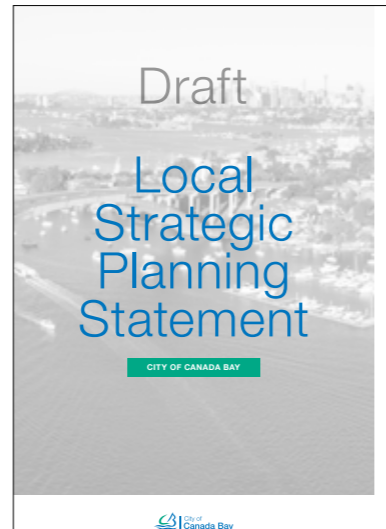
The master plan for Burwood North will respond to Metro West's capacity to catalyse urban renewal in respect to Council's Local Strategic Planning Statement (LSPS) Priorities 1 (Action 1.4) and 11.

- Priority 1: Planning for a City that is supported by infrastructure
- Action 1.4: Work collaboratively with Sydney Metro and the Department of Planning and Environment to ensure that land use change around Sydney Metro West stations delivers high quality outcomes that include:
 - + a desired future character statement prepared in consultation with the community
 - + a desired future character statement prepared in consultation with the community
 - + high quality public domain and open space.
- Priority 11: Planning for a City that is supported by infrastructure



CITY OF CANADA BAY POLICIES AND GUIDELINES

There are a number of Local Government Policies and guidelines that will be taken into consideration.



City of Canada Bay Local Strategic Planning Statement

The City of Canada Bay Local Strategic Planning Statement (LSPS) is the core strategic planning document for the City of Canada Bay. It will guide the character of the centres and neighbourhoods into the future.

The LSPS brings together and builds on planning work found in Council's other plans, studies and strategies such as the Local Environmental Plan (LEP), Development Control Plans (DCP) and Contributions Plans. The LSPS will be used to update key components of these plans.

Relevance to project:

The PRCUTS precincts can respond to and strengthen the land use vision set by the LSPS. There are also a number of Priorities identified in the LSPS that PRCUTS can respond to:

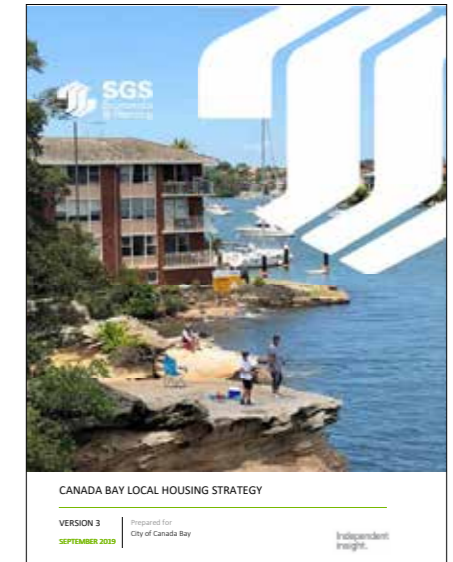
- Priority 5 to provide housing supply, choice and affordability in key locations. The PRCUTS study is specifically highlighted as being able to directly respond to how the additional dwellings needed in the LGA can be provided.
- Action 5.5: 5% affordable housing is to be provided in new developments
- Action 7.8: Include a minimum lot size of 800sqm for boarding houses in the R2 density zones to improve the amenity of boarding houses and reduce their impact on these areas
- Action 9.2 New local centre in Spencer Street in the Kings Bay Precinct to deliver an active main street.
- Action 10.1: Investigate and encourage new mixed use forms, larger format uses and urban support services on the ground floor of development with a frontage to Parramatta Road in the Kings Bay Precinct.
- Action 10.2: ensure that the future built form controls and the structure of street blocks in the Kings Bay precinct facilitate:
 - + alternate access from a road, other than Parramatta Road
 - + Double height ceilings for ground floor uses that front Parramatta Road
 - + rear lane low bay access for small truck and customer parking
 - + shared loading facilities for non residential uses



Employment and Productivity Study

The study acknowledges that the Parramatta Road Corridor is undergoing significant change as part of the PRCUTS.

It makes recommendations that aim to ensure that sufficient and appropriately located retail floorspace is provided in the emerging centre of Kings Bay as well as identifying opportunities to retain as much floorspace in these new developments as possible to retain some of the uses in the corridor that will otherwise be displaced.



City of Canada Bay Housing Strategy

The Local Housing Strategy analyses the population, demographic and supply issues associated with the delivery and take up of housing in the LGA.

This assessment is required by City of Canada Bay Council to develop an understanding of what it could do to plan for and deliver optimal residential outcomes for its community.

Relevance to project:

The Strategy identifies a number of actions relevant to the PRCUTS:

- Large-scale urban renewal to deliver high density housing in the form of apartments as outlined under State Government plans
- Develop the Parramatta Road Urban Transformation Precincts as higher density apartment development areas in the short to medium-term.
- Housing diversity and choice to be further addressed by infill development around centres, based on planning controls that are feasible, to provide a wider range of housing forms whilst being respectful of local neighbourhood character



Social Infrastructure Community Strategy and Action Plan

Provides an audit of all community facilities located within our area and owned by Council, NGOs, private sector, and Government agencies.

These trends and principles should inform the future kinds of social infrastructure that is funded and developed within Canada Bay, as well as how they are delivered. The following principles should drive the design and delivery of future community facilities, services and programs to 2036:

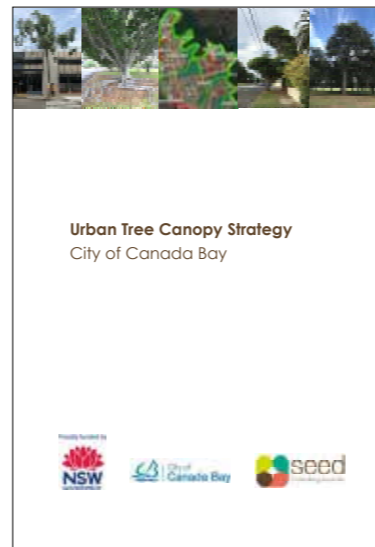
1. Diverse and activated
2. Inclusive and equitable
3. Connected and co-located
4. Collaborative and shared
5. Multipurpose and future-proofed



Open Space and Recreation Strategy and Action Plan

This report provides a Strategy and Action Plan for social infrastructure (open space and recreation) to 2019, 2026 and 2036. This work identifies our community's needs, to inform development of a deliverable action plan to inform Council's budgeting process as well as the operational and resourcing plans for open space and recreation facilities, programs and services.

The Strategy and Action Plan has been developed alongside a suite of other focus area strategies - community facilities, housing, economic productivity, biodiversity, traffic and transport - as part of a review of the City's planning framework. This review includes the development of the Local Strategic Planning Statement (LSPS), the land use strategy for the next 20 years and implementation through a revised Local Environmental Plan (LEP) and Development Control Plan (DCP).



Urban Tree Canopy Strategy

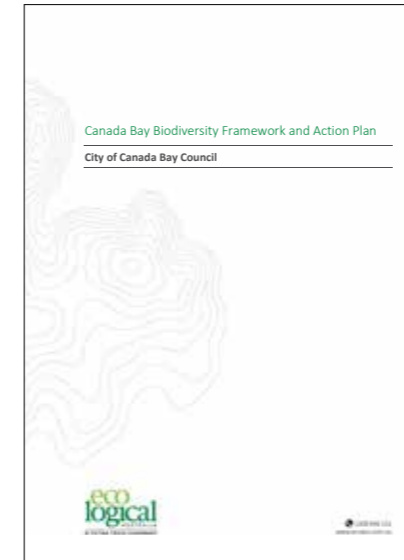
The purpose of this Urban Tree Canopy Strategy is to inform the development of the revised City of Canada Bay Local Environment Plan and to present Council's vision, priorities and actions to managing the urban forest.

Achieving the proposed increased canopy cover target will require extensive tree plantings on public and private spaces. If planned appropriately, such plantings can achieve multiple outcomes and maximise the benefits from trees. To identify broad priority planting locations, the following factors were integrated: canopy cover, potential plantable space (Sections 5.2 and 5.3), thermal heat mapping (Section 6.4), and location of proposed green grid opportunities, parks and streets.

Relevance to project:

Burwood is identified in the strategy as being a high priority hot and plantable suburb.

The strategy also looks at opportunities to interface with the Greater Sydney Green Grid.

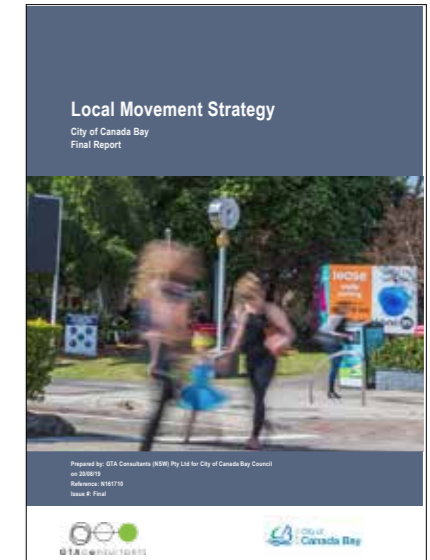


City of Canada Bay Biodiversity Framework

City of Canada Bay has developed this Biodiversity Framework and Action Plan to help to ensure that local ecosystem health including species and their genetic diversity survive in their natural habitat.

The Biodiversity Framework and Action Plan supports the Local Strategic Planning Statement which sets out the 20-year vision for land-use in the local area.

The plan is based upon six interconnected themes: native vegetation, urban waterways and foreshores, corridors and connectivity, public spaces, urban habitat and green infrastructure. This plan is supported by international, national, state and local policy that drive the development of a biodiversity plan at the local level. This Biodiversity Plan provides capacity to reinforce regional connections and enhance local corridors. It will allow for regional partnerships and is flexible enough to embrace any future infrastructure and development.



Local Movement Strategy

An overview of the existing transport, opportunities and constraints, future transport and land use trends and changes.

It also presents a series of actions per travel mode that support overarching strategic objectives across the Canada Bay Local Government Area (LGA). It provides a list of key future projects within and surrounding the PRCUTS precinct study areas including; WestConnex, Sydney Metro West.

Relevance to project:

Sydney Metro West will have implications for the Burwood Precinct, however the report does not contain any detailed information about the station location or its potential impacts on the future PRCUTS Master Plan. This is due to the release date of the station after the report was finalised.

CITY OF CANADA BAY PRCUTS STRATEGIES

There are a number of Strategic documents that have been engaged by Council specifically for the PRCUTS. We have summarised these, and also graphically represented the key information in later chapters of this report.



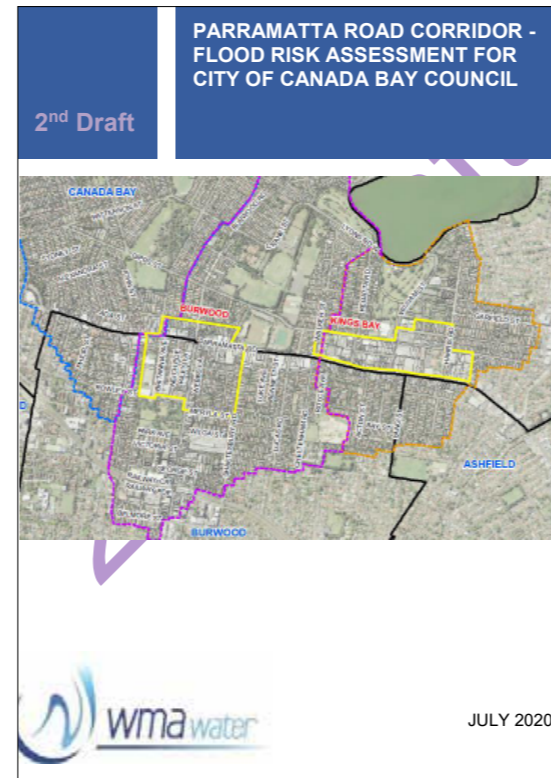
Sustainable Precinct Strategy

The Strategy provides strategies and mechanisms to deliver cost-effective and high environmental performance outcomes across all precincts.

Relevance to project:

The strategy proposes a number of parking principles for all three precincts, to be taken into consideration during later phases of the project:

- Minimise underground parking, with no minimum parking within 800m of metro and other rail stations, and no parking within 400m (consistent with East Rhodes DCP).
- Any above ground parking delivered through the project should be designed to be reconfigured to other uses, including commercial and residential floorspace.
- Unbundle all parking from the sale of apartments to enable affordable housing and housing choice outcomes.
- To support these strategies at a building level, Council should identify key on-street parking spaces for car share adjacent or within the new precincts. It is recommended that new car share spaces are provided on-street (rather than in building) to ensure maximum use by the surrounding community.
- The 25% canopy cover target will be required to be achieved at a precinct scale, with some sites delivering higher canopy cover and others that are more constrained.

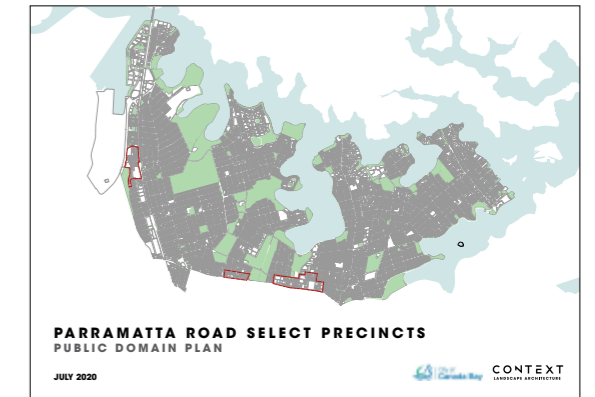


Parramatta Road Corridor Flood Risk Assessment

The assessment maps the flood risk across a number of potential scenarios for the Burwood and Kings Bay precincts.

Relevance to project:

Key mapping of flood risk for each precinct has been graphically represented in later chapters.



Parramatta Road Select Precincts Public Domain Plan

The purpose of the plan is to ensure that all public domain needs are identified at an early stage and can inform detailed planning in the Corridor. The three overarching design principles are adjacent.

Relevance to project:

A graphic summary of street setbacks is included in later chapters of this report where we have provided a detailed analysis of each precinct.







POLICY CONTEXT & SITE ANALYSIS

02

THE SITE

The Burwood Precinct is located on Parramatta Road between Concord Oval and the entrance to the M4 motorway.

The study area is a 500m x 120m strip located between Burton Street and Parramatta Road in Concord. St Mary's Catholic Primary School and Concord Oval define the west and east boundaries of the study area. The study area consists of two blocks bisected by Burwood Road, which connects the site directly to Burwood's town centre and shopping district.

The study area is largely characterised by a mix of showrooms, car sales yards and motor vehicle related uses along Parramatta Road, and single storey detached dwellings facing Burton Street.

The site is located in close proximity to substantial green infrastructure, with Concord Oval to the east, St Luke's Park to the north-east, Goddard Park to the north-west and Burwood Park to the south.



Scale 1:2,500 @ A3
0m 10 20 50 100m

SITE CHARACTER

Streetscape

While limited to two blocks, the study area incorporates multiple public realm conditions.

Parramatta Road caters poorly for pedestrians. While footpaths are generously proportioned, there is a lack of streetscaping and pedestrian-scaled lighting to mitigate the presence of vehicular traffic. Parramatta Road's historic street wall to the east has been eroded by the presence of vehicular-servicing enterprises.

By contrast, Burton Street has narrow footpaths bound by turfed nature strips on either side. Parallel parking is accommodated on both sides of the street. The street is punctuated by established street trees to the east of Burwood Road - many of which have been damaged to accommodate overhead powerlines. Tree planting is more sporadic immediately to the west of Burwood Road.

The intersection of Parramatta and Burwood Roads is characterised by a short strip of two-storey shop top buildings with a consistent street wall and awning structure. This strip of shops, however, contributes little to the activation of the street - a large portion of shop fronts are blacked out with advertising, and there is no pedestrian-scaled streetscaping to accommodate on-street activity.



Parramatta Road



Parramatta Road



Parramatta Road



Broughton Street



Broughton Street



corner of Burwood and Parramatta Roads



Burton Street



Burton Street



Loftus Street

Infrastructure

While bound on one side by Parramatta Road, the study area is located in close proximity to transport and leisure opportunities.

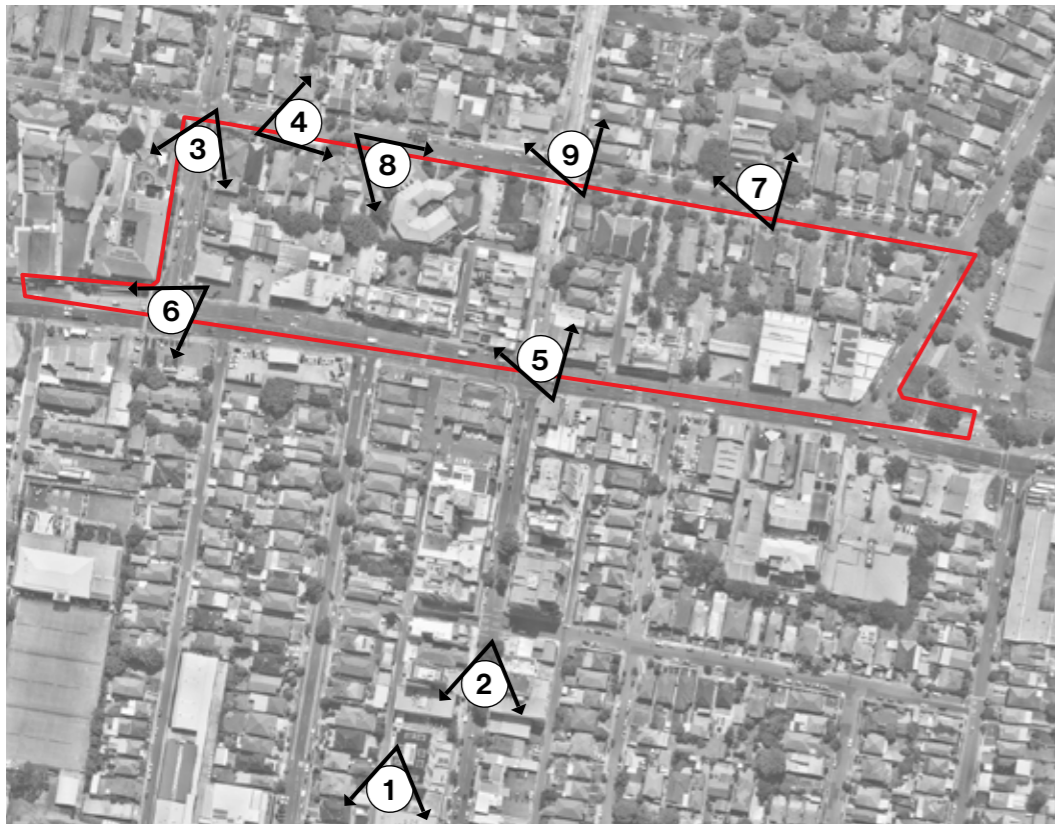
The study site is proximal to regular bus services along Parramatta and Burwood Roads, connecting it to local centres at the Sydney CBD. The study area is a 13 min walk to Burwood Station, which is a well-serviced transport interchange.

Pedestrian connections across Parramatta Road

are poorly designed and distributed - one can only cross Parramatta Road from the study area at the signalised crossing at Burwood Road and the pedestrian footbridge at Broughton Street.

The study area is proximal to several schools, including St Mary's Catholic Primary School, MLC, Concord Public School, Burwood Girls High School, Holy Innocents' Catholic Primary School.

The site is within walking distance of several public amenities, including many substantial public parks,



Burwood Train Station



Burwood Road



St Mary's Catholic Primary School



Heritage Houses on Burton Street



Retail at the junction of Parramatta and Burwood Rds



Pedestrian bridge on Parramatta Road



St Luke's Anglican Church



Sydney Student Living

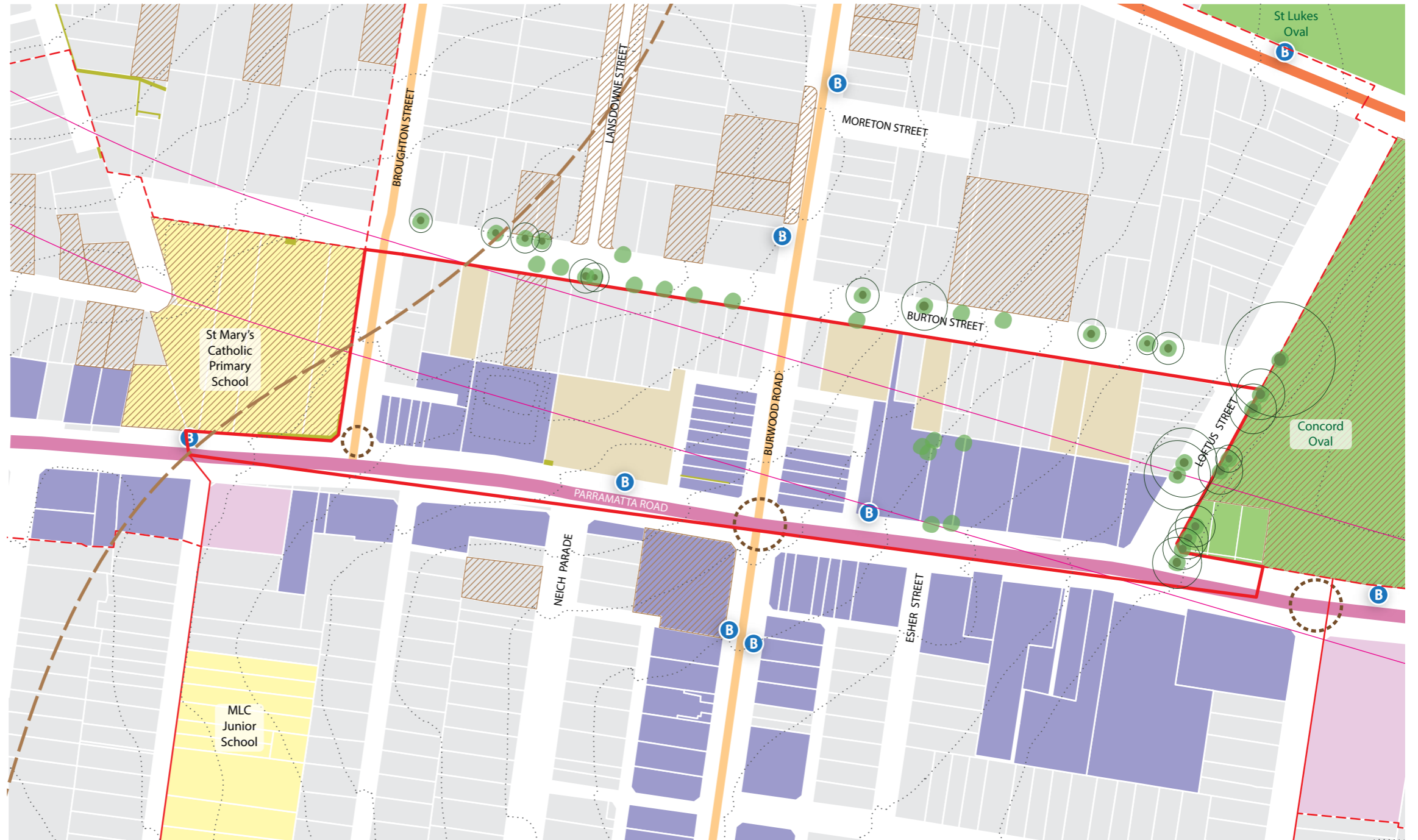


Service station

SITE ANALYSIS

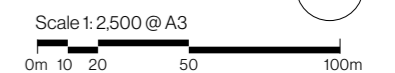
Burwood Precinct is on the enlivened spine of Burwood Road and 1km north of Burwood Train Station.

- The study area is comprised of low-density residential buildings on Burton Street and Mixed use buildings towards Parramatta Road.
- The proposed Sydney Metro West tunnel is going under the study area with a proposed stop located on Burwood Road.
- Concord Oval to the immediate east of the study area is undergoing a redevelopment at the moment.
- The natural topography drops from west to east, and from Parramatta Road towards the Harbour, to the north.



LEGEND

Precinct Boundary	Educational	Heritage	Bus Stop	Primary Road
Frame Boundary	Industrial	Easement	Contour (2m Interval)	Secondary Road
Open Space	Retail / Mixed Use	Council Owned	Tree Protection Zone	Collector
Water Body	Strata Lot	Metro West Tunnel	Signalised Intersection	



Access and connectivity

The proposed open space, linkages and high pedestrian activity zones are summarised from *PRCUTS Planning and Design Guidelines Chapter 8*, supplemented by recent advice provided by Sydney Metro.

- New public open spaces and improvements to existing parks and reserves are proposed to support the transformation of the Burwood-Concord Precinct. New and improved pedestrian and cyclist connections will also be provided throughout the precinct.
- Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct.
- Create high quality and safe 'green streets' and new linear parks through implementation of recommended building setbacks along Parramatta Road and other Through Site Links.
- Wherever possible, break up long blocks with new high quality pedestrian prioritised links, and particularly where new connections facilitate access to public transport, open space and community facilities.
- Provide new pedestrian prioritised laneways and high quality public domain to improve the overall open space quality when moving through the Precinct.
- Provide new and upgraded strategic walking links including: on Burwood Road between Gipps Street and south of Burwood Park crossing Parramatta Road, Parramatta Road between Broughton Street and Loftus Street, and new north-south links connecting Gipps Street and Parramatta Road.
- Construct the regional cycle link on Patterson Street, Gipps Street and Queens Road.
- Provide new and upgraded strategic cycle links, including: new north-south link on Broughton Street from Gipps Street to Parramatta Road, connecting to a new link on Britannia Ave through to Burwood Park
- Where possible, provide links that can accommodate both pedestrians and cyclists.

- A pedestrian activity zone extends along Burwood Road from the southern Precinct boundary to Gipps Street. All other streets will perform a Local Street function. Any new streets are to be designed as Local Streets under the Street Function Hierarchy.

Burwood North Metro Site

Metro West is a catalyst for renewal. The plans for Burwood North were not available at the time PRCUTS was being developed, and so were not integrated into the PRCUTS design and planning guidelines.

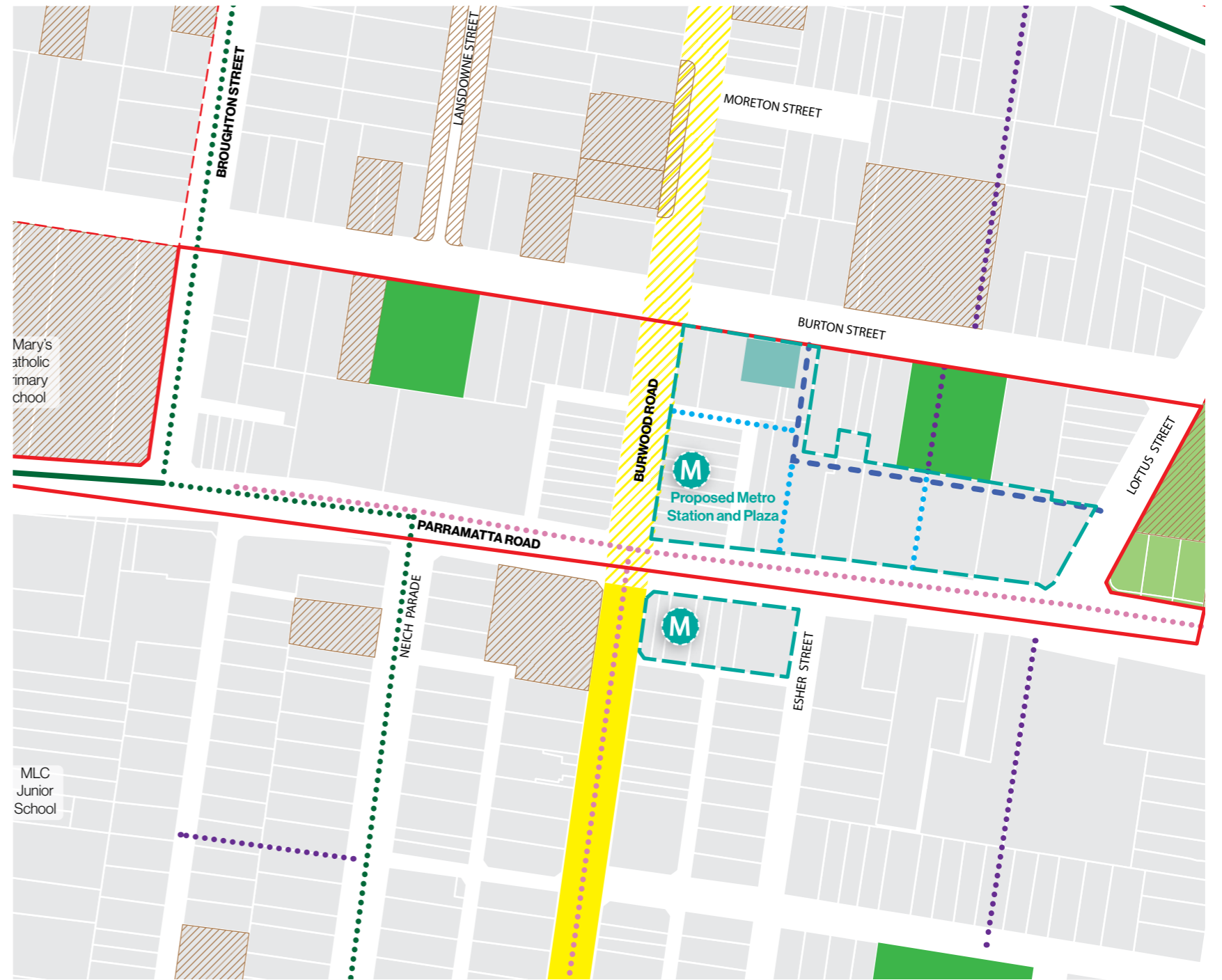
The following place and design principles have been provided by Sydney Metro.

- Create a place north and south of the station that includes an improved environment for Parramatta Road with Metro as a catalyst for positive change
- Facilitate transit-oriented development with public spaces and local services that support the station as a focal point for activity.
- Develop legible, safe and intuitive station entries that address both north and south of Parramatta Road.
- Improve the priority and amenity of pedestrians in the area.
- Facilitate activation and urban renewal around the station in accordance with the PRCUTS.
- Enable provision of through-site links to enhance permeability in and around the station.

The following amendments to PRCUTS are currently under consideration by Sydney Metro;

- A new road connecting Loftus St to Burton Street
- New pedestrian through site links
- A public open space fronting Burton Street

The interpretation of PRCUTS will be implemented by the proposed master plan on pages 34 and 39 of this document.



LEGEND

- | | | |
|-------------------|-------------------------------|--------------------------|
| Precinct Boundary | Heritage | Existing Cycle Link |
| Frame Boundary | Proposed Park | Proposed Cycle Link |
| Open Space | People Place | Through Site Link |
| Metro West land | High Pedestrian Activity Zone | Prioritised Walking Link |

- Sydney Metro Recommendation
- Proposed Laneway/Road
 - Proposed Through Site Link
 - Indicative open space locations

Scale 1:2,500 @ A3
0m 10 20 50 100m

Land use and activation

The proposed land use, active frontages are summarised from *PRCUTS Planning and Design Guidelines Chapter 8*.

- The recommended land use zones to implement the vision for the study area are shown in the diagram on the right side.
- Land use in the Precinct has been structured to focus activity around the Burwood Road and Parramatta Road intersection. A B4 Mixed Use zone will encourage ground level commercial and retail uses with residential uses above. A minimum non-residential component that is economically viable may be explored to reinforce the high degree of activation anticipated for the Precinct.
- The junction of Burwood Road and Parramatta Road which is characterised by fine grained Victorian two-storey retail buildings and includes the Bath Arms Hotel, the site of a coaching inn since the 1820's. This fine grain materiality and richness marks a key intersection in Parramatta Road that is surrounded by a mixed use development including apartments.
- Pedestrian permeability and priority should be increased through the design of low traffic speed streets, wide footpaths and street tree planting.
- Building frontages along pedestrian priority routes should include opportunities for passive surveillance from the ground, first and second floors through windows, doors and balconies and vehicle cross overs should be minimised.
- Provide a minimum 6 metre green edge setback to Parramatta Road to provide wider footpaths and facilitate street tree planting.
- Active and Commercial Frontages are to be provided in the locations illustrated.
- The ground floor level of Active and Commercial Frontages is to match the street level.
- Consistent paving, street furniture, signage, planting and lighting should be provided along Active and Commercial Frontages.
- Active frontages shown on the adjacent diagram shown are only a recommendation under PRCUTS and one of the primary objectives of this study is to finesse the level of activation for different streets and street conditions.

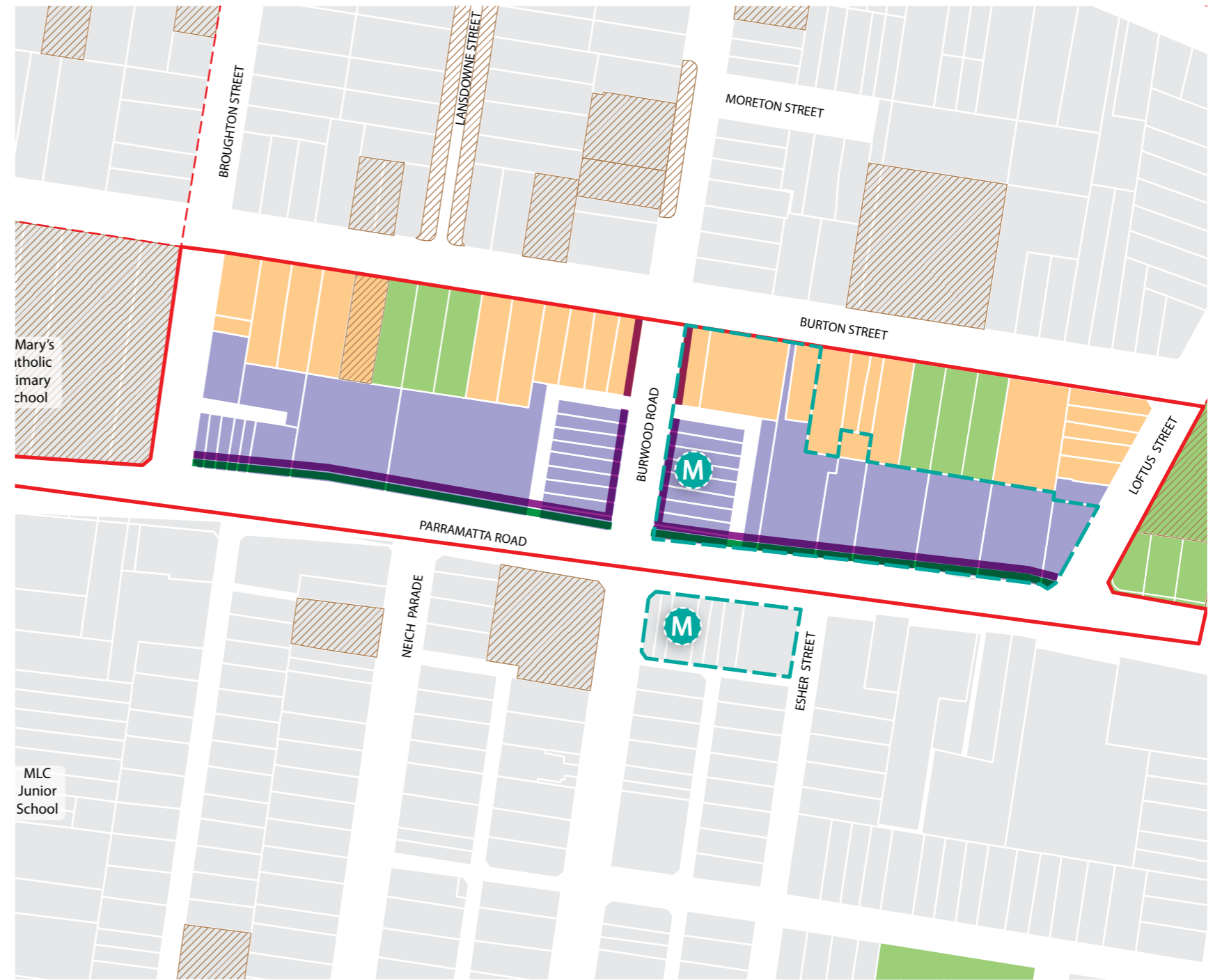
Burwood North Metro Site

Metro West is a catalyst for renewal. The plans for Burwood North were not available at the time PRCUTS was being developed, and so were not integrated into the PRCUTS design and planning guidelines.

The following amendments to PRCUTS are currently under consideration by Sydney Metro;

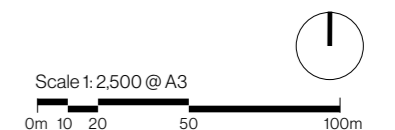
- Commercial buildings to be located along Parramatta Road
- A public plaza will front onto Burton Street.

The interpretation of PRCUTS will be implemented by the proposed master plan on pages 34-39 of this document.



LEGEND

Precinct Boundary	Educational	Active Frontage
Frame Boundary	Residential	Green Edge Setback
Open Space	Mixed Use	Metro West land
Water Body	Heritage	



Public domain and streetscape

PRCUTS Public Domain Plan explores the future character of the precinct.

Future character areas:

1. Residential Nexus:
 - + Built Form: Medium density residential flat building
 - + FSR: 1.5:1 - 2.4:1
 - + Height: 17 - 32m
2. Burwood Lanes:
 - + Built Form: Shop top housing
 - + FSR: 1.5:1, 3.0:1 - 4.0:1
 - + Height: 32 - 42m

Street Setbacks:

The general street setback is 3m, with exceptions of 0m for active and lane frontages and 6m for Green Edges.

The interpretation of PRCUTS will be implemented by the proposed master plan on pages 34, 37, 38 and 39 of this document.



LEGEND

- | | | | | | |
|--|-------------------|--|--------------------|--|--------------------------------------|
| | Precinct Boundary | | Burwood Lanes* | | Active Or Lane Frontage (0m Setback) |
| | Frame Boundary | | Residential Nexus* | | General (3m Setback) |
| | Open Space | | Proposed Park | | Green Edge (6m Setback) |
| | Water Body | | | | |

* Character areas are from Roberts Day study, October 2019.

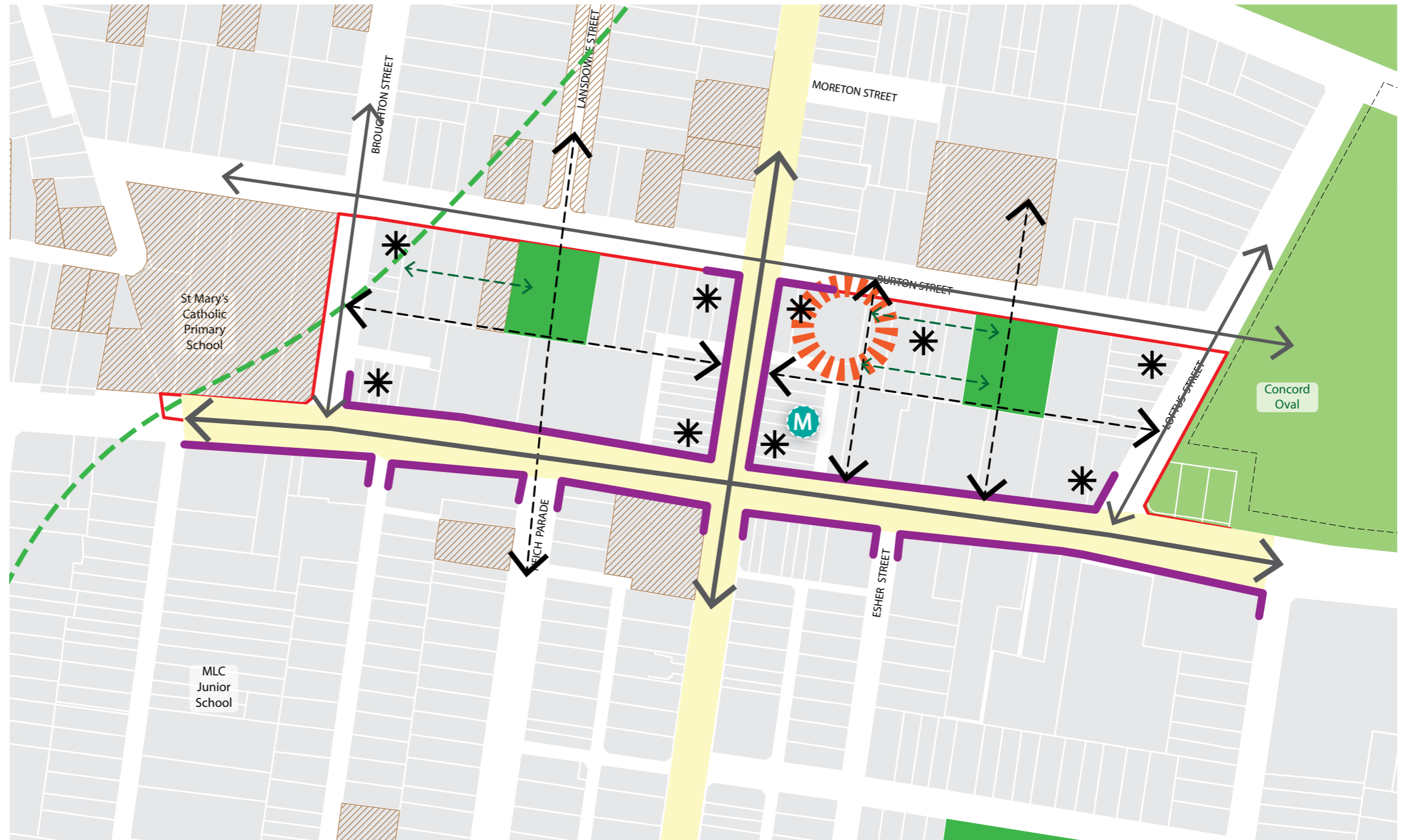
Scale 1:2,500 @ A3
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OPPORTUNITIES & CONSTRAINTS

Opportunities

Based on the site analysis, literature review and an understanding of the local context, the precinct presents a number of opportunities for the design response to the site.

- Leverage and enhance the metro interchange experience
- Maintain enterprise corridor on the ground floor
- Co-locate + strengthen the relationship between metro + public domain
- Increase height + density commensurate with proximity to inter modal transport
- Reduced Parking
- Height strategy
- Locate height on Parramatta Road around metro
- Create a community heart around the metro
- Develop strong connections and permeability
- Activate and strengthen the mixed-use role of Burwood + Parramatta Rd
- Identify landscape setbacks and reinforce green streets
- Define efficient and legible development lots
- Facilitate unique and high-quality open spaces
- Create visual markers and gateway towers



LEGEND

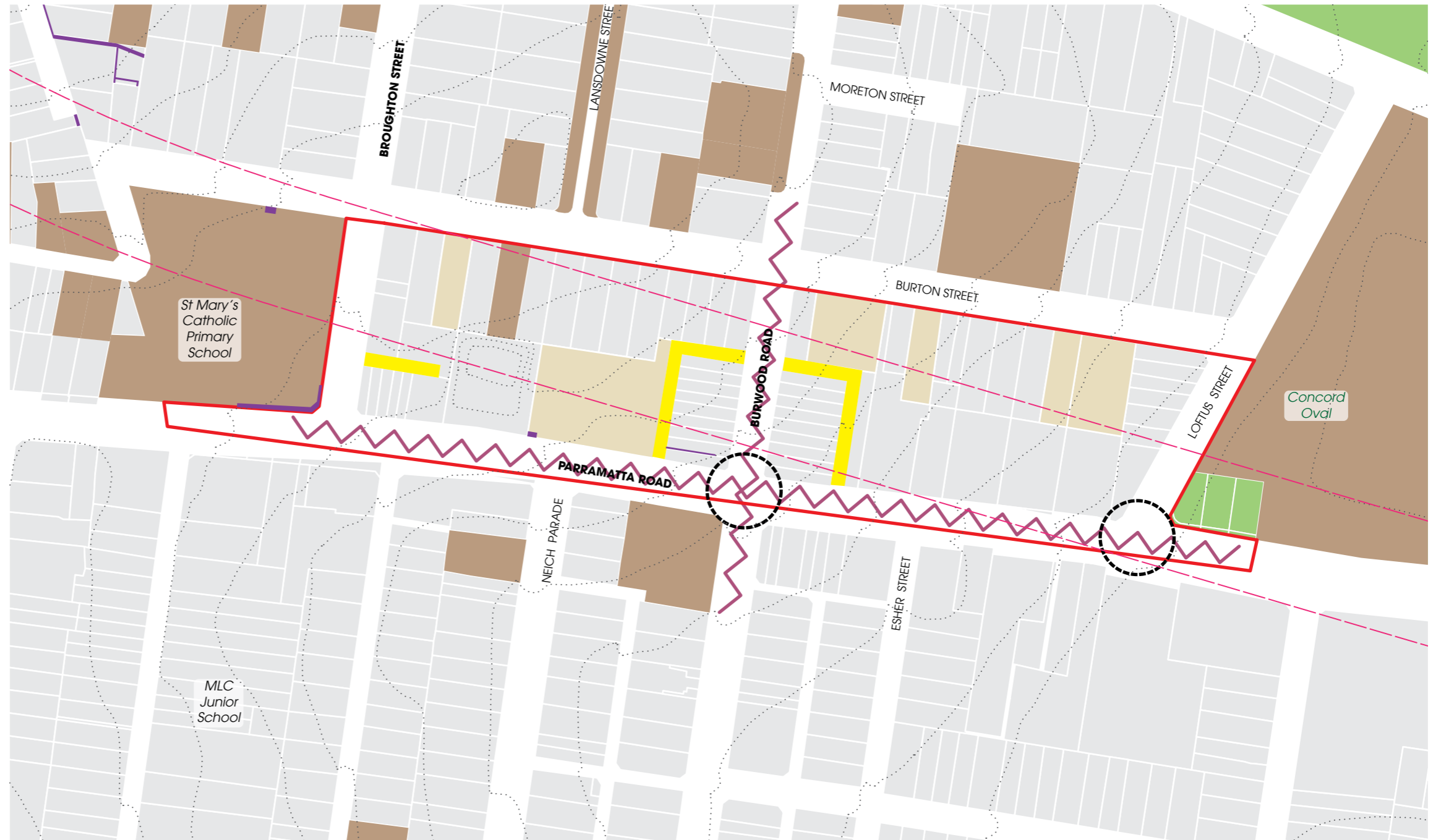
- | | | |
|----------------------|---------------------------------|-----------------------------|
| Precinct Boundary | Mixed Use Corridors | Green Grid (PRCUTS) |
| Potential Links | Activation | Potential Open Space/ Links |
| Potential Open Space | Community Heart | Heritage |
| Landmark Towers | Proposed Metro station location | |

Scale 1:2,500 @ A3

Challenges

Based on the site analysis, literature review and an understanding of the local context, the precinct presents a number of challenges for the design response to the site.

- Noise + traffic impacts from busy road corridors
- Limitations around the Metro Corridor
- Challenging Heritage Interfaces
- Access, servicing and loading
- Co-ordination with southern side of Parramatta Road
- Traffic issues
- Considerations to topography
- Re-development potential of Strata Lots
- Land ownership applications
- Lot Dimensions



LEGEND

- | | | |
|-------------------|-------------------------|----------------------|
| Precinct Boundary | Metro Corridor | Servicing challenges |
| Heritage | Busy road corridors | |
| Strata Lot | Difficult intersections | |

Scale 1:2,500 @ A3
0m 10 20 50

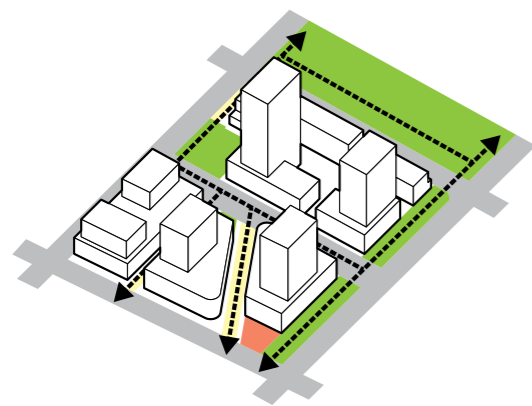




URBAN DESIGN PRINCIPLES

03

URBAN DESIGN PRINCIPLES

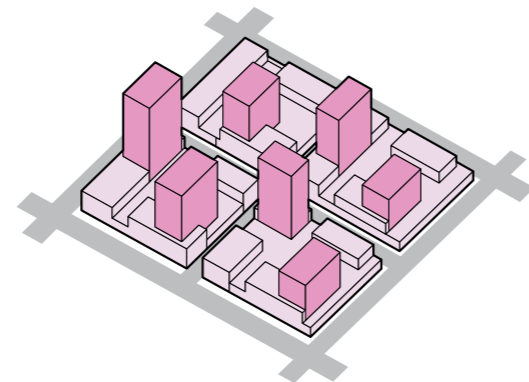


01/

Create an active and permeable public realm

Expand open space network and provide easy access and connection throughout the public realm.

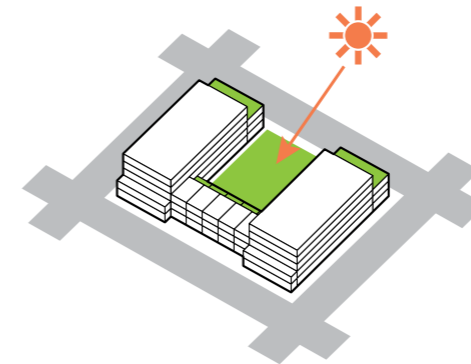
Promote active transport such as walking and cycling.



02/

Define a building height strategy

Create a dynamic skyline by spreading higher built form.

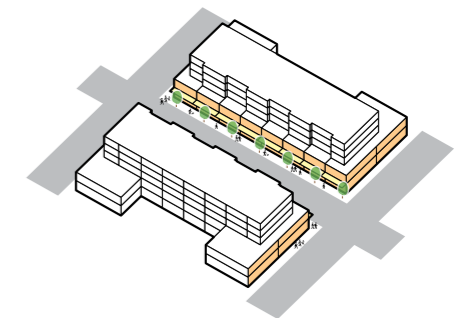


03/

Maximise solar access and amenity

Ensure all public open spaces have adequate solar access.

Putting heights towards the southern boundaries to ensure solar access penetrates the site and minimise overshadowing.

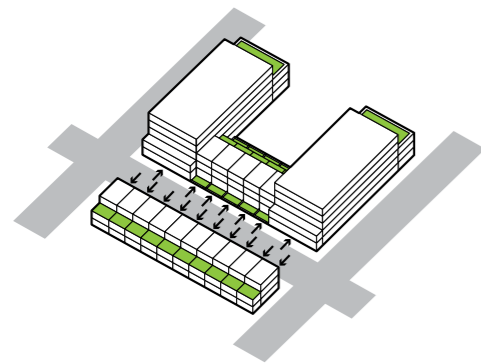


04/

Promote fine grain and active frontages

Reinforce Burwood Road as a Place for People by appropriate frontage treatment, including fine grain facade and activation.

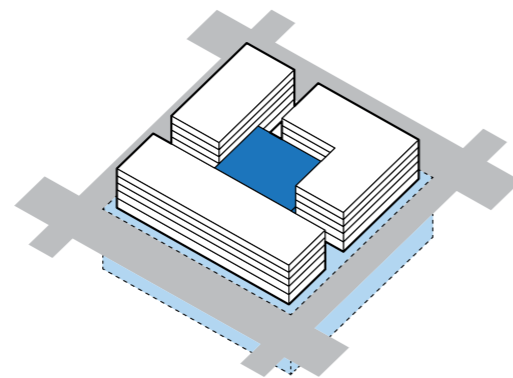
PRCUTS definition: Places for People are "streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors, and are places communities value."



05/

Promote passive surveillance through ground floor modulation

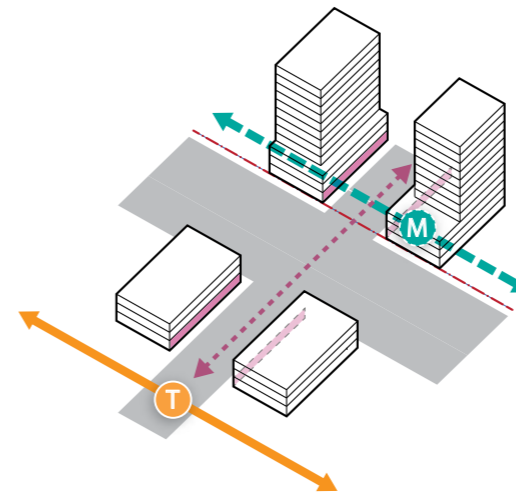
- Enhance passive surveillance along residential streets through:
- entrances to ground floor units are accessible from the street
 - planted landscape buffers & low-height fencing are designed to maximise visual connectivity to living areas.



06/

Minimise the impacts of parking

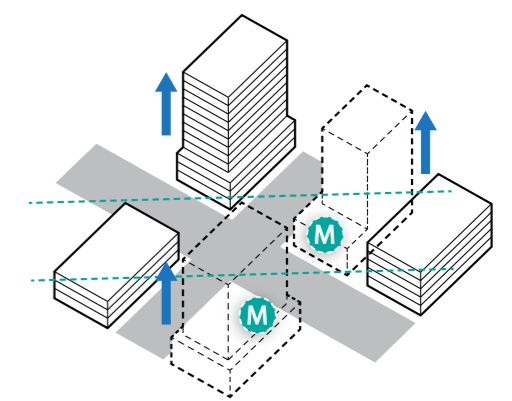
Parking should be put underground as a priority. Where underground option is not possible, due to proximity to the Metro West rail tunnel and limitations on excavation, parking will not be required. If parking is required to be provided above ground, parking should be sleeved with active uses or considerable facade treatment to avoid exposing the structure directly to the street.



07/

Enhance retail connection to the train station on Burwood Road

Enhance the north-south retail link on Burwood Road and form the Northern gateway to Burwood Town Centre.



08/

Integrate future Metro station

Metro West is a catalyst for renewal. Development is likely to occur around and above the new stations, including new commercial development along Parramatta Road and residential towers to the north and throughout the precinct.

New development will take into consideration the metro tunnel going underground and potential entry plaza that falls into the precinct.





MASTER PLAN

04

BURWOOD PRECINCT VISION

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

The Precinct will also connect to existing open space areas, such as Burwood Park to the south, and Queen Elizabeth Park and St Luke's Park to the north. The northern parks are part of the open-space network that leads to the Harbour.

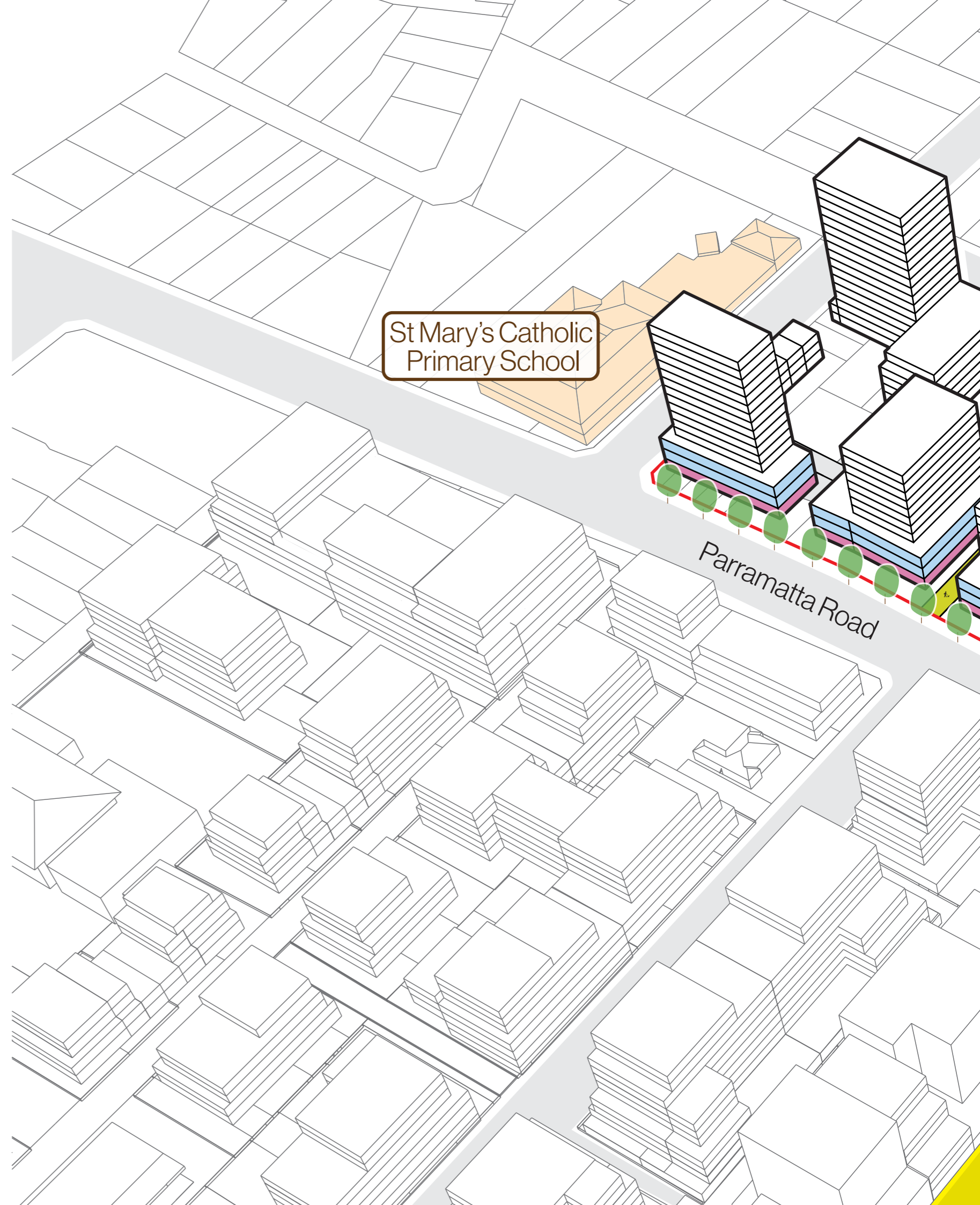
Extending north from Burwood Station, the renewed streetscape will likely continue to Parramatta Road and form part of the regeneration of the Parramatta Road area.

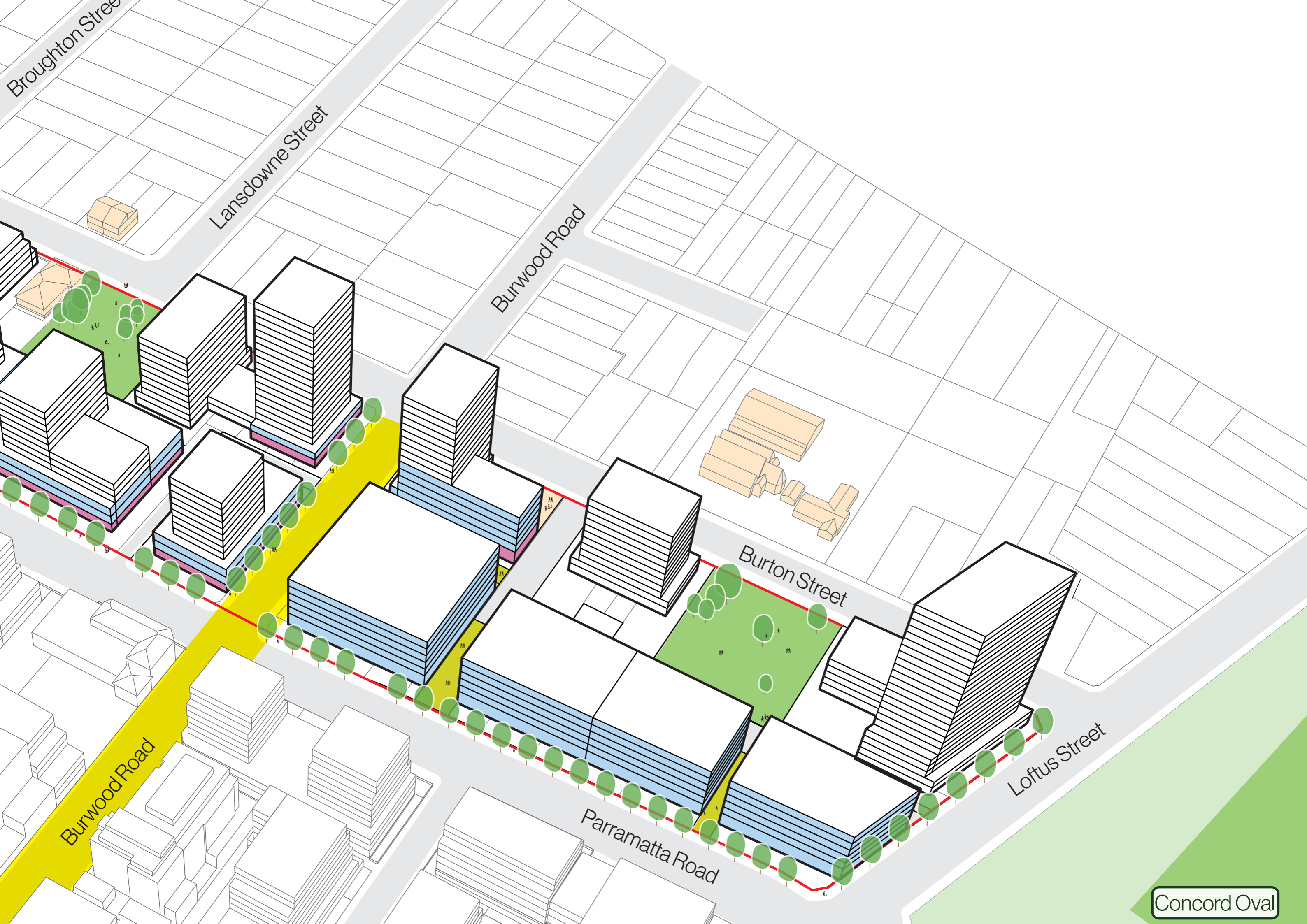
Streets within the Precinct will include tall and medium-density residential buildings, and mixed use buildings. Residential development will occur in adjacent streets. This development will be designed to sensitively respond to the character of heritage structures, open space, educational facilities and existing residential neighbourhoods.

Built form will generally taper down towards the north, transitioning to the adjoining lower-scale residential areas. The area north of Parramatta Road will be characterised by lower-scale development that will provide additional definition to street edges and open space areas.

The Precinct's new open spaces and road connections will provide a denser network of walkable paths and reinforce links to surrounding open space areas. New streets are planned north of Parramatta Road, while new open space is included in the area south of Parramatta Road. These changes will increase connectivity and encourage pedestrian traffic.

- Parramatta Road Corridor Urban Transformation Strategy, UrbanGrowth, 2016





BURWOOD PRECINCT: BURTON STREET PLAZA





MASTER PLAN

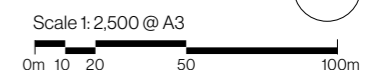
The master plan will provide a lively, diverse and permeable new neighbourhood along Parramatta Road.

- The building blocks and street edges are tailored to respond to the context. Fine grain solutions are applied in mixed use area with active frontages, and in residential area with interactive frontages.
- Gradual transition of building heights and density are formed between Parramatta Road and the existing low density residential area. A dynamic skyline of towers are proposed along Parramatta Road and Burwood Road.
- New parks and linkages are provided to compliment the existing open space network, and help to create an active and permeable neighbourhood
- A street reserve off Loftus Street is required for access to/servicing of the lots facing Parramatta Road. This measure is proposed to maintain Parramatta Road's functioning as a freight corridor. Note that the laneway will be limited to only service and emergency vehicles
- To optimise parking for the Burwood Precinct, the following parking design principles are proposed in accordance with Canada Bay Council's Sustainable Precinct Strategy:
 - + All parking is unbundled from the sale of apartments.
 - + Minimise underground parking, with no minimum parking within 800m of metro and other rail stations, and no parking within 400m (consistent with East Rhodes DCP).
 - + Any above ground parking delivered through the project should be designed to be reconfigured to other uses, including commercial and residential floorspace.



LEGEND

- | | | |
|-----------------------|----------------------------|--|
| Study Area | Proposed Building | * Note: Numbers indicate number of storeys |
| Existing Lot | Proposed Road Reserve | |
| Amalgamation Boundary | Proposed Open Space | |
| Open Space | Proposed Through-Site Link | |
| Heritage Item | | |



LOT AMALGAMATION

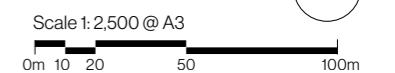
The amalgamation pattern is proposed with consideration of current land ownership status, public domain dedication requirement, built form efficiency and urban design outcome.

- The current Land ownership pattern indicates single ownership for amalgamated lots A2, A3, B1 and B2. This forms the base of the amalgamation pattern.
- Several public parks and through-site links are required from the Planning and Design Guidelines of PRCUTS. These need to be dedicated by landowners where there is enough room and flexibility to arrange built form on the remaining of their land. Some bigger amalgamation boundaries are informed by this.
- The length and depth of the amalgamation are considered to provide space for efficient and functional built form.



LEGEND

- | | |
|-----------------------|---------------------------------------|
| Study Area | Indicative Through-site Link Location |
| Existing Lot | Indicative Road Location |
| Amalgamation Boundary | Proposed Open Space |
| Open Space | Heritage Item |



LAND DEDICATIONS

The proposed arrangement of land to be dedicated to Canada Bay Council will ensure the provision of significant public domain enhancements.

Among proposed improvements, public domain enhancements and new roads and accessways will be required to be dedicated to Council. Pedestrian through-site links will be required in exchange for reallocated floor space, however will not be dedicated to Council.

Proposed improvements and dedications include:

- New public open spaces along Burton Street, including the new Burton Street Park, Metro Plaza and Burton Street Plaza.
- New pedestrian links connecting Parramatta Road to these public open spaces.
- Improved servicing access to Frankie Lane and Neichs Lane
- A new road providing service access to commercial buildings along Parramatta Road.



LEGEND

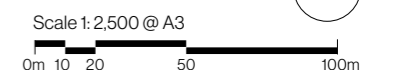
- Study Area
- Existing Lot
- Amalgamation Boundary
- Open Space
- Heritage Item

- Proposed Building
- Proposed Open Space

- Land to be dedicated for public domain enhancement with floor space reallocation
- 3m
 - 5m
 - 6m
 - Open space to be dedicated

- Pedestrian Links with Floor Space Reallocation
- 3m laneway
 - 6m laneway
 - 9m laneway
 - 12m laneway

- Roads and accessways with Floor Space Reallocation
- 7m road reserve dedication with floor space reallocation
 - 12m road reserve
 - Dedication for turning radius



GROUND LEVEL SETBACK

The street setback generally follows the PRCUTS design guidelines and Public Domain Plan.

- Building setback to local streets and public parks are 4.5m in general.
- For residential buildings, the 4.5m is a landscaped buffer zone between the streets and the entries.
- A 3m setback has been applied to the through-site link connecting the proposed Burton Street Park to Parramatta Road
- A 6m landscaped setback has been applied to the 'Loretto' heritage item to ensure a sympathetic interface between the existing and any new development.
- 0m setback is applied at the Burwood Road section where fine grained shop-top housing currently occupies. The scale and articulated retail frontages are to remain in any new development.
- A 0m setback has been applied to Loftus Street at the intersection with Parramatta Road to facilitate street activation by ground floor retail uses.
- Public Domain Enhancement areas are nominated along Parramatta Road, Burwood Road and Broughton Street to facilitate wider footpaths and street tree planting.



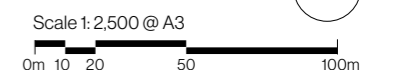
LEGEND

- Study Area
- Existing Lot
- Amalgamation Boundary
- Open Space
- Heritage Item

- Proposed Building
- Proposed Road Reserve
- Proposed Open Space
- Proposed Through-Site Link

DCP Setbacks

- 0m Setback to Street/Laneway
- 3m Setback to Street/Laneway
- 4.5m Setback to Street/Laneway
- 4.5m Setback to Open Space
- 6m Setback to Heritage item



BUILDING HEIGHT STRATEGY

The building height strategy is informed by the PRCUTS design guidelines, context interface, solar impact to open space and utilisation of land.

- The PRCUTS Planning and Design Guidelines set up the base building height control of 42m for the whole precinct, which equals to 12 storeys.
- The building heights are arranged in a way to minimise impact on public parks, low scale residential areas, schools and heritage buildings.
- The higher tower forms are positioned towards the southern side of the lots to achieve better solar performance on the open space and building facade.
- Heights are utilised within the guideline to minimise site coverage, in order to free up more space on the ground and provide generous separation between buildings.
- Height incentives are given where public domain dedication occurs or for a better urban design outcome, with floor space transferred to the top of buildings.
- A maximum building height of one storey will be applied for all areas of open space to allow for structures within parks and plazas.

Floor-to-floor rules of thumb

Ground Floor retail	4.4	metres
Commercial	3.7	metres
Residential	3.1	metres
Rooftop plant	1.8/2.5	metres

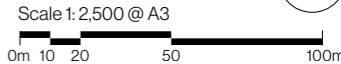
Metro site floor-to-floor rules of thumb

Ground Floor	6.0	metres
Commercial	3.5	metres
Residential	3.1	metres



LEGEND

Study Area	Proposed Building	5-15m	* Note: Numbers on buildings indicate height of building in metres	42m PRCUTS height control
Existing Lot	Proposed Road Reserve	15-25m		Building exceeds height control
Amalgamation Boundary	Proposed Open Space	25-35m		
Open Space	Proposed Through-Site Link	35-45m		
Heritage Item		45-75m		



TOWER SETBACKS

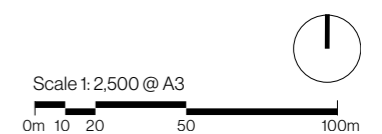
The upper level setbacks of the Burwood Precinct have been designed to moderate the perceived height of buildings from the street. This approach will minimise the visual impact of taller buildings and enhance the comfort of visitors on the street.

The design will minimise overshadowing of main streets and public open spaces, and will facilitate good separation between higher-rising buildings in the precinct, enhancing the access to sunlight, privacy and air flow for more residents. The lower ground podiums will align with the street, and will include a mix of retail, residential and commercial use. The connectivity of these spaces to the public domain will foster a lively street wall and active street edges.

A minimum setback of 6m for upper level building forms has been designed along street edges in the precinct, offsetting the impact of taller developments.



LEGEND					
	Study Area		Proposed Building		0m Upper Level Setback
	Existing Lot		Proposed Road Reserve		3m Upper Level Setback
	Amalgamation Boundary		Proposed Open Space		6 m Upper Level Setback
	Open Space		Proposed Through-Site Link	*From edge of podium	
	Heritage Item				



STREET WALL

The street wall heights are informed by the street character, total building height and adjacent built form.

Buildings fronting onto Burton Street are articulated in response to the low-rise, residential character of the context:

- Two-storey street walls are applied to buildings along Burton Street.

Buildings fronting onto Parramatta Road are to be mixed use developments. Lower floors will contain commercial uses. Towers, where applicable, will contain residential uses. The difference in use and building typology is articulated through a street wall that is consistent with the character of this arterial road.

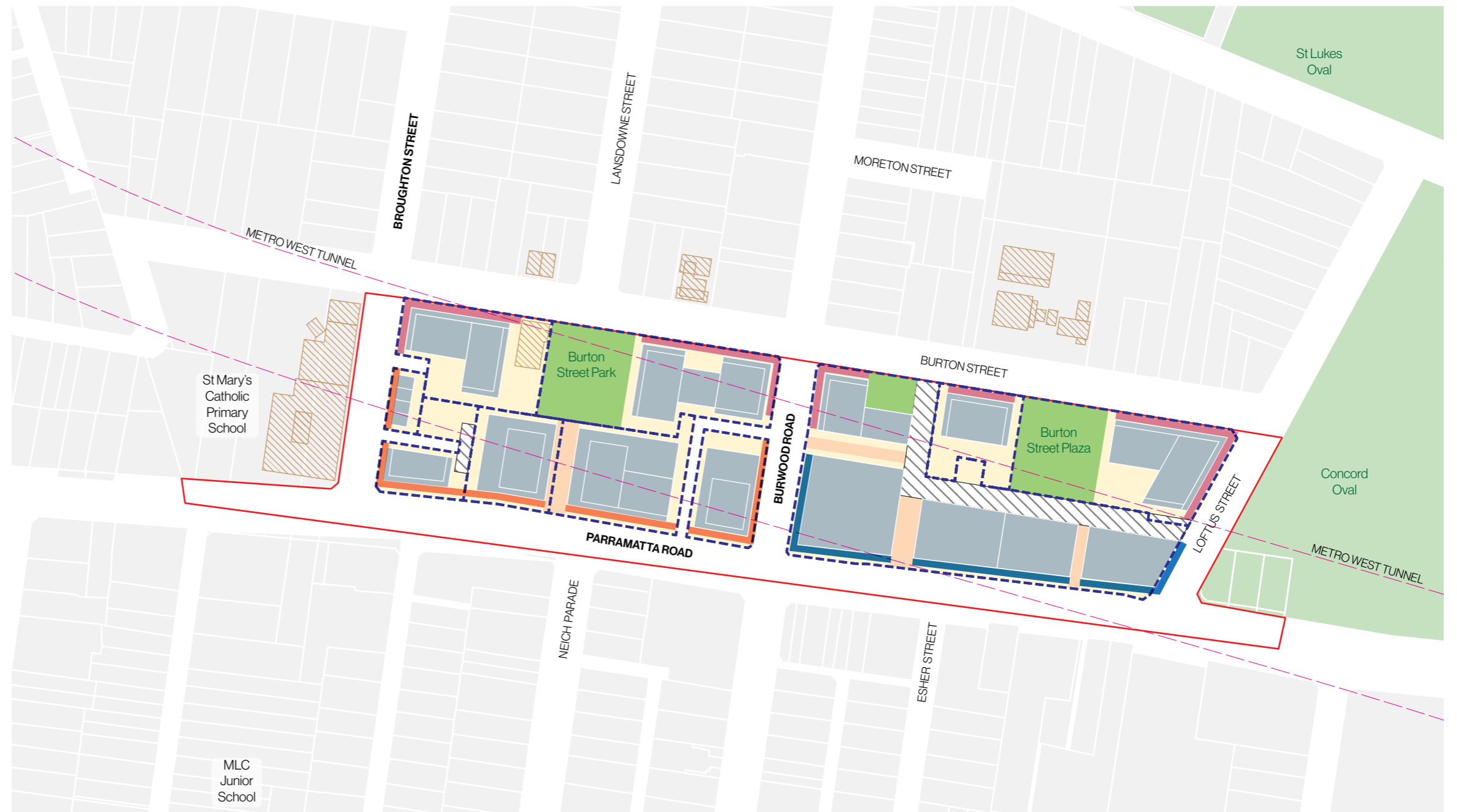
- Three-storey street walls are for the commercial podiums facing Parramatta Road, where there is a residential tower above.
- A five-storey street wall is proposed on the metro site, where there is no residential tower above commercial uses.

The proposed mixed use areas, particularly surrounding Parramatta Road and Burwood Road will be designed to accentuate horizontality along the street.

Street walls in these areas will be further articulated by the following devices and design outcomes:

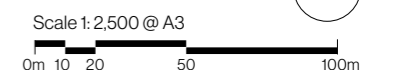
- Continuous awnings;
- Fine-grained frontages;
- Frequent door and window openings;
- Facade articulation.

Refer to active frontages diagram for further information on frontage design.



LEGEND

Study Area	Proposed Building	2-storey Street Wall
Existing Lot	Proposed Road Reserve	3-storey Street Wall
Amalgamation Boundary	Proposed Open Space	5-storey Street Wall
Open Space	Proposed Through-Site Link	
Heritage Item		



OPEN SPACE AND LINKS

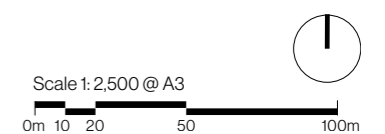
New public open space and linkages are proposed to improve the existing pedestrian and cyclist network.

- Public Open Space and through-site links are provided to align with the PRCUTS design guidelines. Refer to the PRCUTS Public Domain Plan for layout and activation concepts for the parks.
- Through-site links and new roadways on Metro land align with current Place and Design Principles for Burwood North metro precinct.
- The through-site link connecting Parramatta Road to the Burton Street Plaza may be a link through a continuous building or a break between two buildings.



LEGEND

Study Area	Proposed Building	Activated Street
Existing Lot	Proposed Road Reserve	New road
Amalgamation Boundary	Proposed Open Space	Through-site Link
Open Space	Proposed Through-Site Link	Shared Path
Heritage Item		



ACTIVE FRONTAGES

The master plan proposes a number of active frontage types that are dependent on location and the intended character for streets in the precinct.

Frontage types are indicated on the adjacent diagram, and also coordinated in the street sections in this chapter.

Vibrant facades

- Small (narrow) units with a minimum of 15 front doors per 100m facade length
- Double height ceilings for all properties with a B4 Mixed Use zone
- Ability to cater for a wide variety of uses such as shops, cafes, restaurants, bars, fruit/ vegetable markets, community uses and live-work units
- A high degree of visual richness in facade details and architectural expression with a focus on vertical facade articulation, 'ins and outs' (recesses and projections to create shadows)
- Vehicle access and servicing zones are not permitted
- Signage is integrated into the overall architectural design.

Friendly facades

- Relatively small (narrow) units with a minimum of 10 front doors per 100m facade length
- Ability to cater for some variety of uses such as shops and live-work units, including residential lobbies
- Some degree of visual richness in facade details and architectural expression
- Limited vehicle access and servicing via tight, recessed openings is permitted
- Signage is integrated into the overall architectural design.

Mixed facades

- A minimum of 6 front doors per 100m facade length
- Blank facades over 10% of facade or 10m² are required to be of visual interest, i.e. by architectural treatment, detailing, art or greenery/ green walls
- Signage is integrated into the overall architectural design.
- Buildings fronting Parramatta Road where possible to have vehicle access and servicing via shared underground areas accessed from side streets

Additional controls

- Double height ground floor ceilings for all properties with a B4 Mixed Use zone



LEGEND

- | | | |
|-----------------------|----------------------------|------------------|
| Study Area | Proposed Building | Vibrant Facades |
| Existing Lot | Proposed Road Reserve | Friendly Facades |
| Amalgamation Boundary | Proposed Open Space | Mixed Facades |
| Open Space | Proposed Through-Site Link | |
| Heritage Item | | |

Scale 1:2,500 @ A3
0m 10 20 50 100m

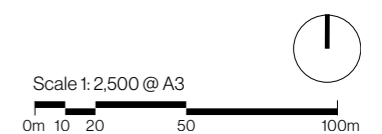
PROPOSED REZONING

Amendments to the PRCUTS recommended land use strategy are proposed to accommodate strategic uses

- The remaining metro land, located along Burton Street, is proposed to be re-zoned as B4 Mixed Use, an amendment from the PRCUTS proposed R3 Medium Density Residential zoning.
- 1 Broughton Street (Lot 14/-/DP998591) is proposed to be R3 Medium Density Residential zoning, an amendment from the PRCUTS proposed B4 Mixed Use zoning. This proposed amendment is due to the presence of an existing electrical substation at 1E Broughton Street (Lot 19/-/DP620861), which is proposed to be re-zoned as SP2 Special Purposes.

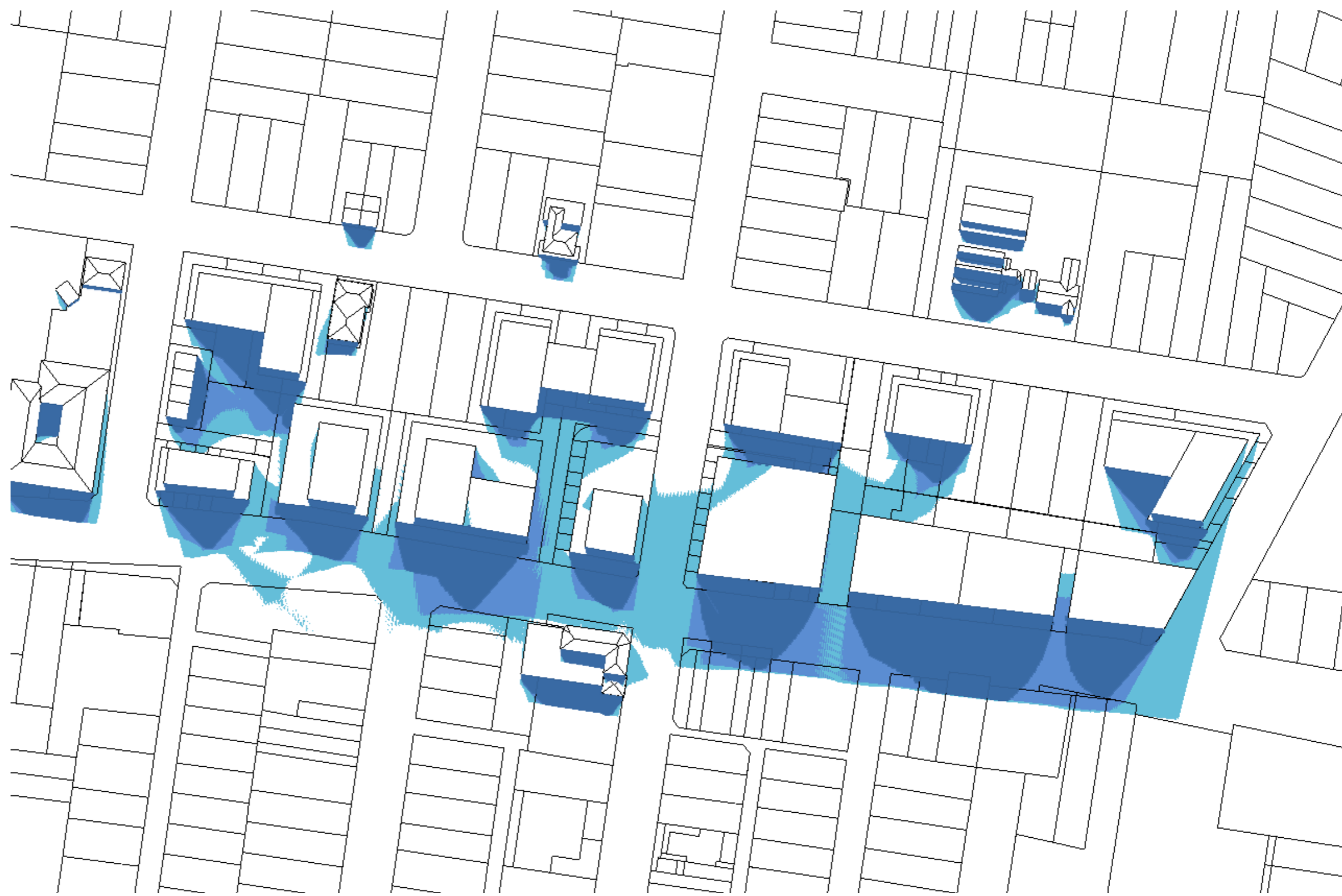


LEGEND			
	Study Area		B4 Mixed Use
	Existing Lot		R3 Medium Density Residential
	Amalgamation Boundary		SP2 Electrical
	Open Space		Site to be rezoned
	Heritage Item		






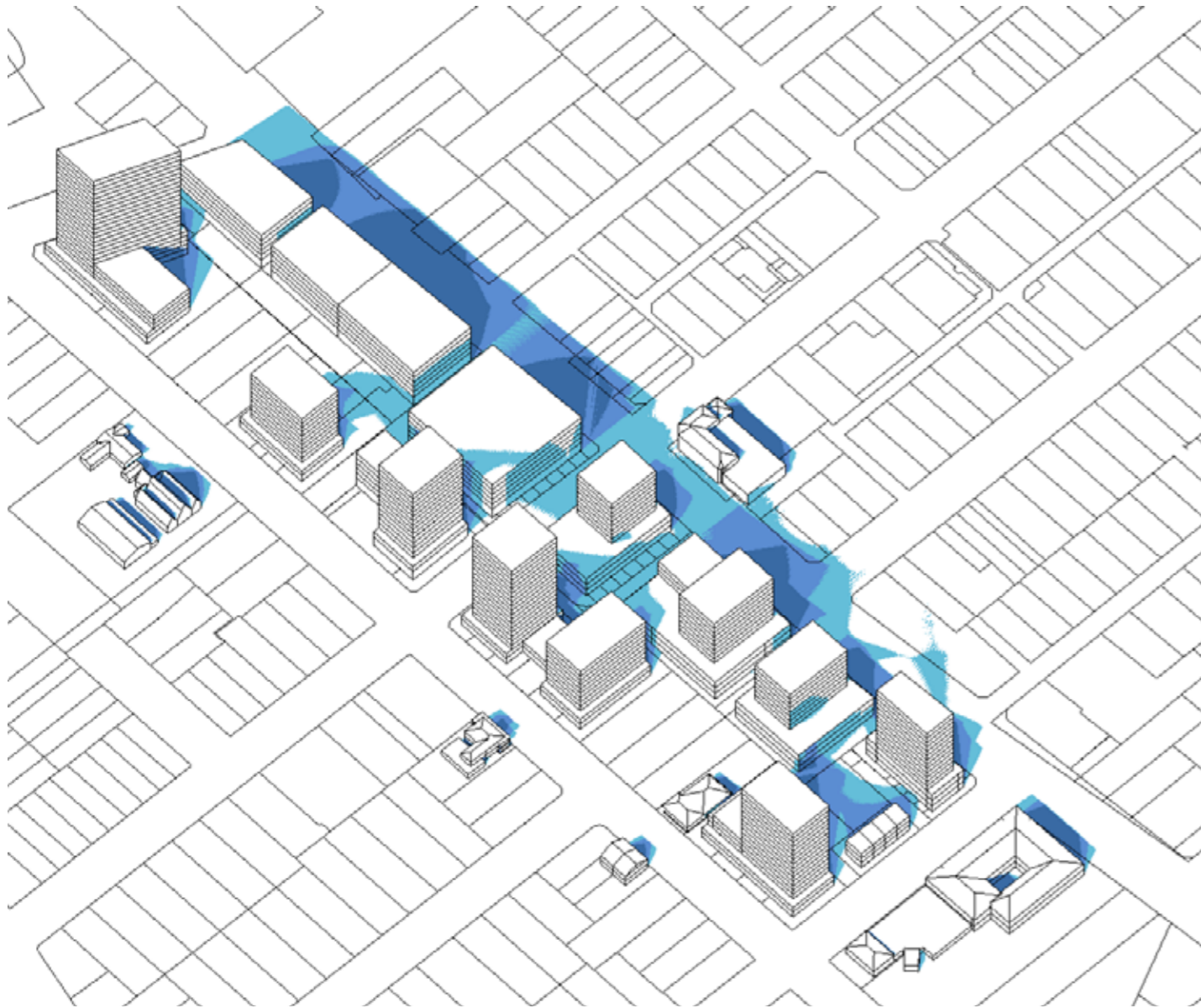
SHADOW ANALYSIS

The shadow diagrams are generated by SketchUp with the date set to mid winter (21st June) when the sun is lowest in the sky, and limited between 9 am and 3 pm. The diagram represents the 'worst case' scenario for solar access.

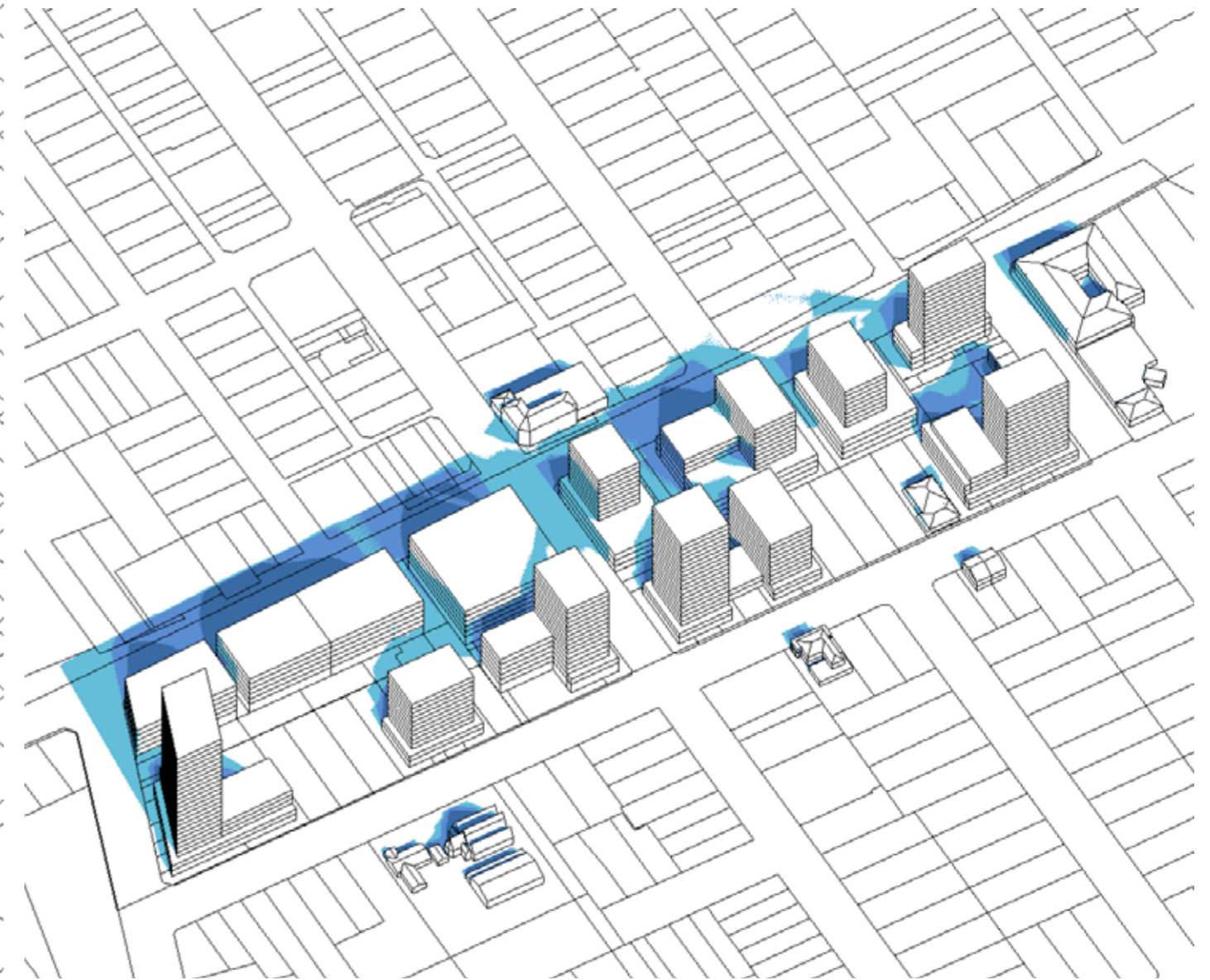


LEGEND

-  2 hrs sunlight
-  1 hrs sunlight
-  0 hrs sunlight



North-west Isometric



North-east Isometric





STREET INTERFACE

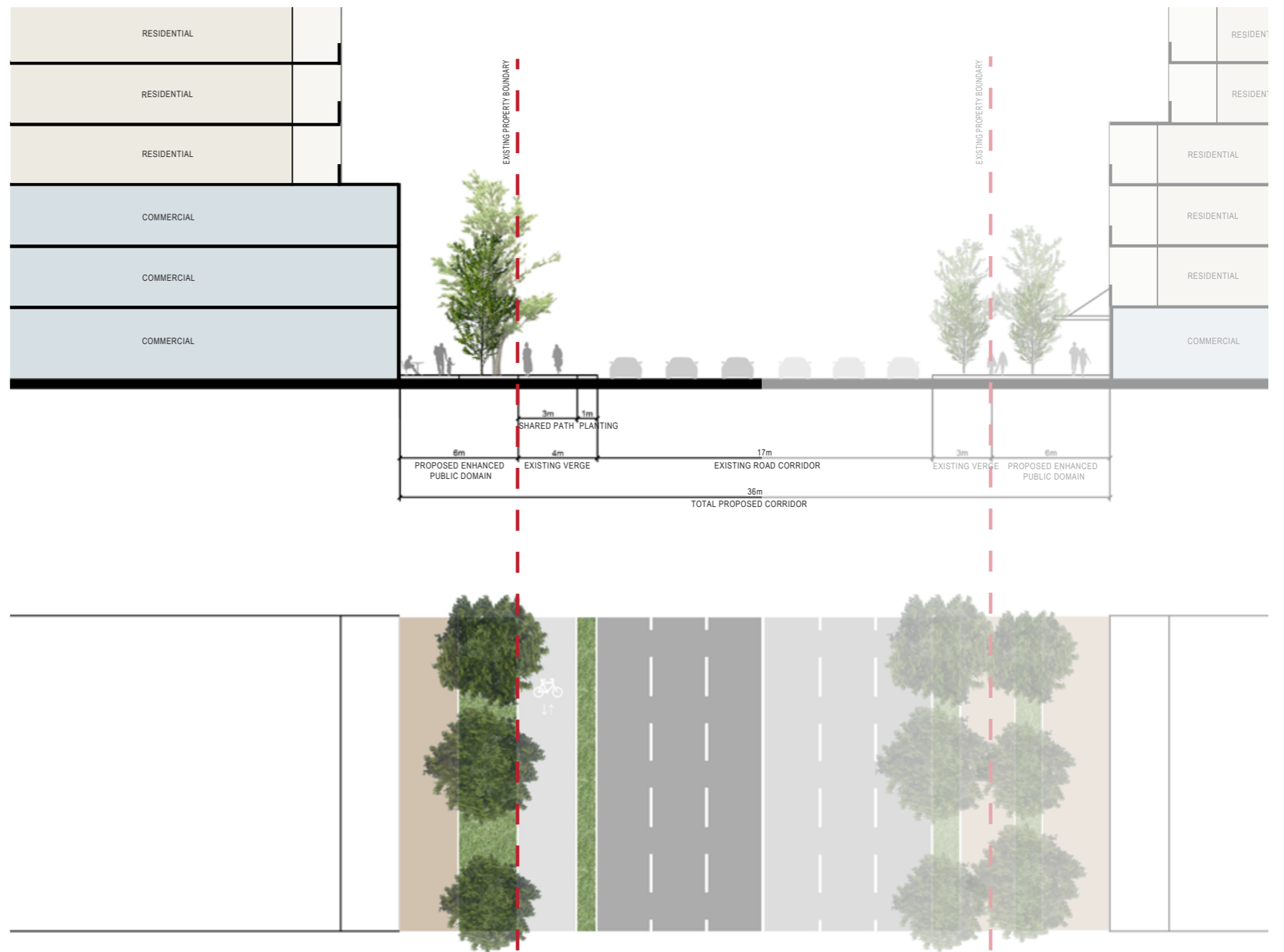
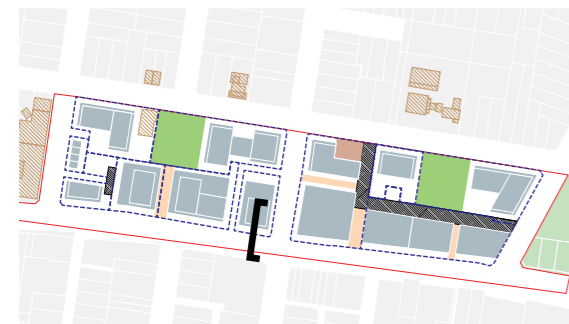
05

PARRAMATTA ROAD

The urban design of Parramatta Road will enhance the street's existing function as one of Sydney's major arterial roads.

The introduction of a deeper 6m setback, in addition to the existing verge conditions, will provide a comfortable thoroughfare for pedestrian and cycling paths of travel. Significant planting will further improve the quality of the street design, providing key separation from the multi-lane road.

A 3-storey street wall will provide a sympathetic relationship between the built environment and the street, transitioning up to 18-storeys of residential living. Enhanced landscape design at street level will further improve the appeal of the ground floor retail and commercial spaces that service the bustle of Parramatta Road.

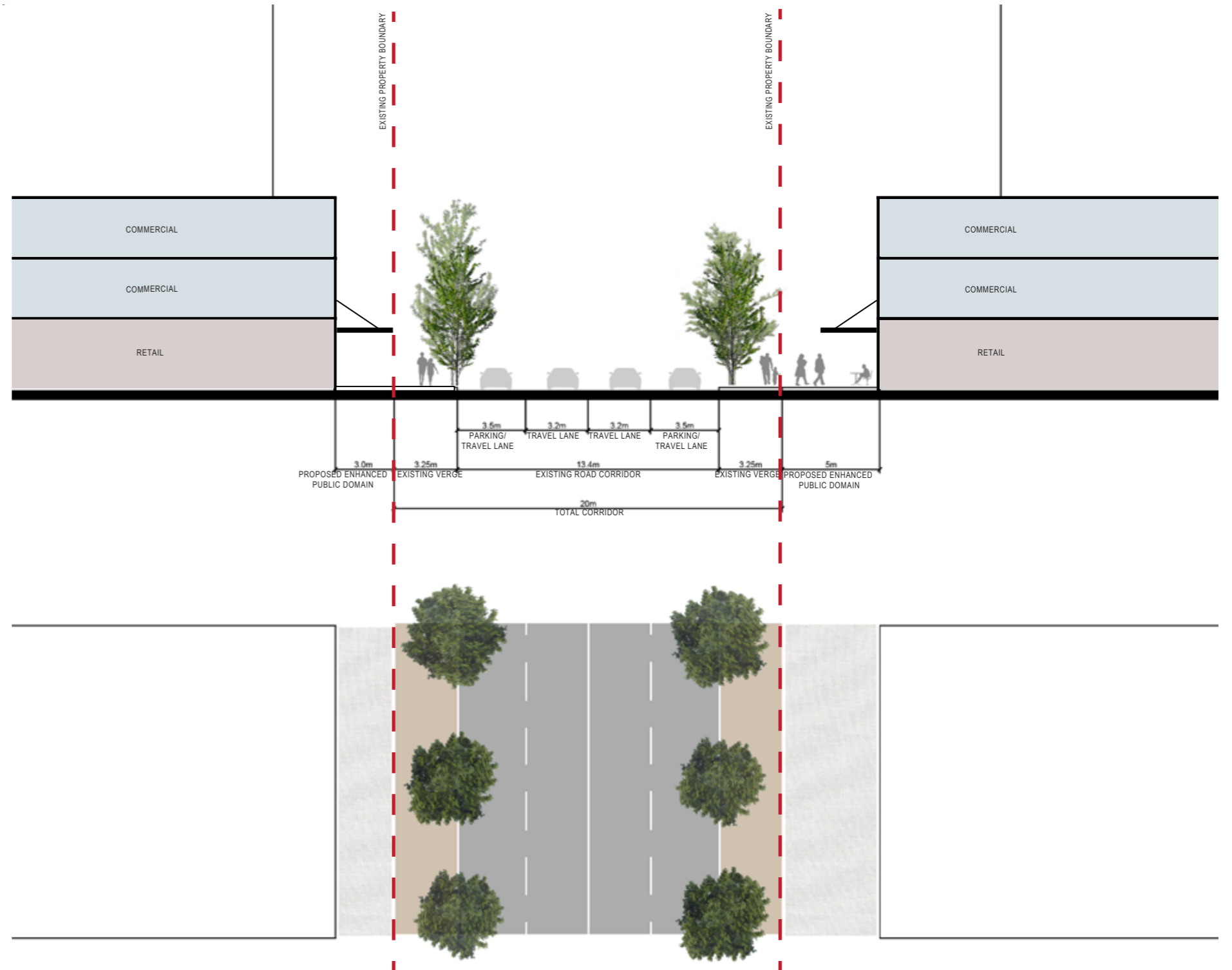
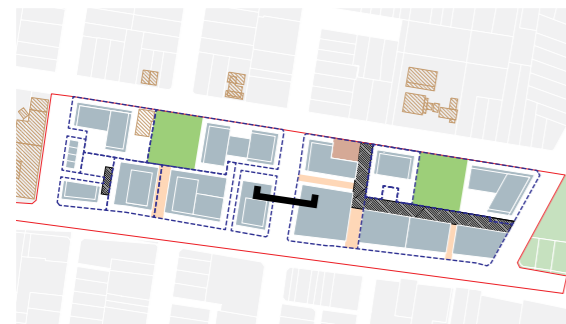


BURWOOD ROAD

The proposed character of Burwood Road will facilitate retail opportunities and enhanced social activity, transitioning the precinct from the greater business and building heights of Parramatta Road to the lower densities of residential Burwood.

The street wall along this road will feature just 2 and 3 storey developments, containing retail and commercial space and residential levels at a generous setback above.

Planted street verges will be consistent with the landscape design of the surrounding streets, and will similarly improve pedestrian comfort and the appeal of ground floor retail spaces.

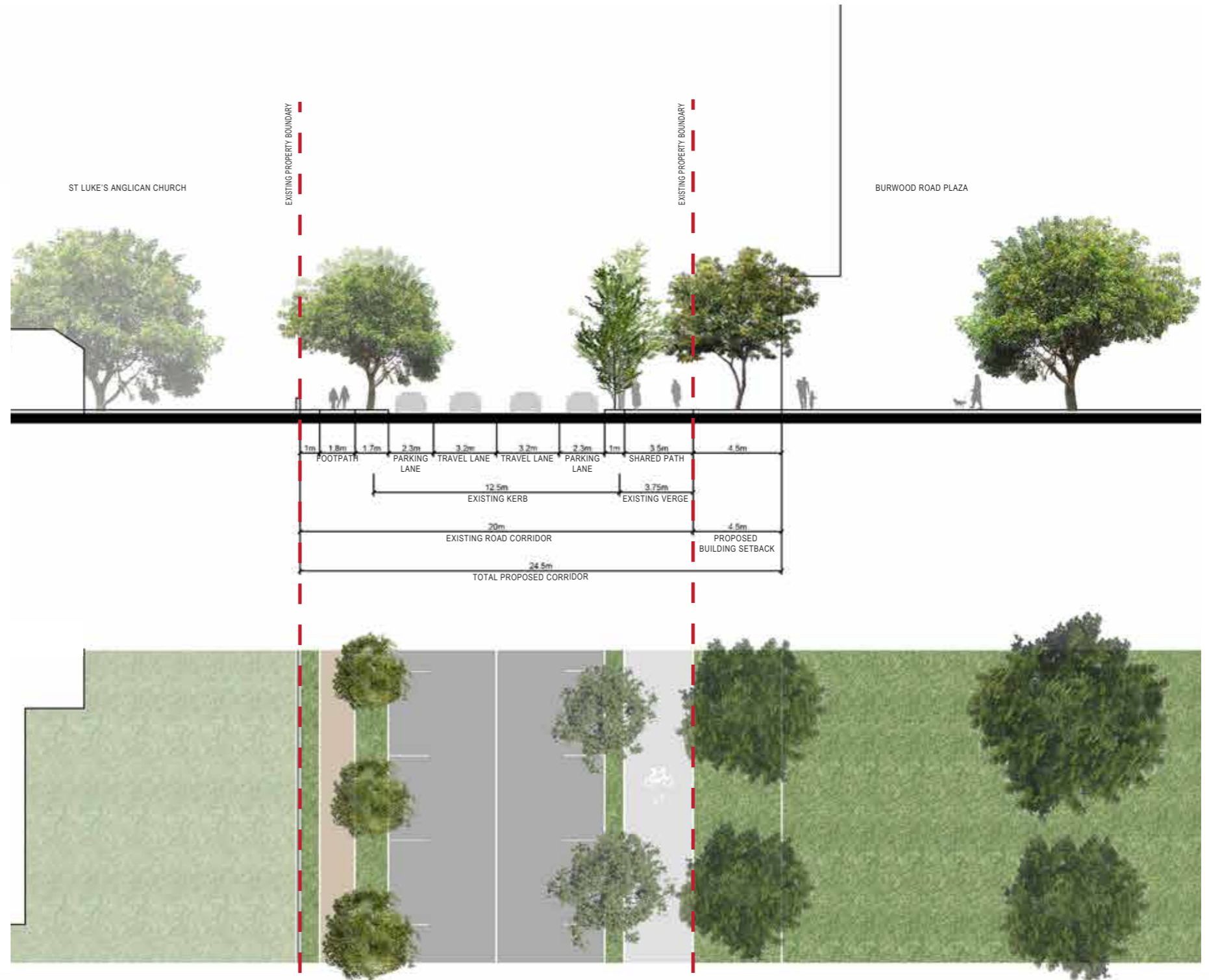
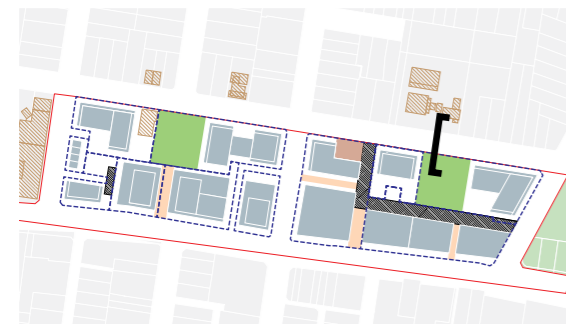


BURTON STREET

Burton Street plays a key role in the transition of the higher densities of the proposed Burwood Precinct to the low-lying residential streets beyond.

Taller building heights will be staggered to ensure that the single storey properties to the north of the site will interface with just a 2-storey street wall.

Furthermore, significant landscaped interventions, including two large green public plazas and an additional 3m setback to the south of the road, will provide a comfortable and attractive atmosphere at street level. A wide shared path, delineated by a planted border, will enable better movement for motorists, cyclists and pedestrians.

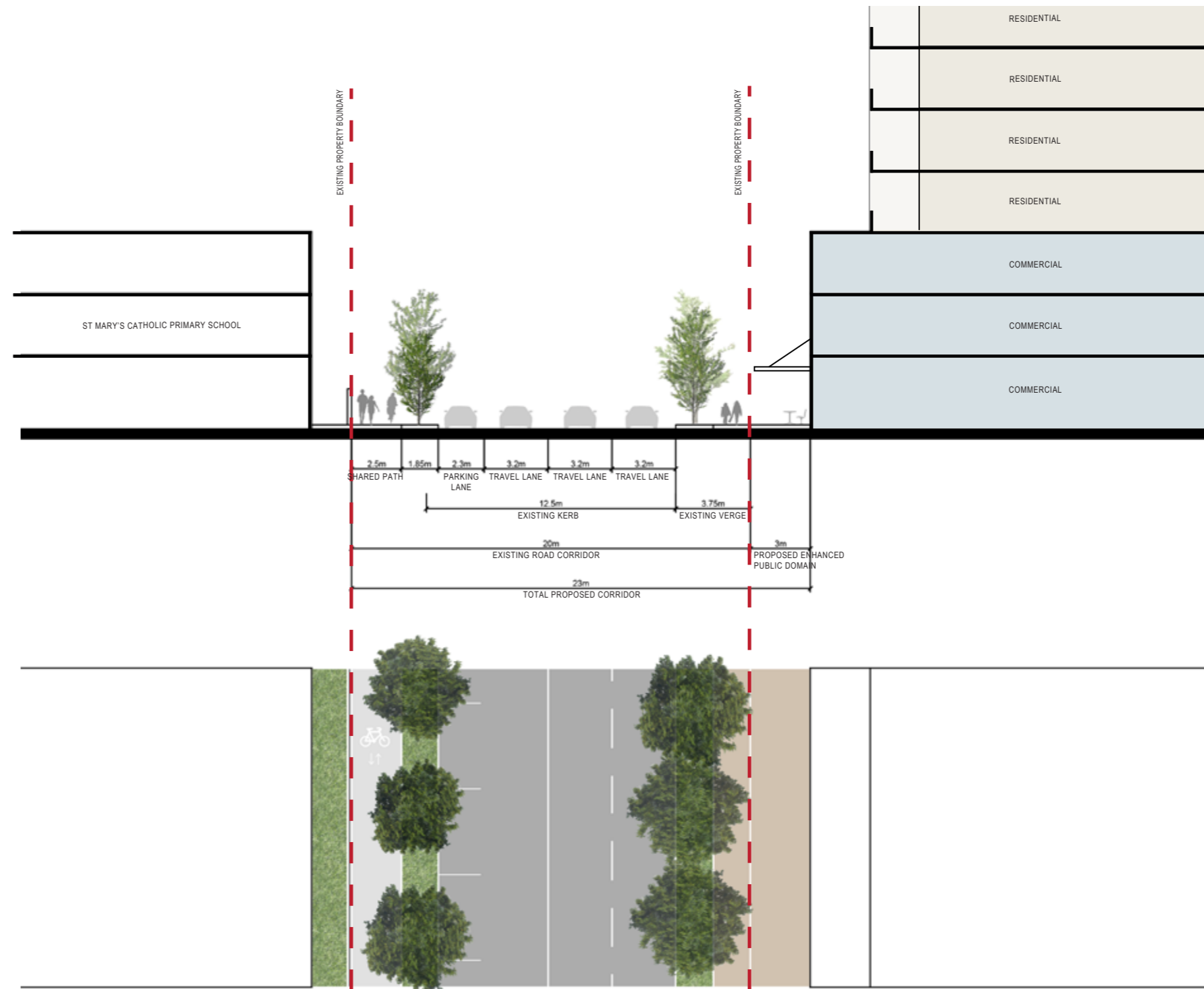


BROUGHTON STREET

The design of Broughton Street will provide a link from the wider green open spaces of Burwood's green grid, to the activity of Burwood Precinct and Parramatta Road.

A wide shared path will be constructed to the west of the road, separated from the road by a border of green landscaping. This thoroughfare will improve paths of travel for pedestrians and cyclists to and from Parramatta Road.

The street will feature a 3m setback to the eastern side of the road, enabling the creation of activated retail entry spaces at street level. A 3-storey street wall will provide a sympathetic interaction between the proposed built environment and the street, and will address concerns of comfort and privacy to the adjoining school.

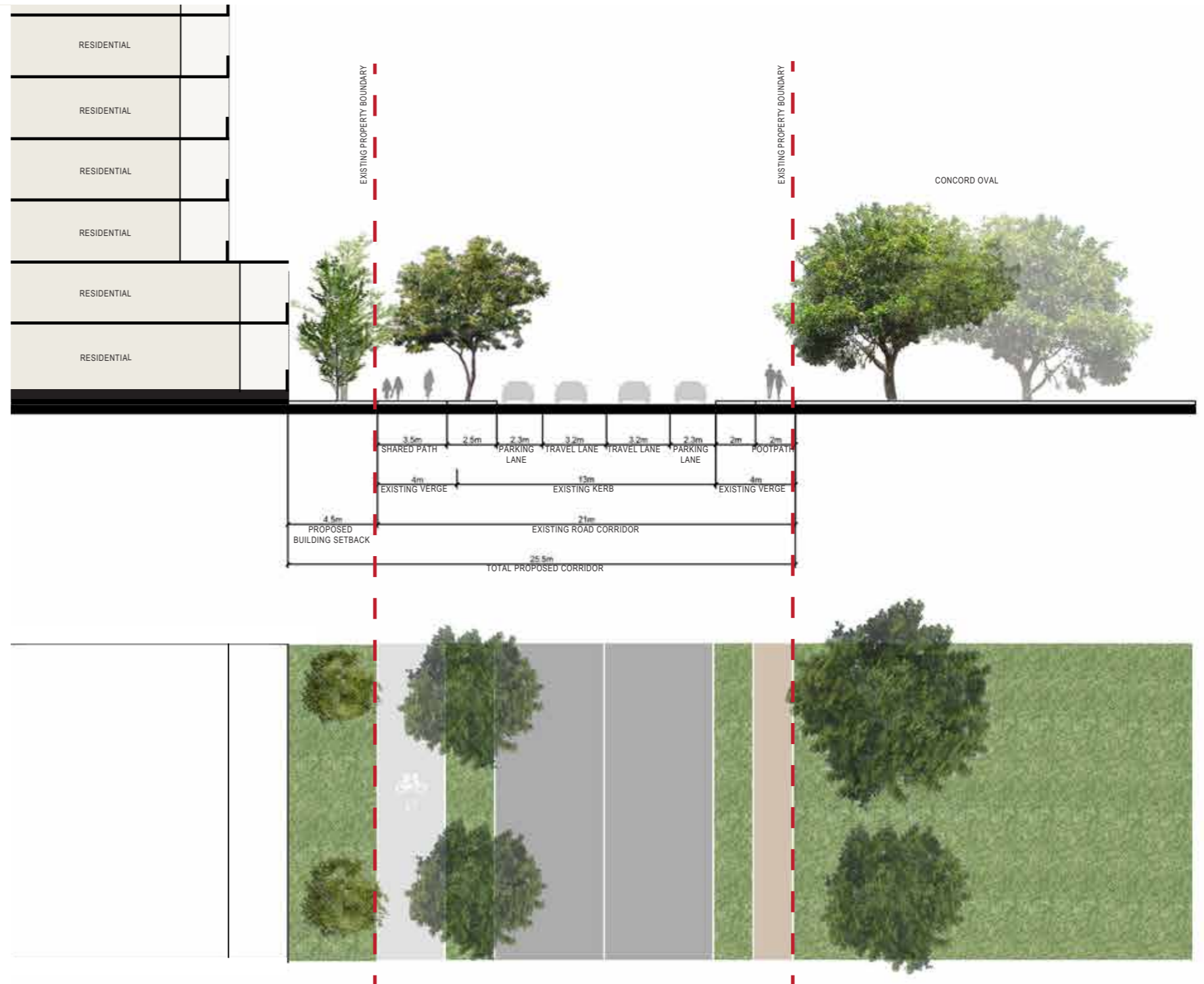
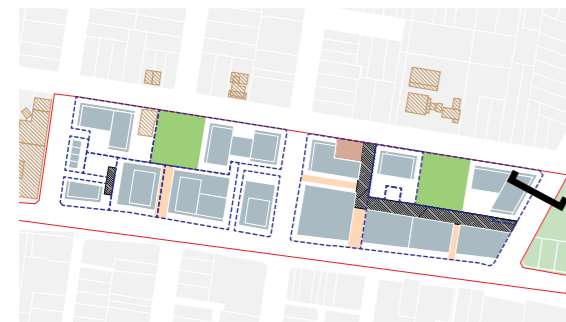


LOFTUS STREET

Loftus Street acts as the eastern threshold of the Burwood Precinct, interfacing with the open space of Concord Oval.

Landscaped verges will continue to provide appealing conditions for travellers at street level, and a 3m additional setback to the west of the street will enable further green space within the public domain. This planting will border a new shared path for pedestrians and cyclists.

A 2-storey street wall is proposed to the west of this road, which will transition up to 5, and then 20-storeys, of residential developments. These built forms have been staggered and offset to minimise impact at street level.



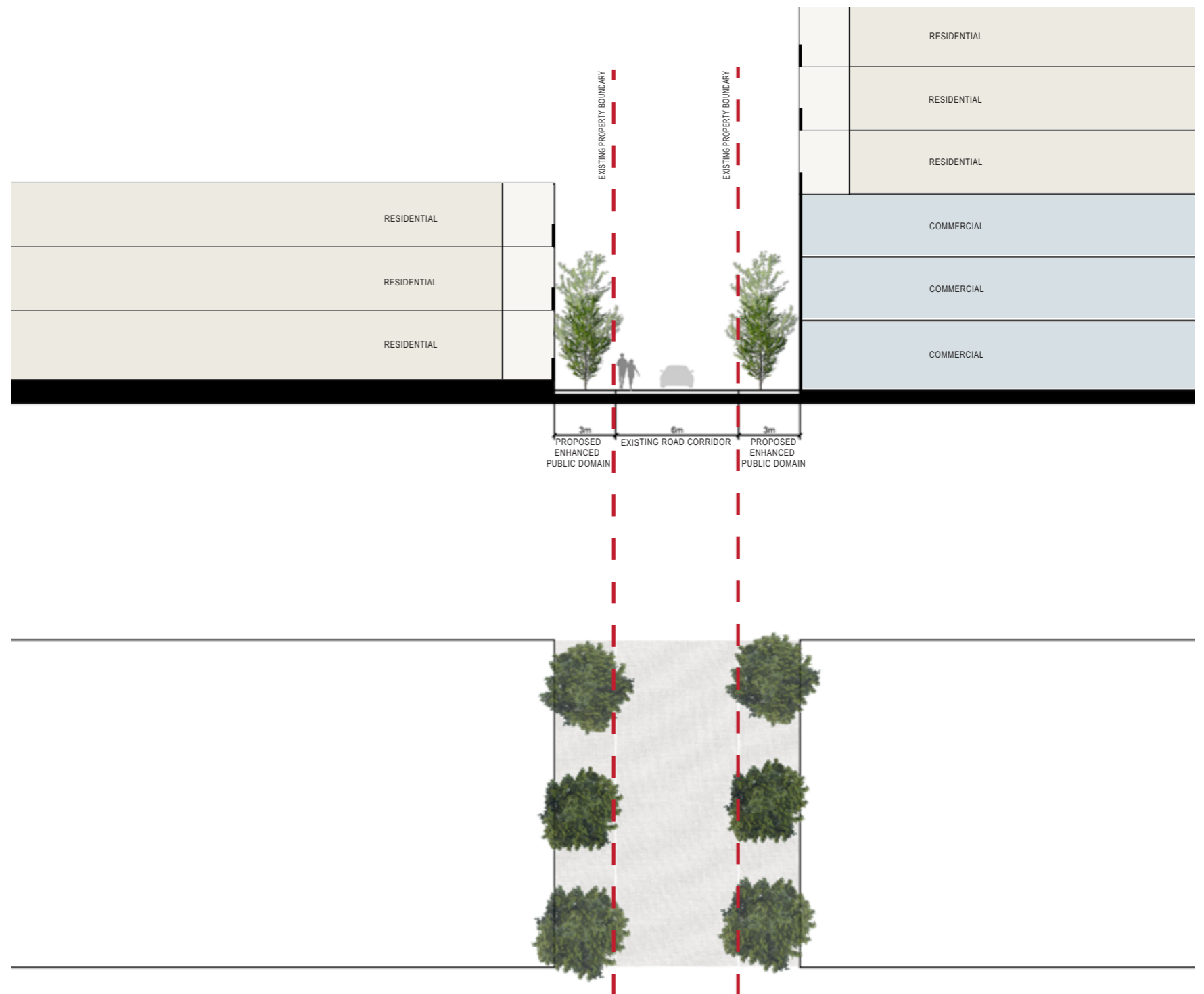
FRANKIE LANE

Frankie Lane is a short passage extending eastwards off Broughton Road, directly north of Parramatta Road.

The lane has been designed as a shared zone, with slow, single-lane vehicular access, mixed pedestrian and cyclist use. This thoroughfare will feature a paved ground cover, flush to the verge, clearly communicating the shared intention of the road.

Development along the laneway will be largely residential, with a few spaces adjoining through to Parramatta Road.

Building heights will be staggered along the lane, with a 3-storey street wall along the northern elevation, enhancing the atmosphere at street level and the comfort and privacy of residents.

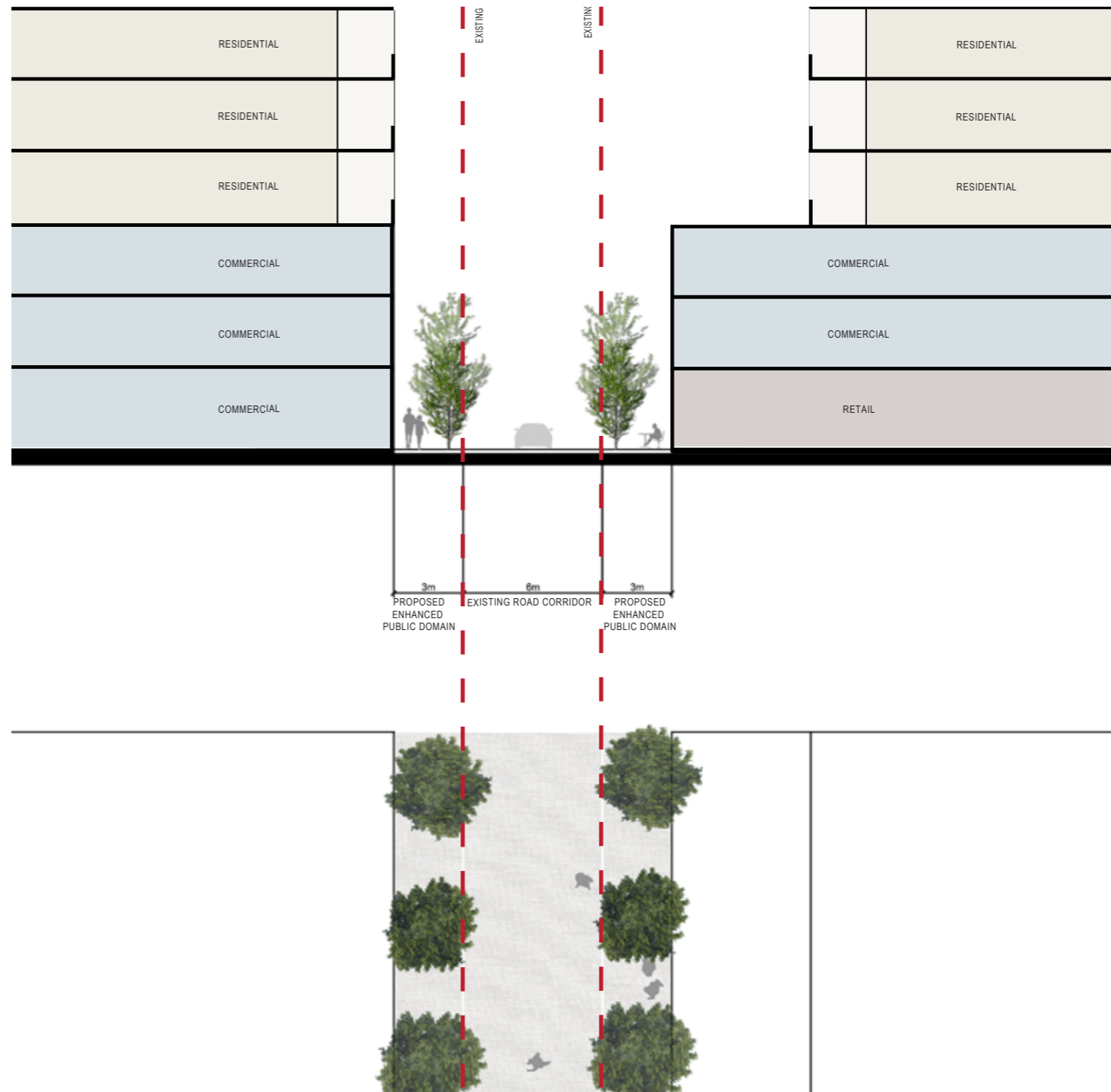


NEICHS LANE

Neichs Lane will provide a pedestrian connection between large commercial lots along Parramatta Road, through to the retail hub of Burwood Road.

The laneway will be a shared transport zone, accommodating slow-travelling vehicles through a single carriageway, as well as cyclist and pedestrian movement. This shared zone will be delineated by a flush, paved ground cover.

Bordering retail and commercial lots, and extending north off Burwood Road, Neichs Lane is well-positioned to form a key part of the lively and activated public space of Burwood Precinct. 3m setbacks beyond the existing property boundaries will enhance the comfort of pedestrians on the street, and enable greater space for activity within the public domain.

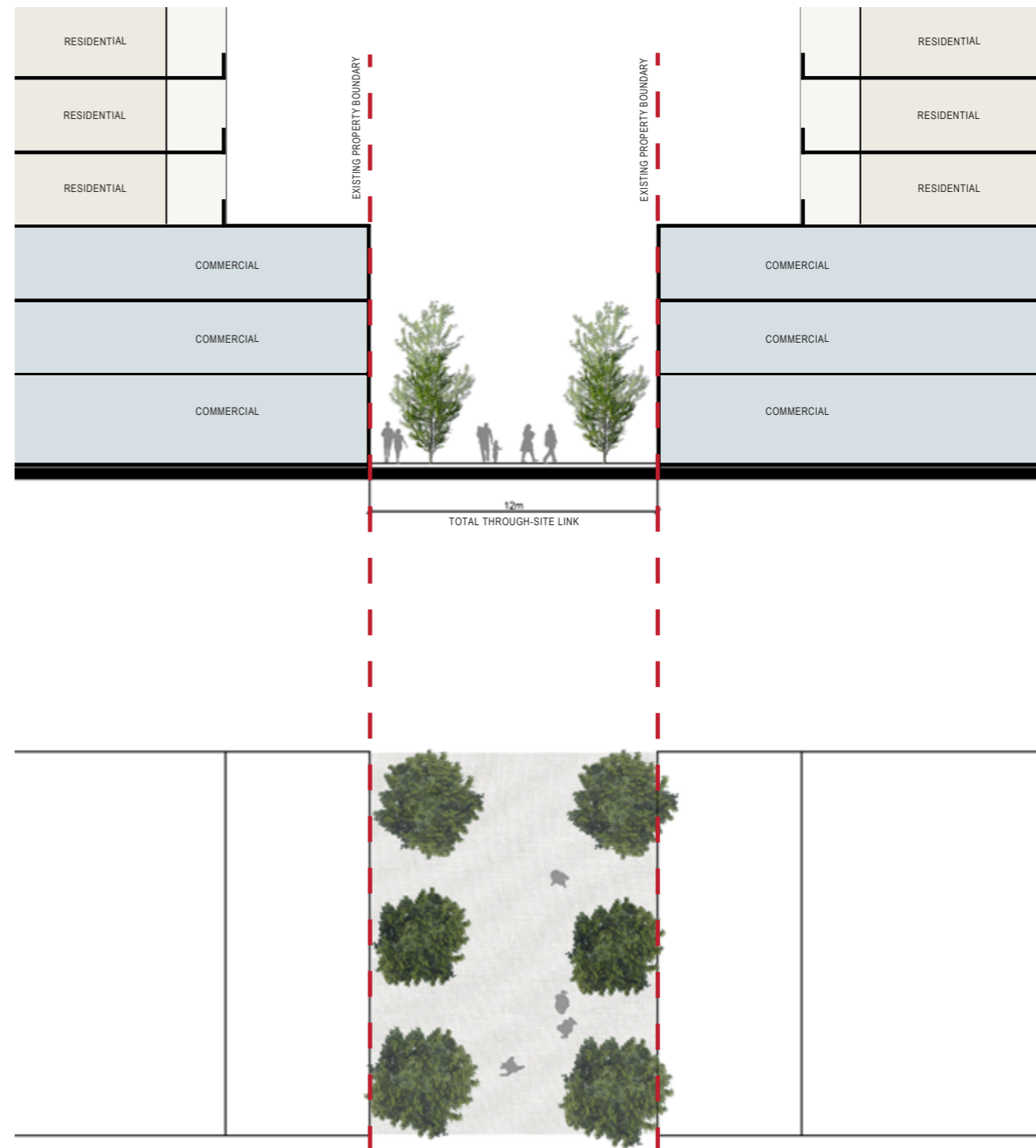


PARRAMATTA ROAD - BURTON STREET LINK

A pedestrian link with connect Parramatta Road directly to the new Burton Street Park.

The link will be a pedestrainised thoroughfare accommodating ground floor retail activation. The pedestrian zone will be delineated by a flush, paved ground cover, with no curb crossing at Parramatta Road.

The generous 12m laneway will be defined by 3-storey commercial podiums with 6m tower setbacks on either side. Zero (0) metre setbacks to commercial and retail podiums will facilitate ground floor activation including potential food and beverage outlets, retail, health services, and commercial uses.

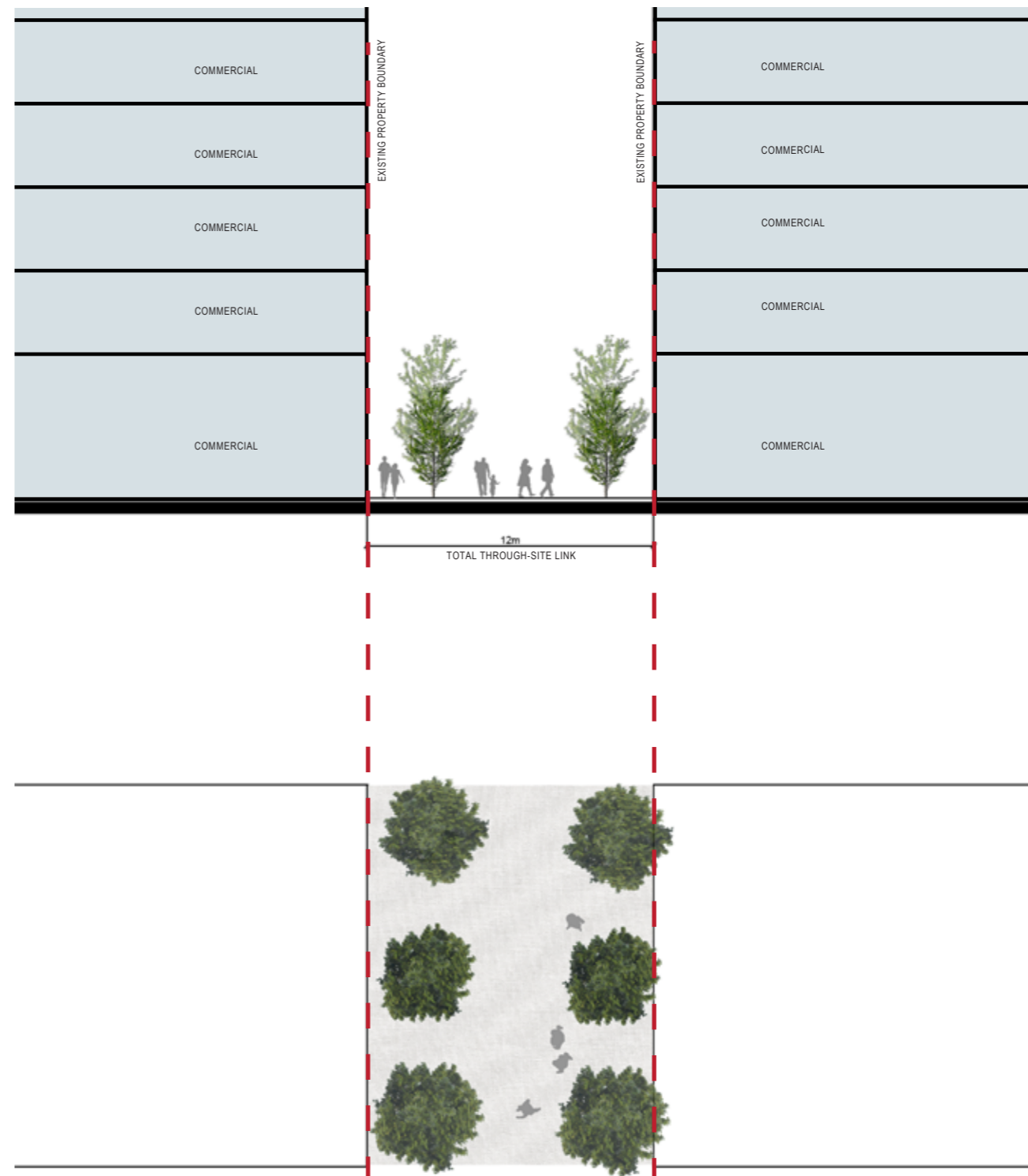
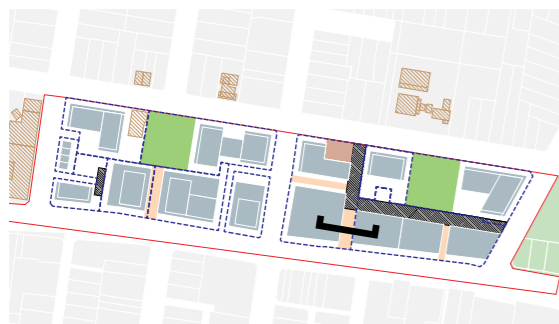


METRO LINK

A new pedestrian link will connect Parramatta Road to a new road on the Metro West site.

The link will be paved without kerbs, with bollards at either end to prevent vehicular access.

Bounded by 5-storey commercial buildings on either side, the new link is an opportunity to provide an additional activated pedestrian laneway connecting the proposed Metro station to Parramatta Road. A generous 12m wide public domain with zero (0) metre setbacks will facilitate activation at the ground floor - with sufficient space for food and beverage, retail and other commercial uses to spill out into the laneway.









YIELD ESTIMATE

06

YIELD ESTIMATE

PARRAMATTA ROAD BURWOOD PRECINCT

GroupGSA for City of Canada Bay Council

Description	Date	Revision
Draft issue for information	30/09/2020	A
Masterplan issue	16/12/2020	B
Notes added	21/12/2020	C
Building heights added	18/01/2020	D
Lot B1 revised floor area	21/01/2021	E
Lot B2+B3 amalgamation	28/01/2021	F
Draft issue for information	13.04.2021	G
Revised metro site	03.05.2021	H

Table 1: Study Area Summary	
Overall Area:	57,728 sqm
Total Estimated GFA (for the Non-Developed Land):	114,867 sqm
Study Area FSR:	1.99 :1
Potential Additional Units:	804 units
Density	139 dw/ha

Development Assumptions	
Building Efficiency (Non-Resi)	
GFA / GEA Ratio: Retail / Commercial	75%
Apartments	
GFA / GEA Ratio	75%
NSA / GFA Ratio	85%
Apartments: Typical Unit Size	
1B	55 sqm (NSA)
2B	77 sqm (NSA)
3B	105 sqm (NSA)
Parking	
Area per Parking Space (Structured Parking)	35 sqm

Table 2: Yield Estimate Breakdown															
DEVELOPABLE LAND (on the non-developed parts of the Study Area)															
Lot	Land Use	Lot Area (m2)	PRCUTS FSR REF	New FSR	Building Storeys	Building Heights (metres)	TOTAL GFA (m2)	Units	Unit Mix						Indicative Average Unit Size (GFA, m2)
									1-Bed	2-Bed	3-Bed	% 1-Bed	% 2-Bed	% 3-Bed	
LOT A1	Residential	3,629	3.0 :1	3.0 :1	2 to 17*	7.5 to 56.0	10,946	119	24	71	24	20%	60%	20%	92
Lot A7	Residential	577	3.0 :1	0.9 :1	3	10.5	522	4		4				100%	131
LOT A2	Residential	5,611	3.0 :1	3.0 :1	2 to 20*	7.5 to 65.5	17,027	179	36	107	36	20%	60%	20%	92
LOT A3	Residential+Commercial	1,839	3.0 :1	3.0 :1	3 to 16*	12 to 55.0	5,546	46	9	27	9	20%	60%	20%	92
LOT A4	Residential+Commercial	2,267	3.0 :1	3.0 :1	3 to 12	12 to 40.0	6,797	38	7	23	8	20%	60%	20%	92
LOT A5	Residential+Commercial	3,566	3.0 :1	3.0 :1	3 to 12	12 to 42.0	10,608	61	12	36	12	20%	60%	20%	92
LOT A6	Residential+Commercial	2,008	3.0 :1	3.0 :1	3 to 12	12 to 42.0	6,019	35	7	21	7	20%	60%	20%	92
LOT A TOTAL		18,920		3.0 :1	2 to 20		56,943	477	95	286	96				
Lot B1 - Metro	Residential+Commercial	13083	3.0 :1	2.7 :1	2 to 16	7.5 to 56.0	35,546	84	17	51	17	20%	60%	20%	92
Lot B2	Residential	7532	3.0 :1	3.0 :1	2 to 24*	7.5 to 78.0	22,379	243	48	146	49	20%	60%	20%	92
LOT B TOTAL		20,615		2.8 :1	2 to 24		57,924	327	65	196	66				
TOTAL		39,535					114,867	804 units	160	482	162				

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Australia

MELBOURNE

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Australia

BRISBANE

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