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For Burwood Council
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2240417

Croydon Housing Investigation Area (HIA)

Draft Master Plan Report

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Acknowledgment of Country

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

Terms and Abbreviations

ADG	Apartment Design Guide
CBD	Central Business District
DCP	Development Control Plan
DPHI	Department of Planning, Housing and Infrastructure
FSR	Floor Space Ratio
GFA	Gross Floor Area
GSRP	Greater Sydney Regional Plan
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
PRCUTS	Parramatta Road Corridor Urban Transformation Strategy
RFB	Residential Flat Building
SEPP	State Environmental Planning Policy
ST	Storeys
TfNSW	Transport for New South Wales
TOD	Transit Oriented Development
WSUD	Water Sensitive Urban Design





Our Vision

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

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

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

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

Executive Summary

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

The TOD Program

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

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

Preliminary Community Consultation

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

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

The Croydon HIA Master Plan

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

The Master Plan aims to:

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

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

Implementation of the strategy

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

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

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



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

1 Introduction

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1.1 Croydon HIA

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

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

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

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

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

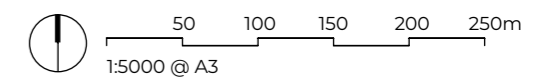
The Croydon HIA is strategically located within walking distance of the Burwood Town Centre, the Croydon Local Centre and approximately 9km away from the Sydney CBD. It is also ideally positioned to leverage off growth in the Burwood Town Centre and investments in transport infrastructure, whilst maintaining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

LEGEND

- Croydon HIA
- Local Government Area
- Cadastre
- T Railway & Station
- 400m Radius from Station
- 800m Radius from Station



Figure 2. Aerial image of the Croydon HIA
Source: Ethos Urban



1.2 NSW Government Housing Reforms

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

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

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

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

TOD Program

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

Part 1: TOD Accelerated Precincts

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

Part 2: TOD Housing SEPP Amendments

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

Amendments to the TOD Housing SEPP

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

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

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

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

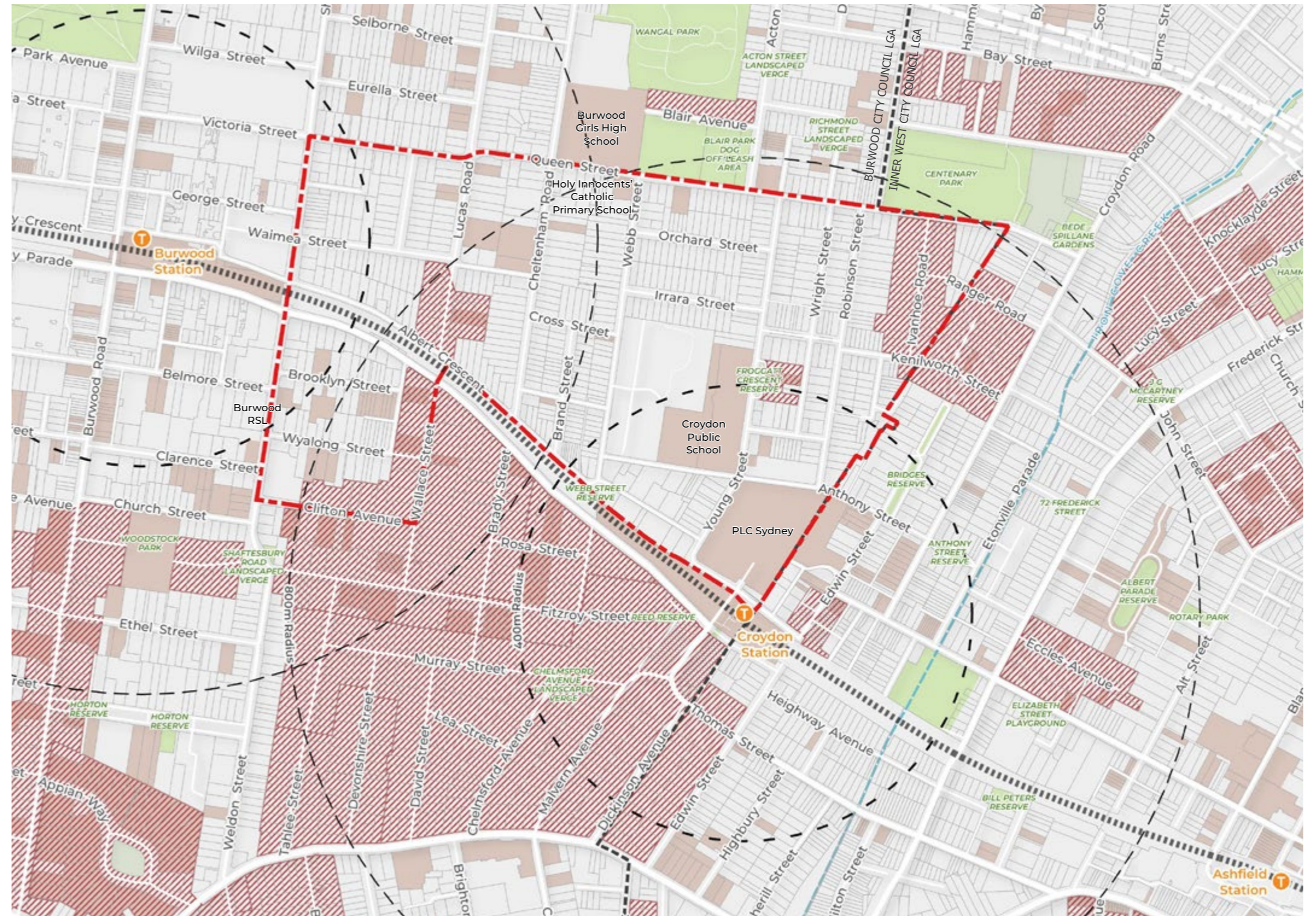
- Residential flat buildings will be permitted in all residential zones and local centres (R1, R2, R3, R4 and E1)
- Residential flat buildings and shop top housing in local and commercial centres (E1 and E2).

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

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

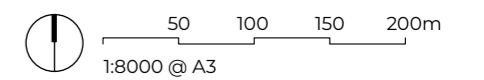
The new planning controls under the amendments to the Housing SEPP will apply to lots within heritage conservation areas. Other relevant environmental controls of LEP will continue to apply to the extent they are not inconsistent with the new standards, including controls such as flooding, bushfire and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

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



- LEGEND**
- Croydon HIA
 - Local Government Area
 - Cadastre
 - T Railway & Station
 - 400m Radius from Station
 - 800m Radius from Station
 - Heritage Item
 - Heritage Conservation Area
 - Existing Public Open Space (RE1)
 - Existing Private Open Space (RE2)

Figure 3. Overlay of 400m radius from the Croydon and Burwood Stations, the Croydon HIA boundary, existing heritage items and HCAs
 Source: Ethos Urban



1.3 Drivers for Change

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

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

The potential Drivers for Change as a result of the required increase in the provision of housing includes:

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

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



2 Strategic Context

2.1 Regional Context

A Metropolis of Three Cities – the Greater Sydney Region Plan

(Greater Sydney Commission, 2018)

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

A city supported by infrastructure

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

A city for people

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

Housing the city

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

A city of great places

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

A city in its landscape

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

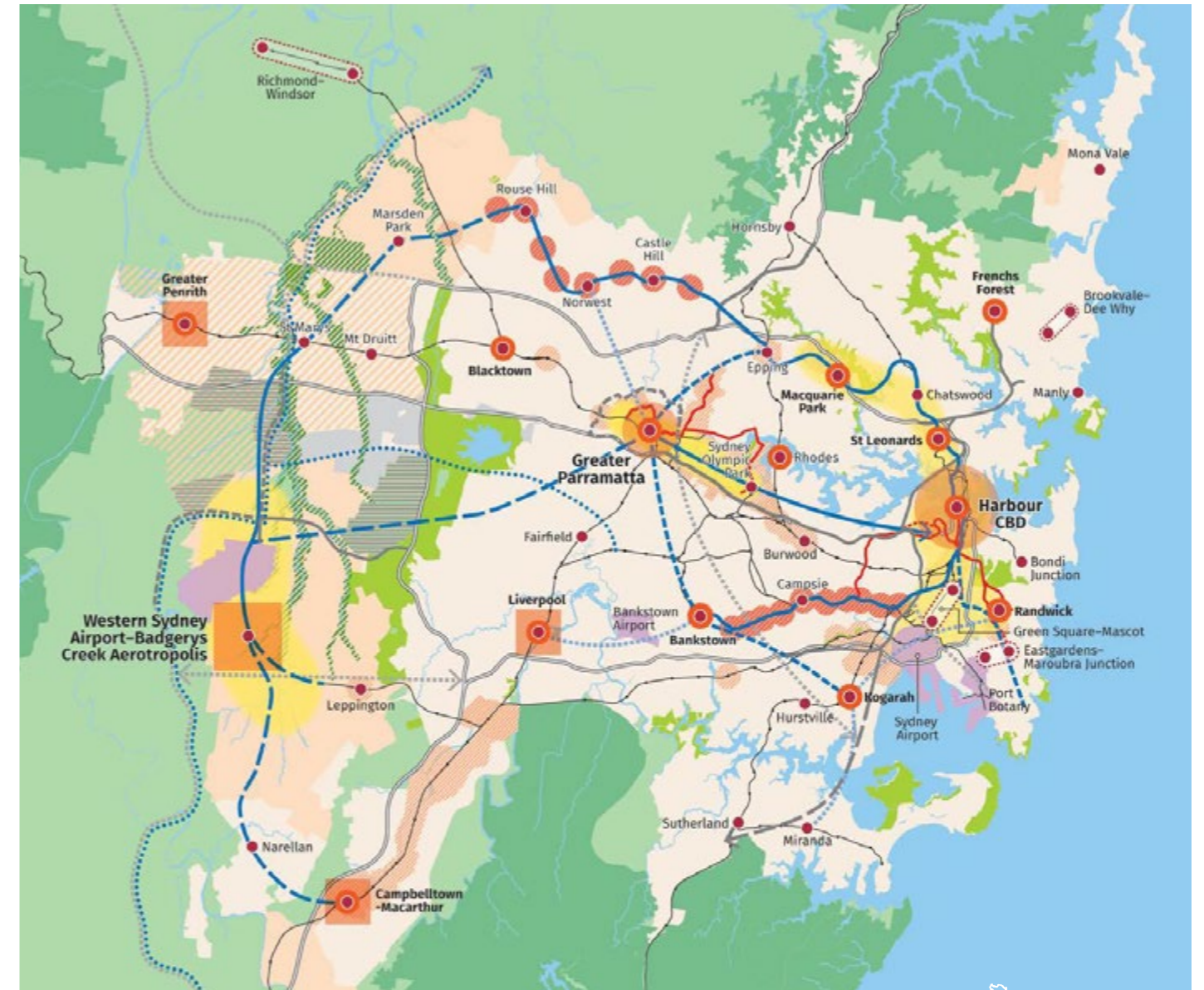


Figure 4. Greater Sydney Region Plan
Source: Greater Sydney Commission (2018)

Eastern City District Plan

(Greater Sydney Commission, 2018)

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

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

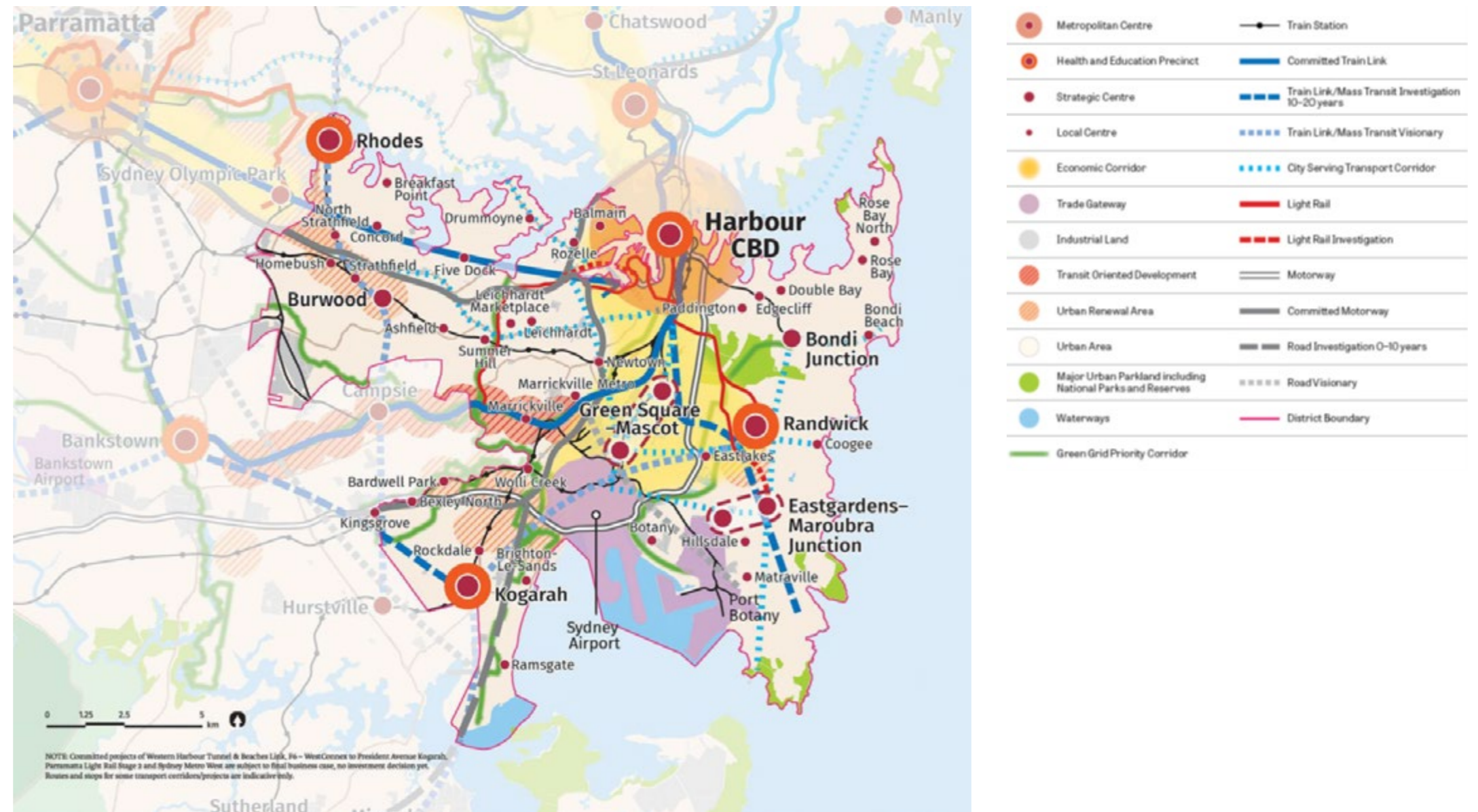


Figure 5. Eastern City District Plan
Source: Greater Sydney Commission (2018)

Parramatta Road Corridor Urban Transformation Strategy 2016

(NSW Government, 2016)

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

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

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



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

Summary

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

- Croydon is reasonably well served by public transport infrastructure, all lots within the site are within a 10-minute walking distance of a train station. This means that it has high access to transport which provide opportunities for increased growth as part of the Transport Oriented Development Principles.
- A range of housing typologies should be facilitated within the Master Plan to provide future occupants choices in dwelling types and sizes for diverse demographics.
- The Croydon HIA Master Plan should consider valued characteristics of the investigation area and how these could be best reinterpreted when responding to increased density.
- The Master Plan should explore ways to increase open space, this could be achieved by considering ways to mitigate environmental impacts such as flooding, while also providing opportunities for open space and tree canopy in public and private domain.

2.2 Burwood Planning Policy Context

Burwood Community Strategic Plan 2036

(Burwood Council, 2022)

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

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

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

This is underpinned by five key strategic directions:

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

Burwood Local Strategic Planning Statement

(Burwood Council, 2020)

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

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

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

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

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

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

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

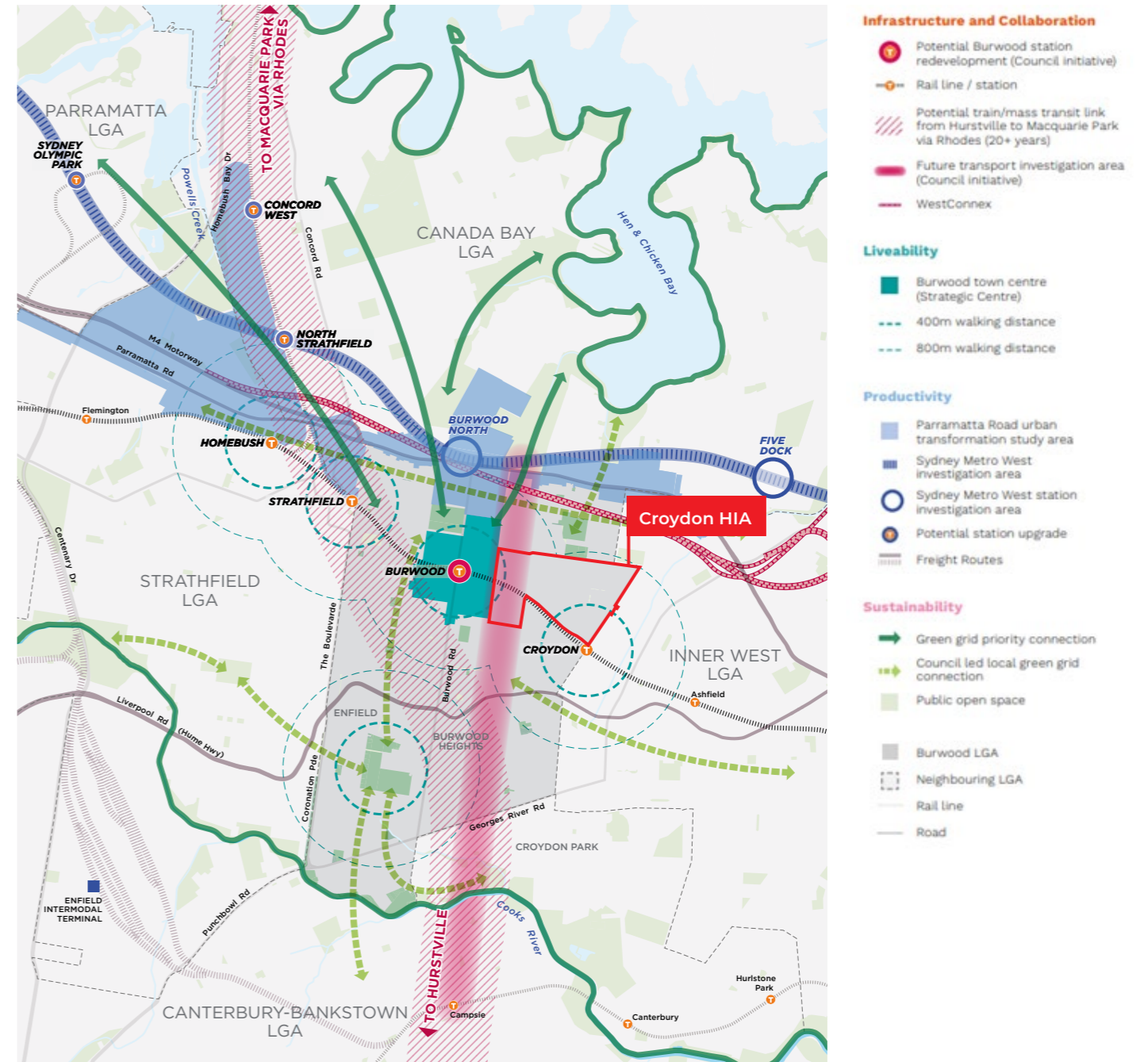


Figure 7. LSPS Structure Plan
Source: Burwood Local Strategic Planning Statement

Burwood Local Housing Strategy

(Burwood Council & SGS, 2020)

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

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

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

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

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

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

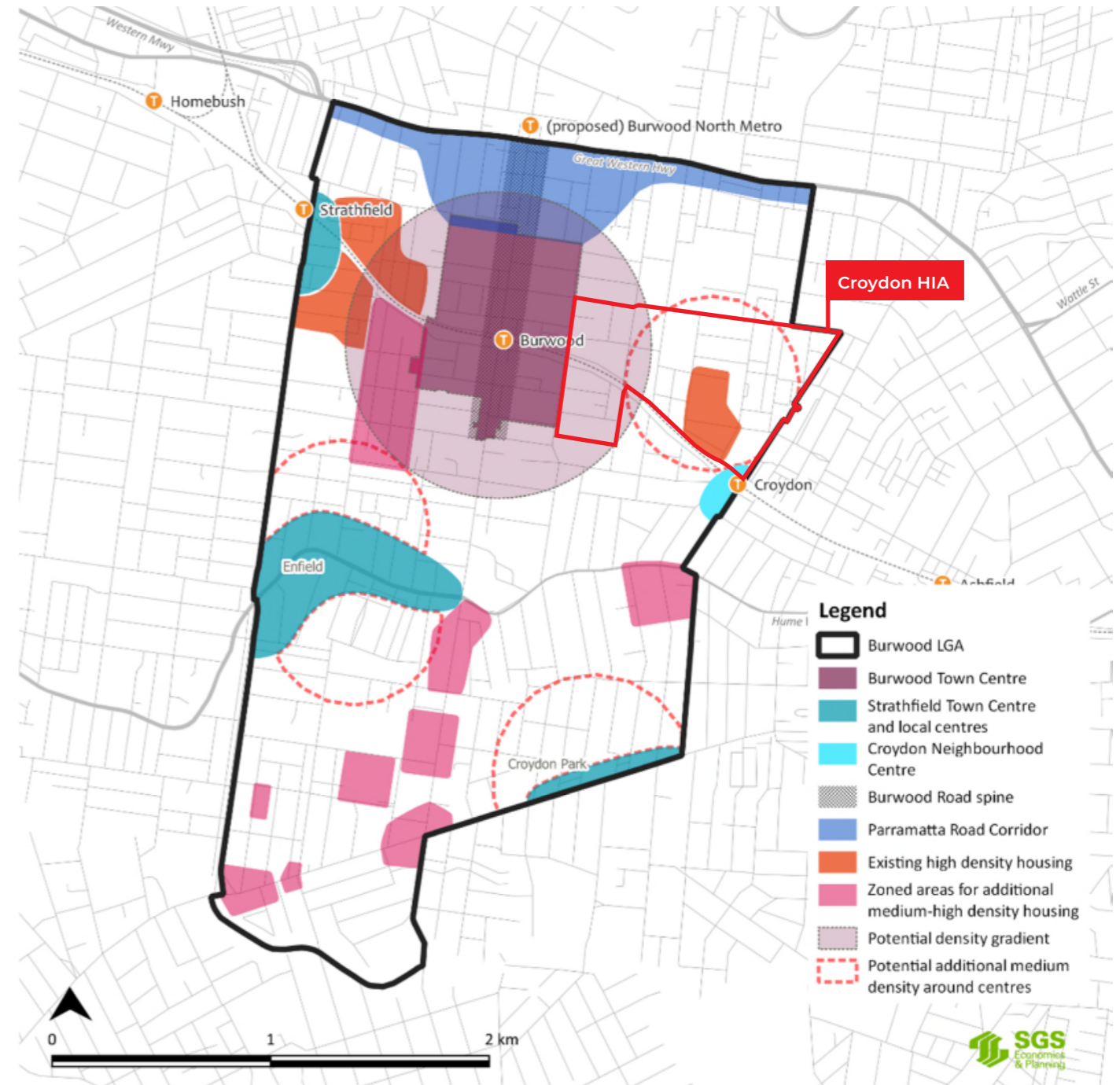


Figure 8. Housing Structure Plan
Source: Burwood Local Housing Strategy

Burwood North Precinct Masterplan

(Burwood Council, 2024)

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

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

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

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

The Masterplan identifies the following key priorities:

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

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

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



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

Low to Mid Rise Housing Reform Program

(NSW Government, 2024)

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

Stage 1: Dual Occupancies & Semi Detached Homes

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

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

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

Stage 2: Station and Town Centre Precincts

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

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

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

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

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

Table 1. Proposed Built Form Controls under the LMR Program

2.3 Strategic Land Use Opportunities

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

Housing Density and Diversity

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

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

Locating More Homes in the Right Locations

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

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

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

Affordable Housing

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

Increased Open Space Provision

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

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

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

Heritage

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

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

Social Infrastructure

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

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

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

Traffic and Transport

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

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

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

2.4 Historical Overview

First Nations Heritage

60,000+

Wangal People

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

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

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

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

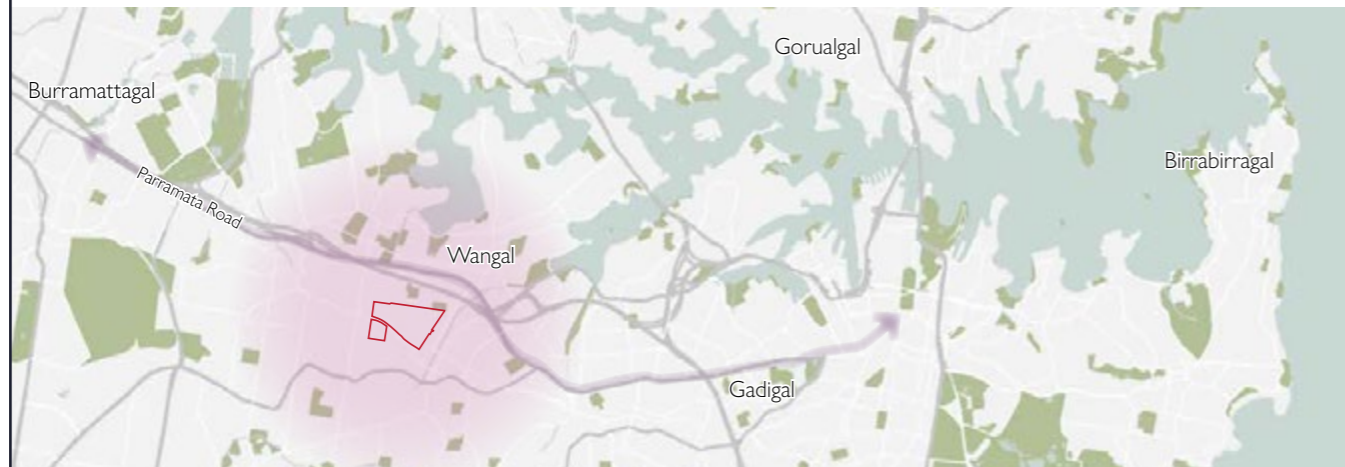


Figure 10. First Nations Context
Source: CLOUSTON Associates

European Heritage

1794

Land Grants, Rural Estates and Roadways

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



Figure 11. 1794-1854
Source: TKD Architects

1855

The Sydney to Parramatta Railway Line

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



Figure 12. 1855-1873
Source: TKD Architects

1874

Municipal Government and Suburban Boom

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

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



Figure 13. 1874-1918
Source: TKD Architects

1901

The Model Suburb

The early 1900s saw Burwood Council embrace the idea of the model suburb, paying closer attention to the careful planning of new estates and their enhancement through street plantings and landscaping.

A small number of additional dissecting roads were formed in this period to service new subdivisions, including Boronia Avenue, Orchard Street, Irrara Avenue, Ivanhoe Road, Kenilworth Street and Ranger Road.



Figure 14. 1901-1940
Source: TKD Architects

1941

Post War Immigration, Suburban Consolidation and Residential Flats

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

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



Figure 15. 1941-1986
Source: TKD Architects

1986

High-rise Living and Contemporary Residences

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

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



Figure 16. 1986-2024
Source: TKD Architects

2.5 Constraints and Opportunities

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

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

Natural Environment

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

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

Open Space Network

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

Trunk Infrastructure

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

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

Movement and Connectivity

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

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

Urban Structure

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

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

Majority of lots within the Croydon HIA are small, with almost 90% of lots being under 800m². The amalgamation of fragmented lots will be required to enable development with higher densities within the HIA.

Lot Ownership and Land Use

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

Built Form

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

Heritage

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

3 Developing the Master Plan

3.1 Developing the Croydon HIA Master Plan

What is a Master Plan?

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

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

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

Our Process

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

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

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

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

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

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

- Amend the Burwood DCP to inform desired built form and design outcomes.
- Update the Burwood Infrastructure Contributions framework to support the funding, delivery and on-going maintenance of infrastructure.
Introduce an Affordable Housing Scheme to ensure the delivery of a minimum 2% affordable housing as per the TOD Provisions.

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

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

3.2 Our Vision and Priorities

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

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



Our Vision

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

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

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

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

Priorities

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

Priority 1

Locate Well-designed Housing in Areas with High Amenity



Principles

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

Master Plan Strategies

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

Future Actions

1. Amend the Burwood LEP to facilitate increased residential densities consistent with the Principal Planning Controls outlined in the Implementation Plan
2. Amend the Burwood DCP to facilitate a range of building typologies within the Croydon HIA.
3. Amend the Burwood DCP to improve the standard of housing and increased density has on environmental features, including open space, public domain, and retained elements of character and place.
4. Mandate the delivery of a minimum of 2% of new dwellings as affordable housing.

Priority 2

Create Neighbourhoods that are Distinct and Contextual



Principles

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



Master Plan Strategies

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



Future Actions

1. Implement appropriate place based design objectives and provisions within the Burwood DCP.
2. Consider implementing a Design Excellence Clause to development in Croydon HIA under the Burwood LEP.
3. Review the Burwood DCP to consider appropriate interfaces between heritage items and heritage conservation areas with new development.
4. Enable opportunities for incorporating narratives relating to Country, in the design of public spaces and connection that can be reinforced in future design.
5. Provide opportunities for the incorporation of public art throughout the Croydon HIA.

Priority 3

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



Principles

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

Master Plan Strategies

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

Future Actions

1. Adopt maximum parking rates for development that are consistent with the high levels of accessibility for the Croydon HIA.
2. Review the Burwood DCP to update provisions for bicycle and other carparking requirements to reduce the need for car ownership.
3. Amend the Burwood DCP to locate key through-site connections and any future road corridor widenings through setbacks.
4. Review and update Burwood Local Infrastructure Contributions Plan's works schedule to include public domain improvements in Croydon HIA.
5. Undertake a further study of the broader footpath network (including Burwood) to enable seamless connections between the proposed widened footpaths and surrounding area.

Priority 4

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



Principles

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



Master Plan Strategies

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



Future Actions

1. Establish planning mechanisms for the delivery of public open spaces and other infrastructure on individual sites, in accordance with amendments through the LEP and DCP
2. Review the Burwood DCP to consider best practice controls for deep soil, tree canopy, green roofs and solar access to parks and main streets.
3. Review Council's Contribution Planning Framework to reflect to forecast growth and infrastructure needs for the Croydon HIA.
4. Consider updating Burwood Local Infrastructure Contributions Plan's works schedule to include upgrades to existing public open spaces in proximity to Croydon HIA.
5. Consider implementing controls within the Burwood DCP to facilitate a greater Connection with Country.
6. Explore opportunities to enable public access to existing private open spaces, including Hampton Court (10 Webb Street) via its Webb Street entry or through the Croydon Public School via Young Street.

Priority 5

Create a Green and Resilient Neighbourhood



Principles

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

Master Plan Strategies

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

Future Actions

1. Review and amend the Burwood DCP to explore opportunities for increased resilience. This may include future implementation of setbacks, solar amenity, tree canopy and deep soil requirements.
2. Review and amend the Burwood DCP to explore opportunities for WSUD.
3. Review and update Burwood Local Infrastructure Contributions Plan's works schedule to include public domain improvements in Croydon HIA.

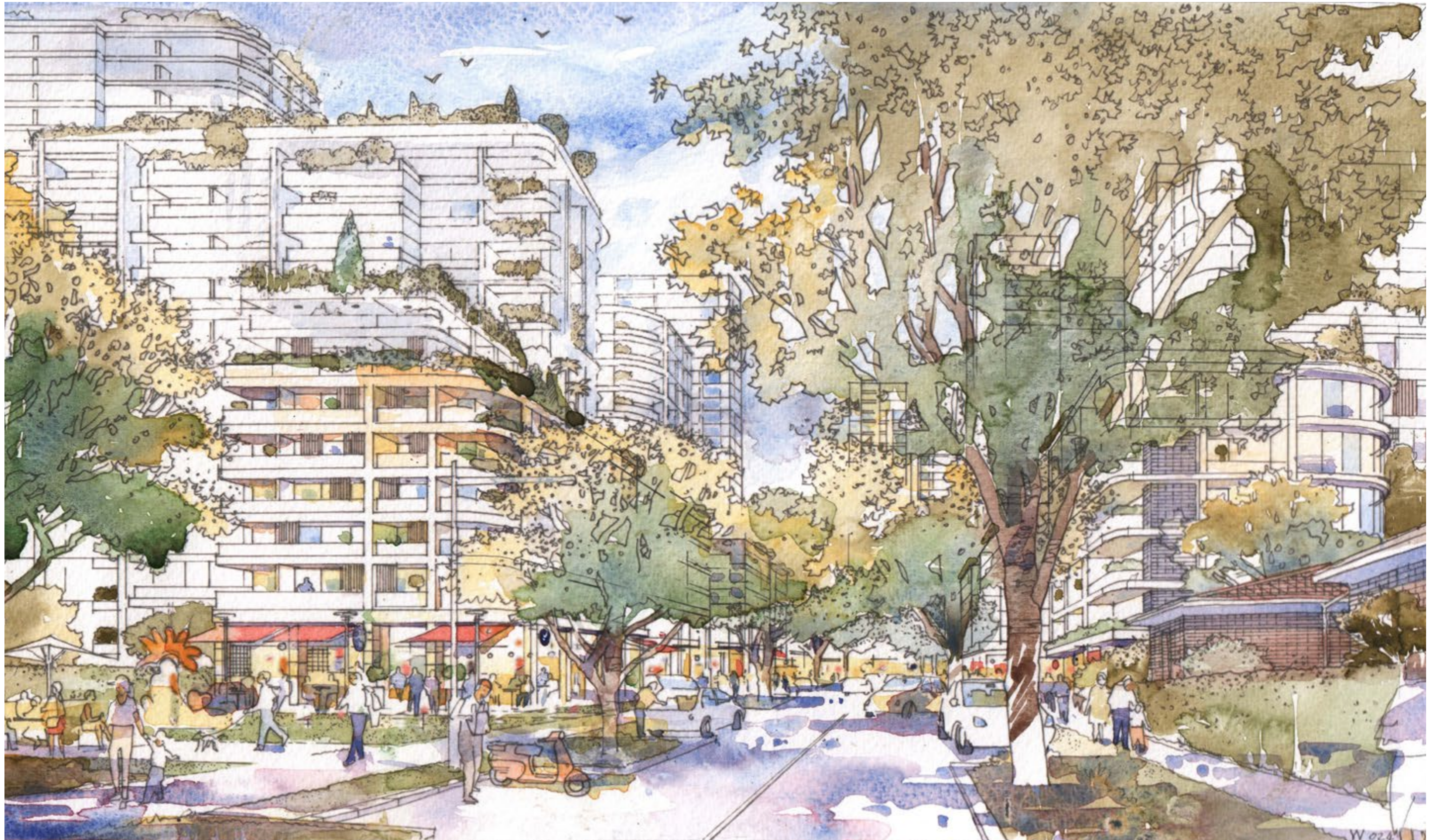


Figure 17. Artist's impression of the proposed pocket park and Slow Street along Waimea Street, looking west towards the Burwood Town Centre
Source: Ethos Urban

4 The Draft Master Plan



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





4.1 Structure Plan

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

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

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

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

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

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

- LEGEND**
- Croydon HIA
 - Local Government Area
 - Cadastre
 - Burwood Town Centre
 - 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
 - Proposed Shared Way
 - Proposed Pedestrian Through-site Link
 - Existing Green Street
 - Proposed Green Street
 - Signalised Crossing
 - Pedestrian Crossing
 - Proposed Signalised Crossing
 - Proposed Pedestrian and Bicycle Crossing
 - 6:1 FSR
 - 4:1 FSR
 - 3:1 FSR
 - 2.5:1 FSR
 - Proposed Open Space
 - Areas for Future Investigation
 - Potential Future Public Open Space

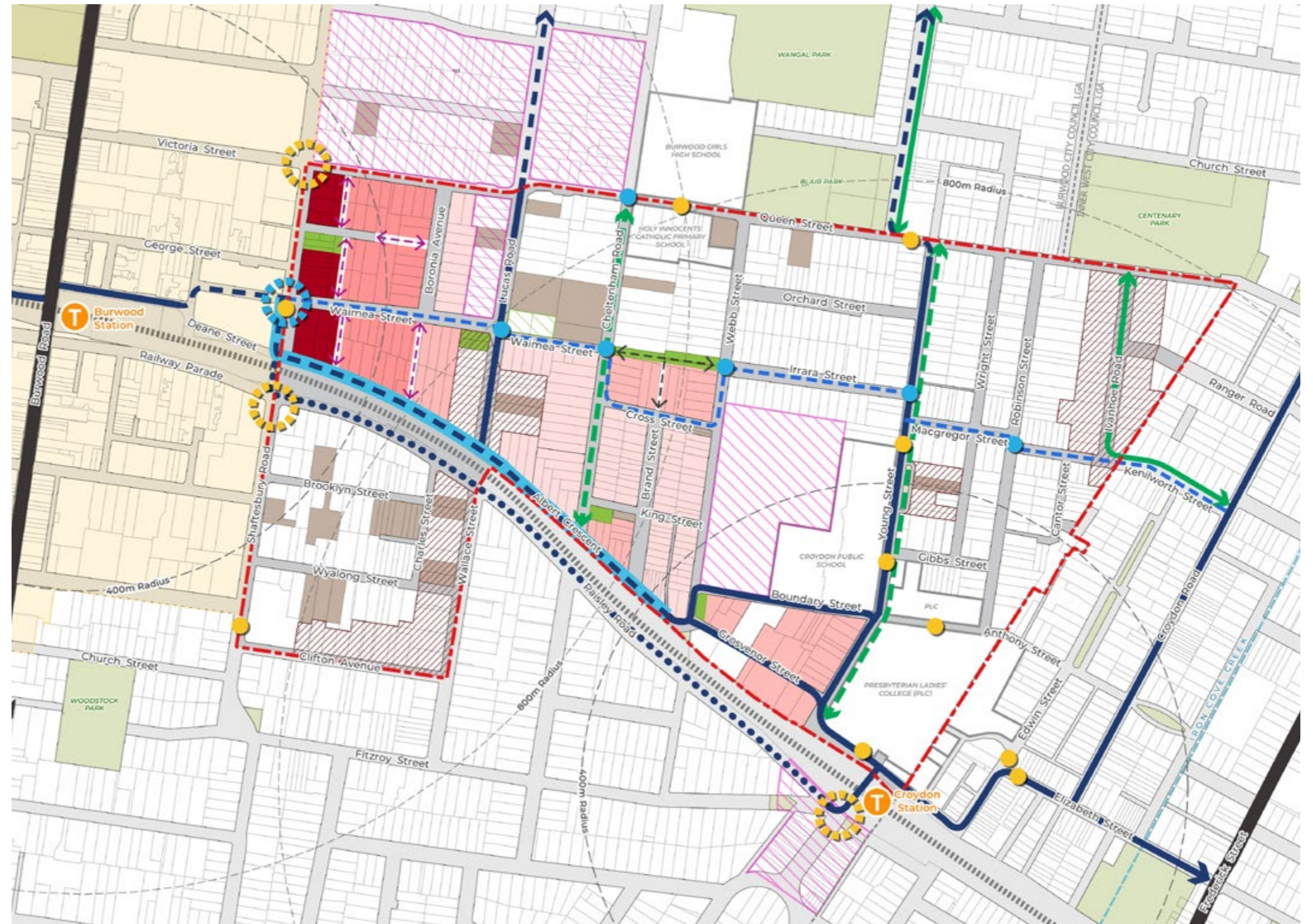
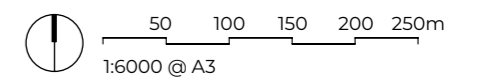


Figure 19. Structure Plan
Source: Ethos Urban



4.2 Character Areas












Desired Future Character

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

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

- Shaftesbury Road Precinct
- Railway North Precinct
- Croydon Core Precinct
- Croydon Low Density Dwelling Residential Precinct
- Railway South Precinct

LEGEND

 Croydon HIA	 Shaftesbury Road Precinct
 Local Government Area	 Railway North Precinct
 Cadastre	 Croydon Core Precinct
 Burwood Town Centre	 Croydon Low Density Dwelling Residential Precinct
 Railway & Station	 Railway South Precinct
 Existing Public Open Space	

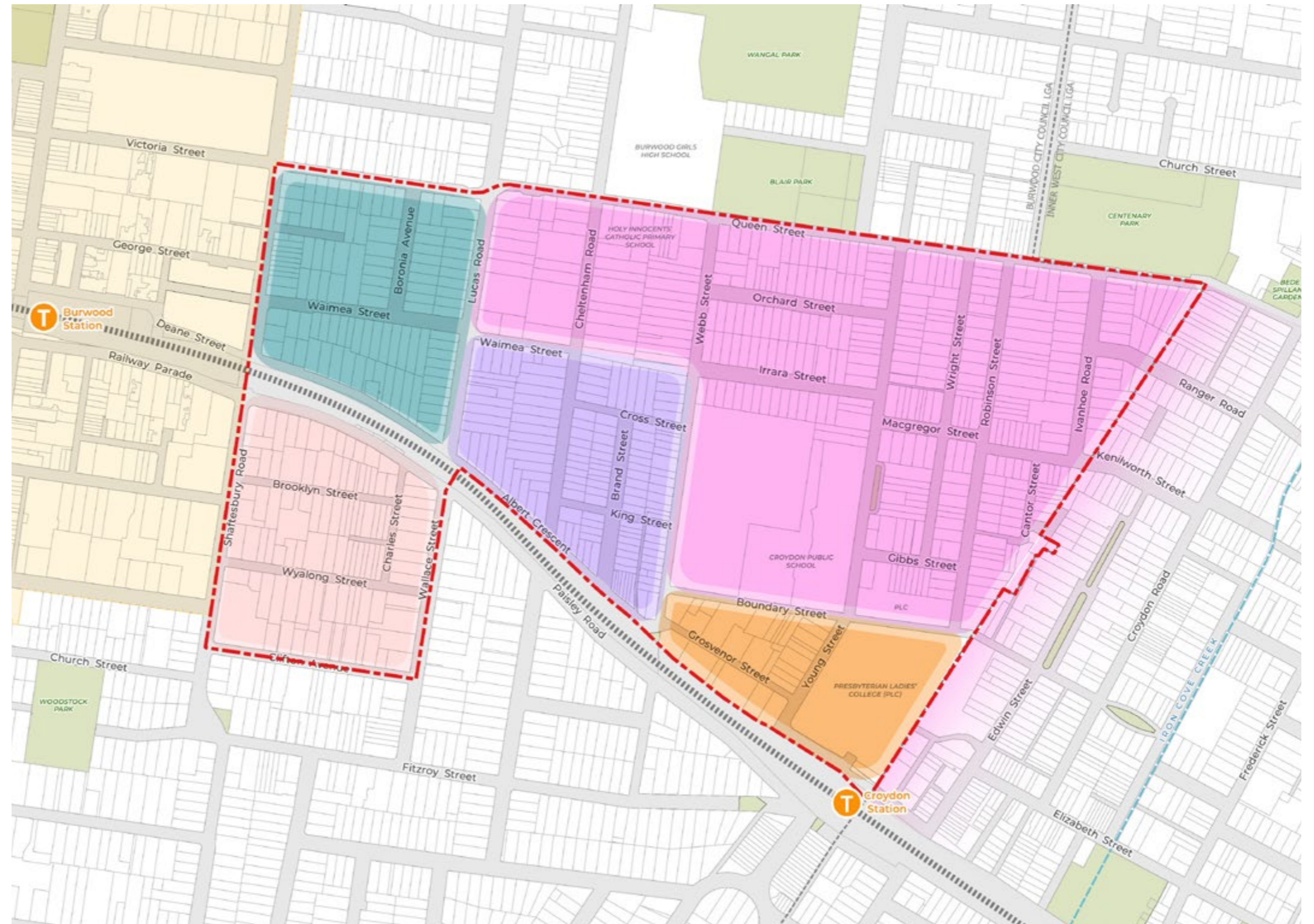
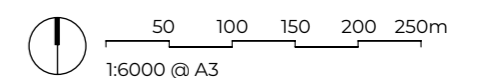
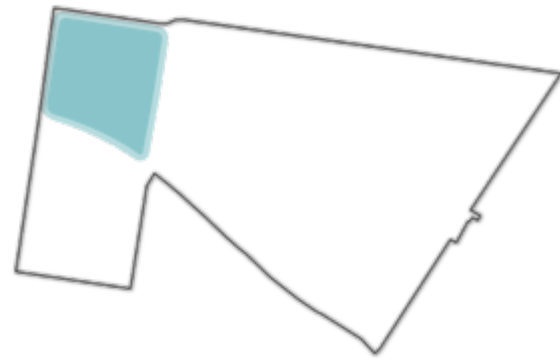


Figure 20. Character Areas
Source: Ethos Urban





Shaftesbury Road Precinct

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

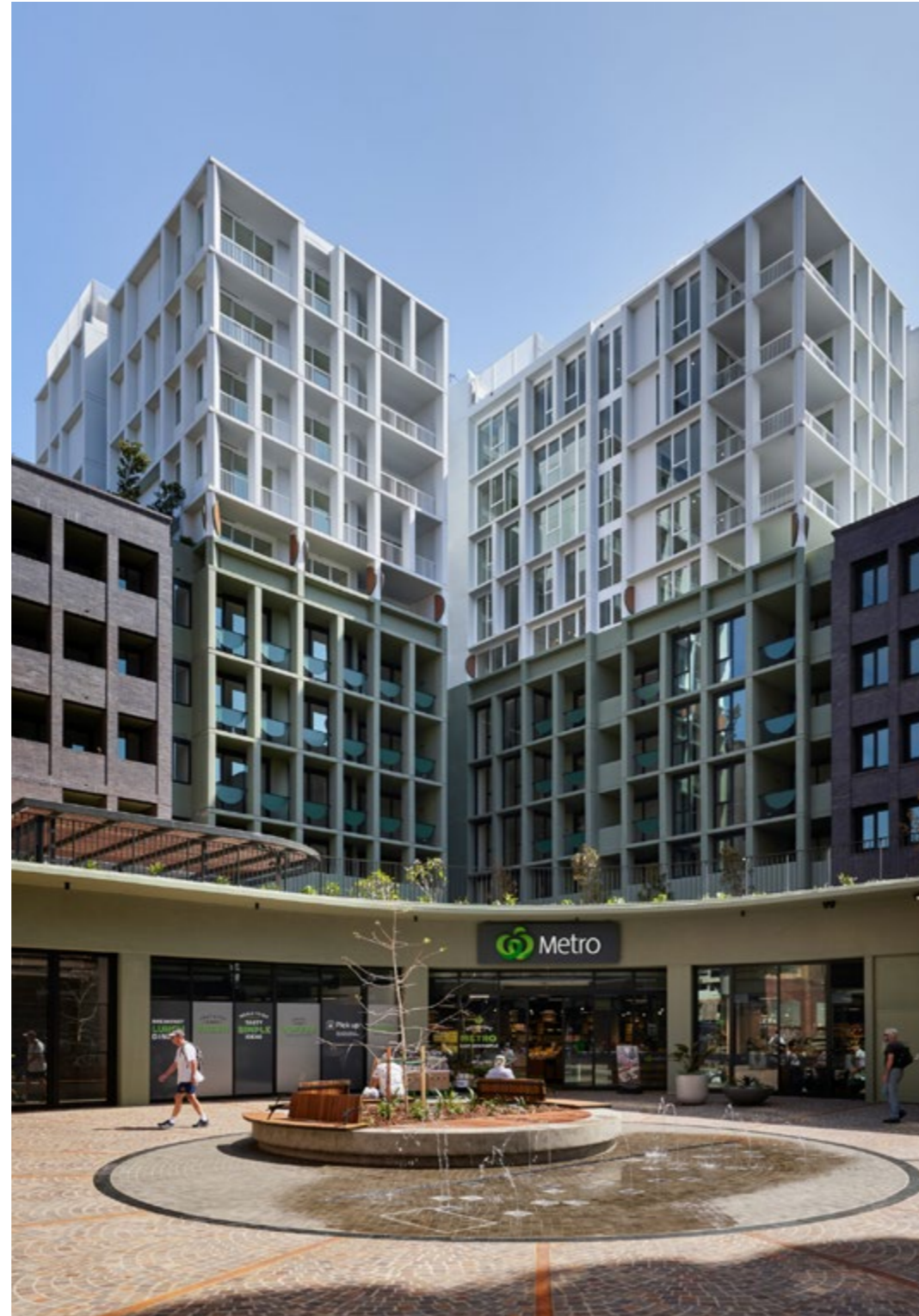


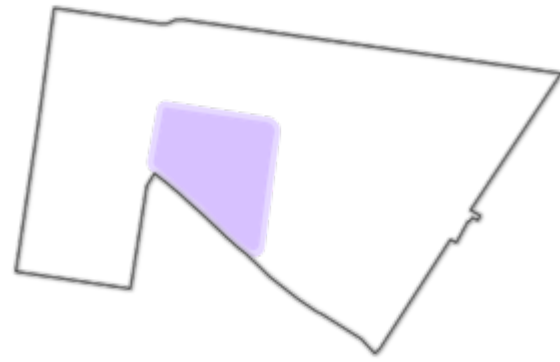
Figure 21. Newcastle East End, Newcastle
Source: Tom Roe



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



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



Railway North Precinct

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



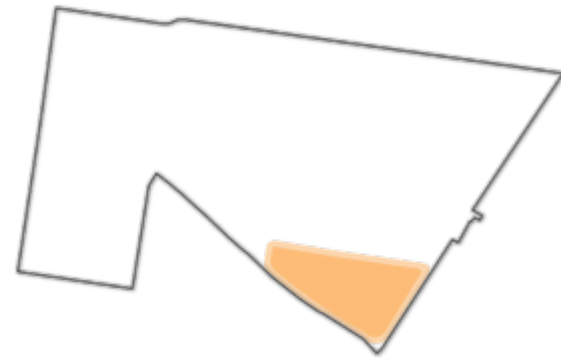
Figure 24. Ironbark Apartments Harold Park, Forest Lodge
Source: Ethos Urban



Figure 25. Camden Courtyards, London
Source: Simon Kennedy



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



Croydon Core Precinct

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



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



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

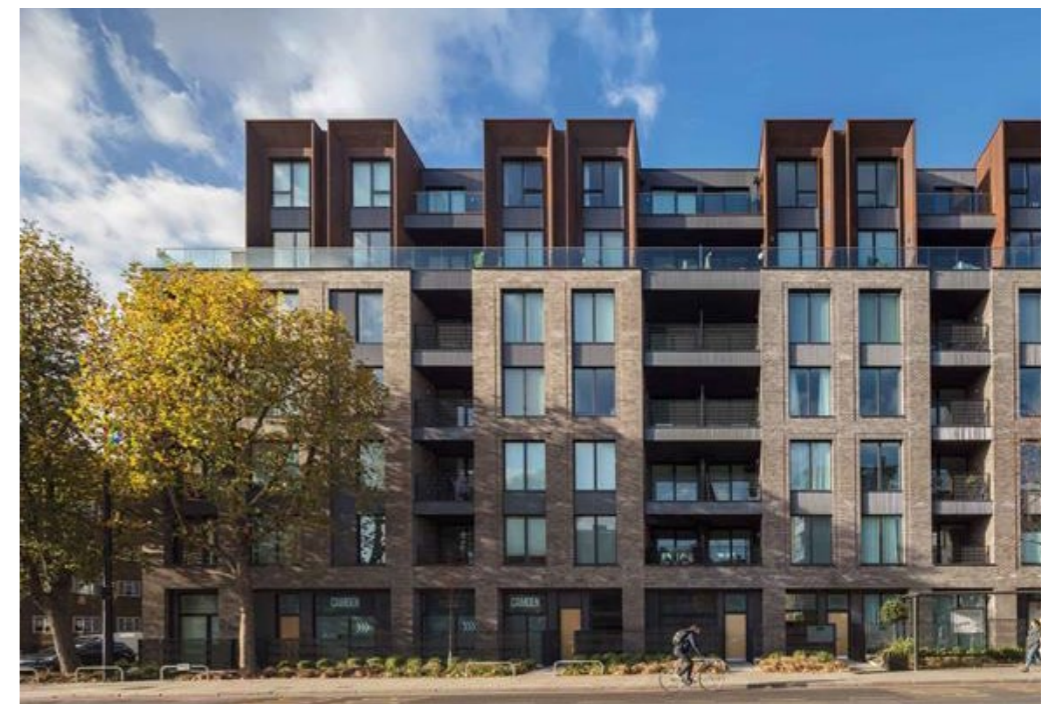
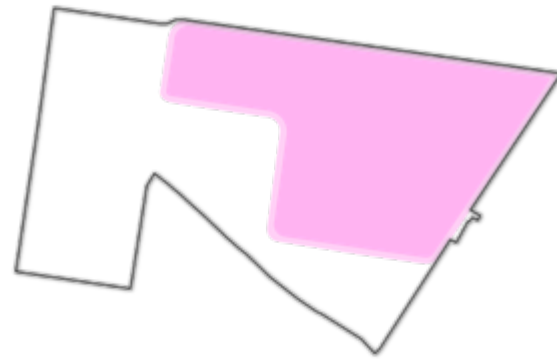


Figure 29. Camden Courtyards, London
Source: Simon Kennedy



Croydon Low Density Dwelling Residential Precinct

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



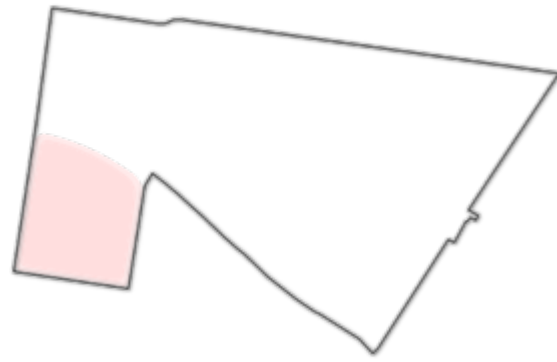
Figure 30. View along Queen Street, Croydon
Source: Ethos Urban



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



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



Railway South Precinct

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



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



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



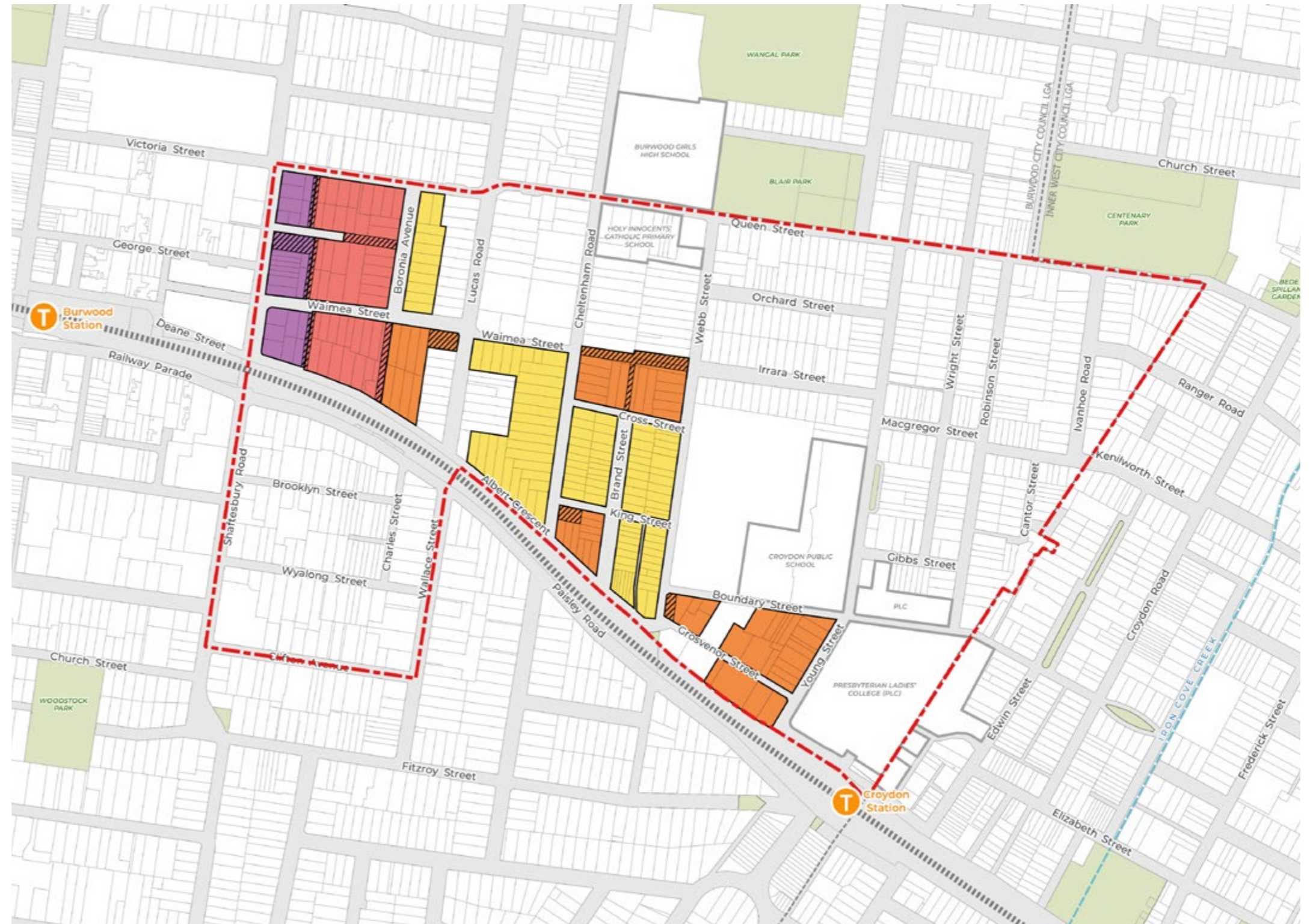
Figure 34. Heritage Item 13, 16 Brooklyn Street, Burwood
Source: TKD Architects

4.3 Density

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

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

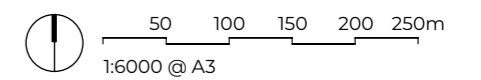
The lower scale character of Croydon is proposed to be retained in the rest of the HIA to preserve the existing character of the area, particularly where existing HCAs are located.



LEGEND

- 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

Figure 36. Density
Source: Ethos Urban



4.4 Building Height

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

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

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

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

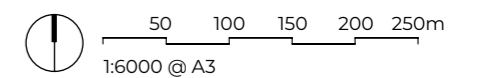


Note: Building envelopes shown are indicative only.

Figure 37. Building Height
Source: Ethos Urban

LEGEND

Croydon HIA	Indicative Building Heights
Local Government Area	26-30 Storeys
Railway & Station	16-25 Storeys
Existing Schools	11-15 Storeys
Existing Public Open Space	9-10 Storeys
Proposed Open Space	7-8 Storeys
Existing Heritage Retained	3-6 Storeys
Maximum Building Height (Storeys)	1-2 Storeys



4.5 Primary Setbacks

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

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

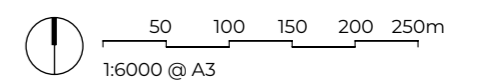
3m setbacks are proposed along majority of the north-south streets, where narrower blocks are located, to maximise potential developable area on these blocks while still ensuring improvement of the streetscape.



LEGEND

- - - Croydon HIA
- Local Government Area
- T Railway & Station
- Existing Schools
- Heritage Item
- Existing Public Open Space
- Proposed Open Space
- - - Proposed Shared Way
- - - Proposed Pedestrian Through-site Link
- 3m Setback
- 6m Setback
- 6m Setback (2m footpath widening + 4m landscaped setback)
- Merit-based Setback from Heritage Items

Figure 38. Primary Setbacks
Source: Ethos Urban



4.6 Secondary Setbacks

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

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

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

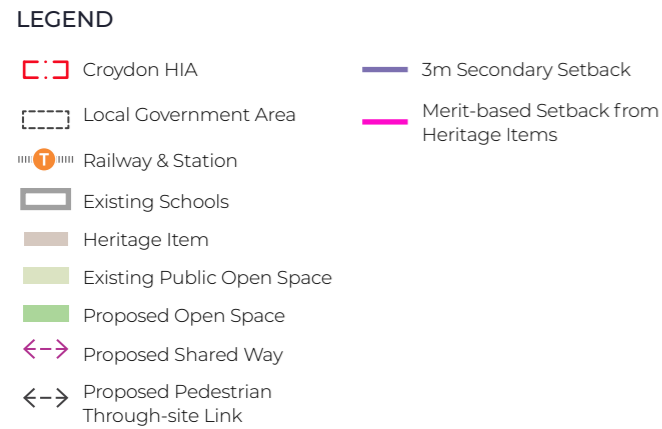
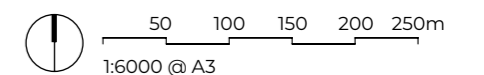


Figure 39. Secondary Setbacks
Source: Ethos Urban



4.7 Connectivity and Green Street Opportunities

Connecting to District Open Spaces

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

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

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

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

LEGEND

- Croydon HIA
- District Level Park
- Foreshore Walk
- Primary Green Street - Shaded Walking Connection
- Secondary Green Street - Shaded Walking Connection
- Active Transport Street - Contraflow Bicycle Lane
- Existing Bicycle Network
- Existing Pedestrian Crossings along Queen Street
- Existing Signalised Intersections along Parramatta Road
- Potential Signalised Intersection / Pedestrian Overbridge (To be considered, outside of Croydon HIA)

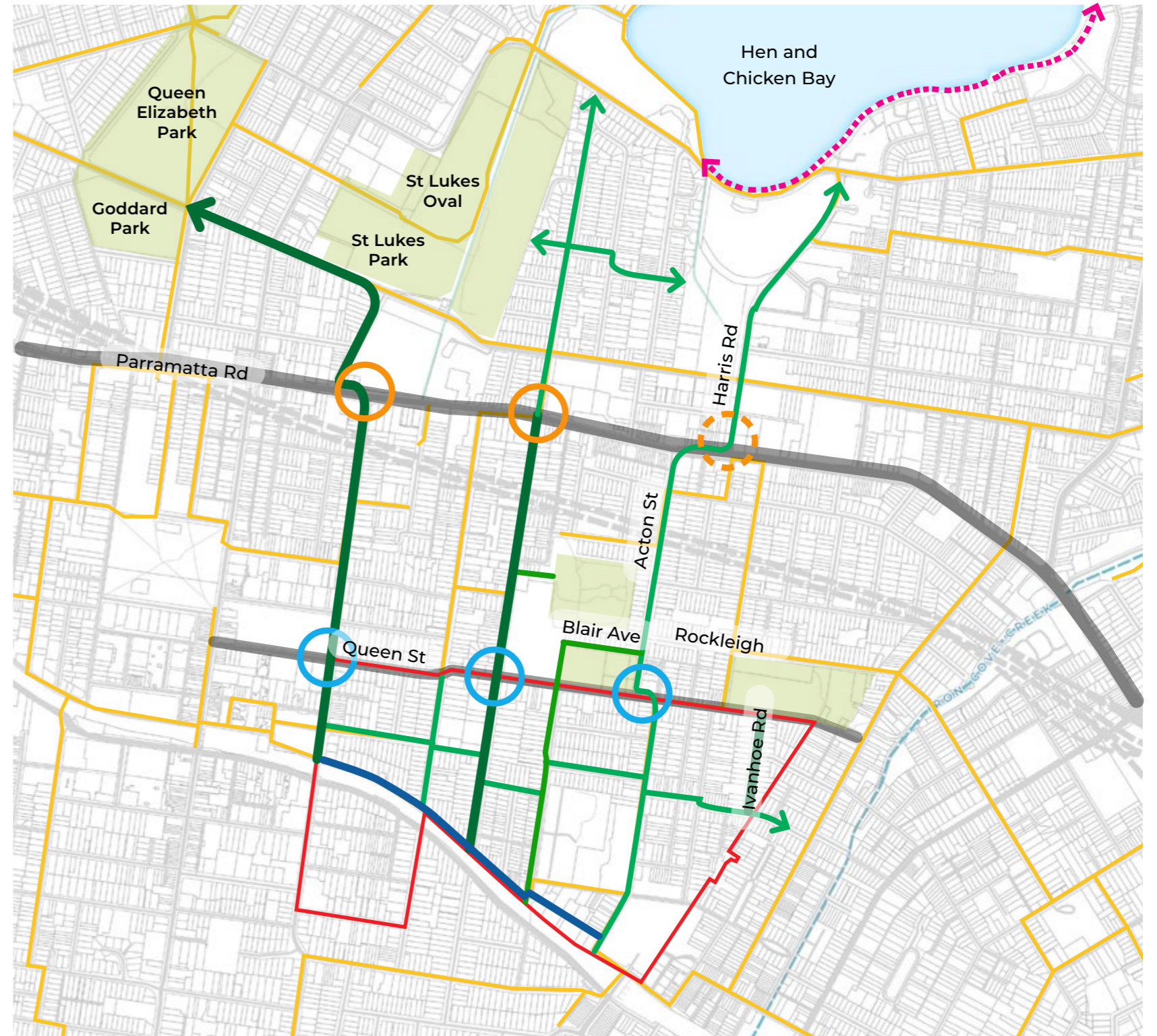
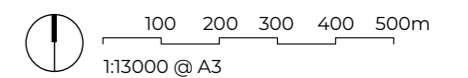


Figure 40. Green Street Connectivity and Broader Active Transport Network
Source: CLOUSTON Associates and Ethos Urban



4.8 Active Transport Network

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

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

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

LEGEND

Croydon HIA	Proposed Dedicated Active Transport Route
Local Government Area	Proposed Secondary Active Transport Route
Burwood Town Centre	Proposed Shared Way
Railway & Station	Proposed Pedestrian Through-site Link
400m Radius from Station	Existing Green Street
800m Radius from Station	Proposed Green Street
Existing Schools	Signalled Crossing
Existing Public Open Space	Pedestrian Crossing
Proposed Open Space	Proposed Signalled Crossing
Major Road	Proposed Pedestrian Crossing
Existing Primary Active Transport Route	
Planned Active Transport Route	
Proposed Primary Active Transport Route	

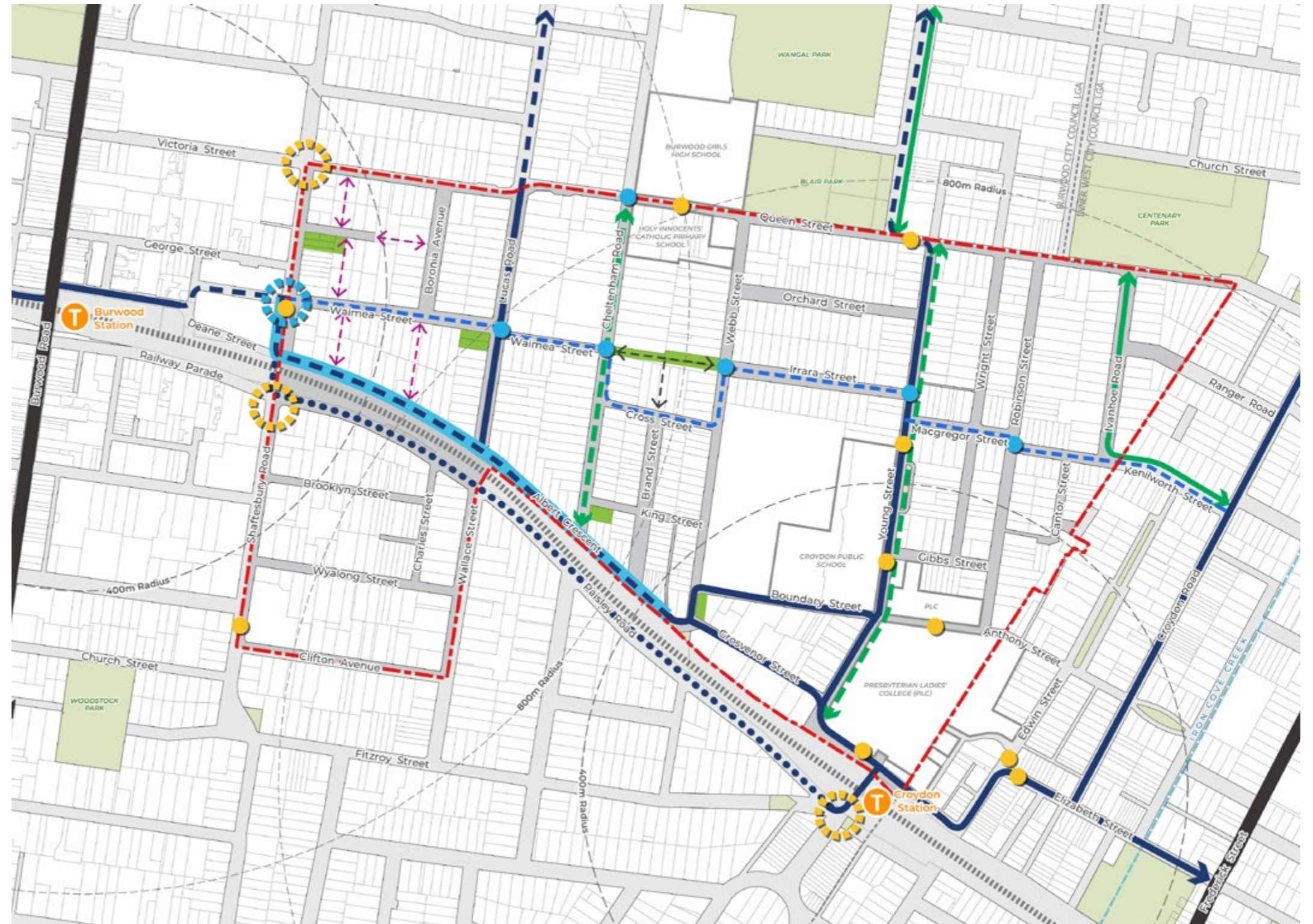


Figure 41. Active Transport Network
Source: Ethos Urban

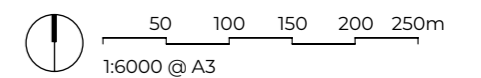




Figure 42. Artist's impression of the proposed Active Transport Street along Albert Crescent, looking south-east towards Croydon Station
Source: Ethos Urban

4.9 Public Domain and Open Space

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

Key moves include:

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

LEGEND









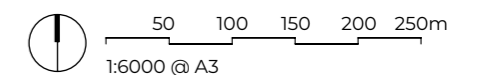
 Croydon HIA	 Pocket Park
 Existing Tree Canopy	 Plaza
 Proposed Tree Canopy along Green Streets	 Shared Way
 Private Open Space	 Pedestrian Through-Site Link



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



Pocket Parks

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

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



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



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

Plazas

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

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



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



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

Shared Ways

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

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



Figure 50. Shared Way in Edmonson Park.
Source: Greg Jackson



Figure 51. Shared Way, Kensington Street. Design by TURF Design Studio.
Source: Simon Wood

Pedestrian Through-site Links

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

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



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



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

4.10 Private Open Space

Communal Private Open Space

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

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

Individual Private Open Space

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



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



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



Figure 55. Ground floor garden at Lunar Apartments. Design by Rothelowman.
Source: Anson Smart

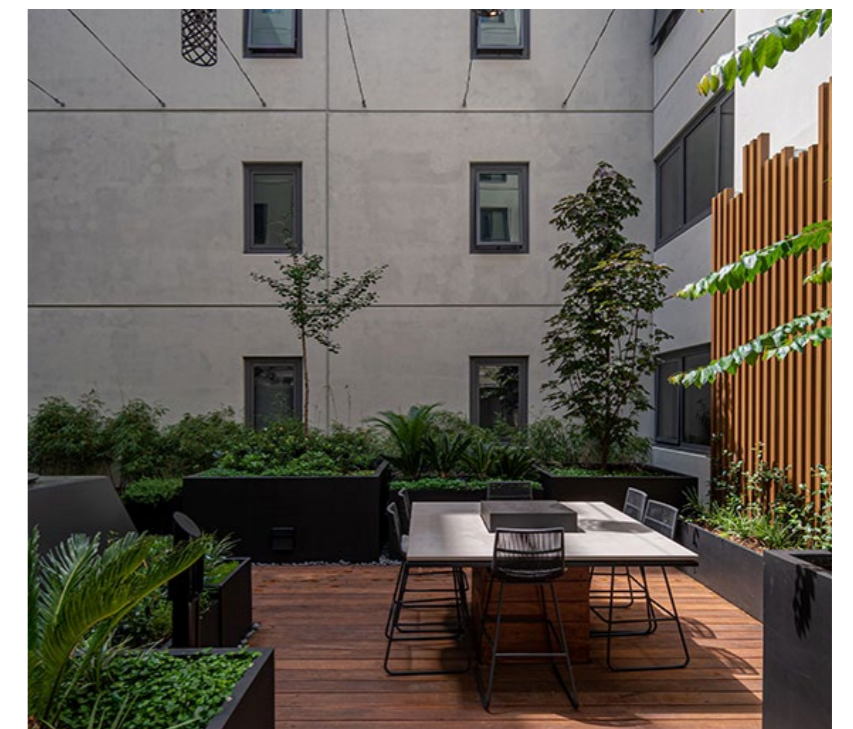


Figure 54. Ground floor courtyard at 71 Constitution Avenue, Campbell.
Design by COX Architecture.
Source: Jakub Beseda

4.11 Streetscape Improvements and Upgrades

Street Type 1: Green Streets

Design Intent

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

Interventions

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

Outcomes

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



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

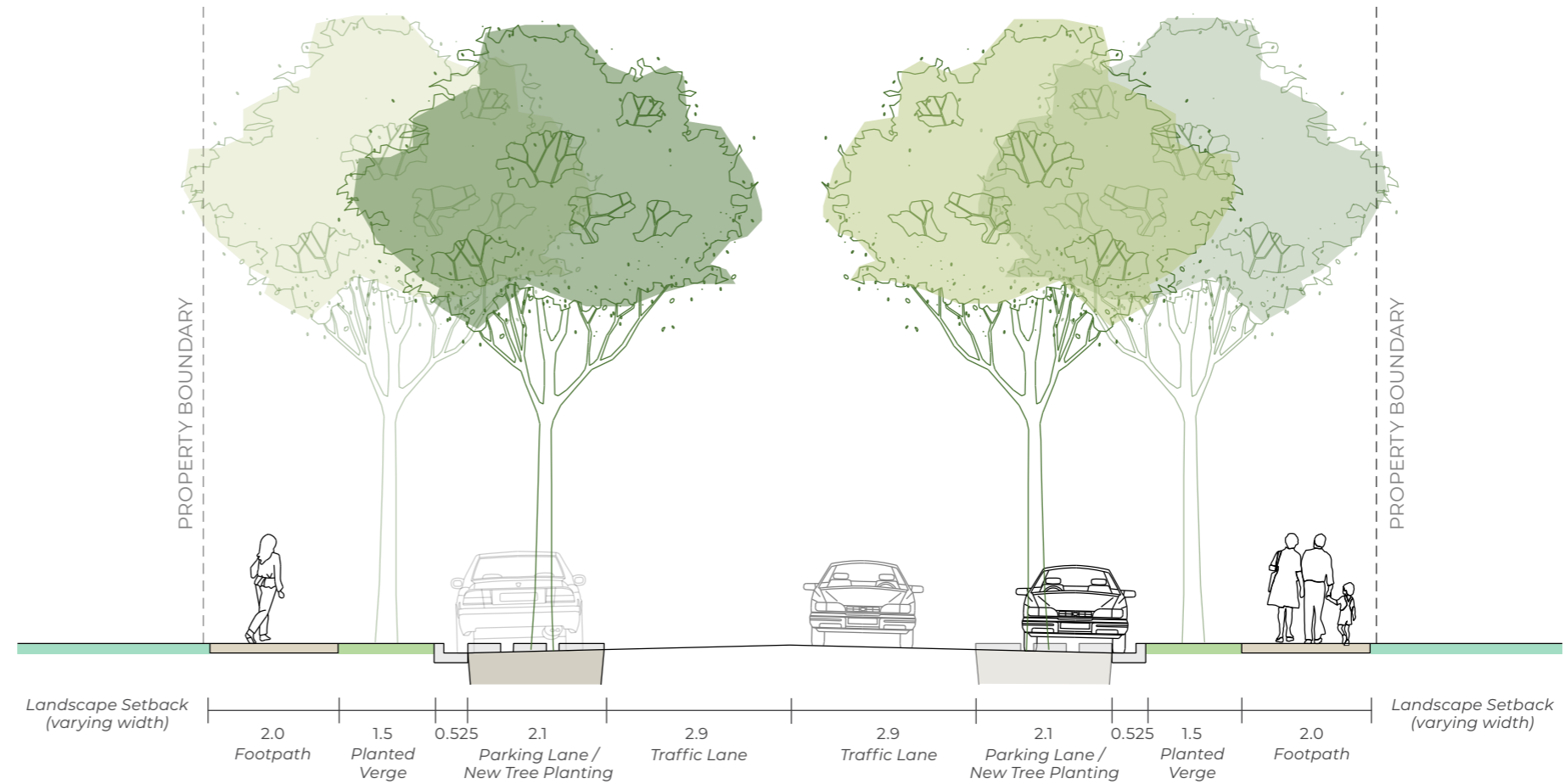


Figure 56. Section AA - Typical Section of Green Streets.
Source: CLOUSTON Associates

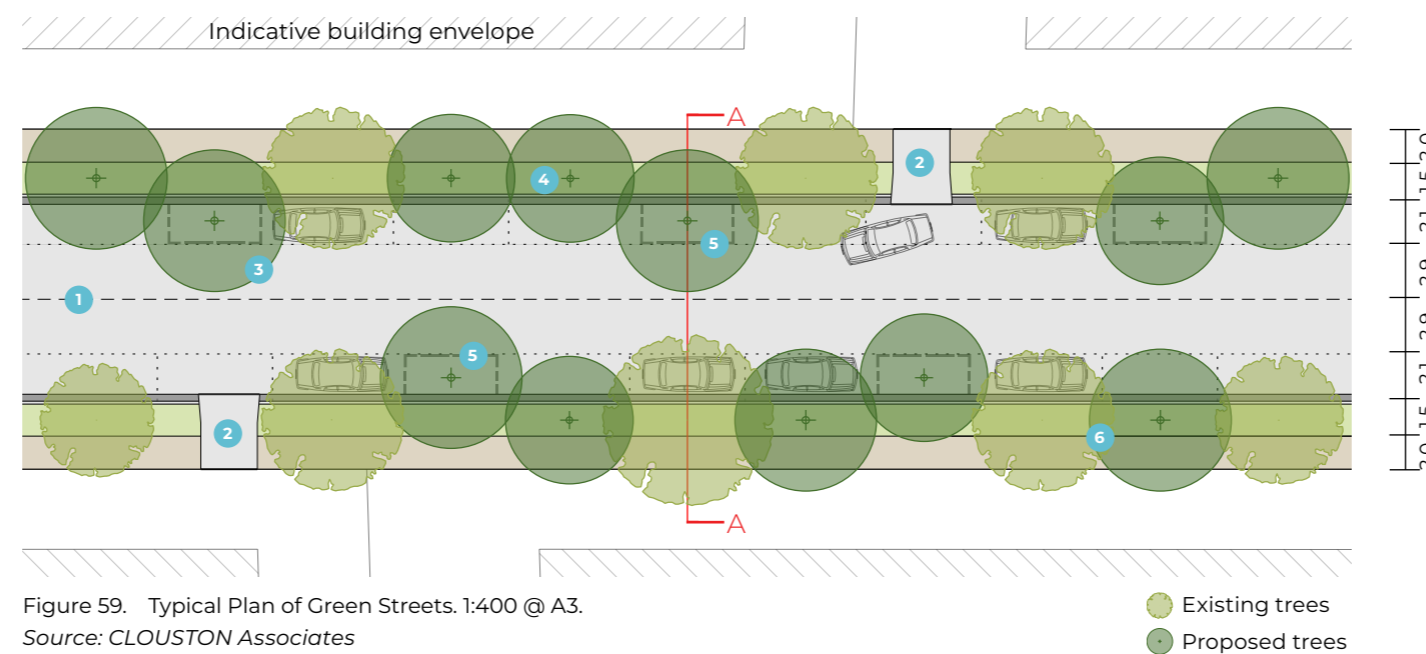


Figure 59. Typical Plan of Green Streets. 1:400 @ A3.
Source: CLOUSTON Associates



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

Street Type 2: Slow Streets

Design Intent

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

Interventions

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

Outcomes

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



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



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

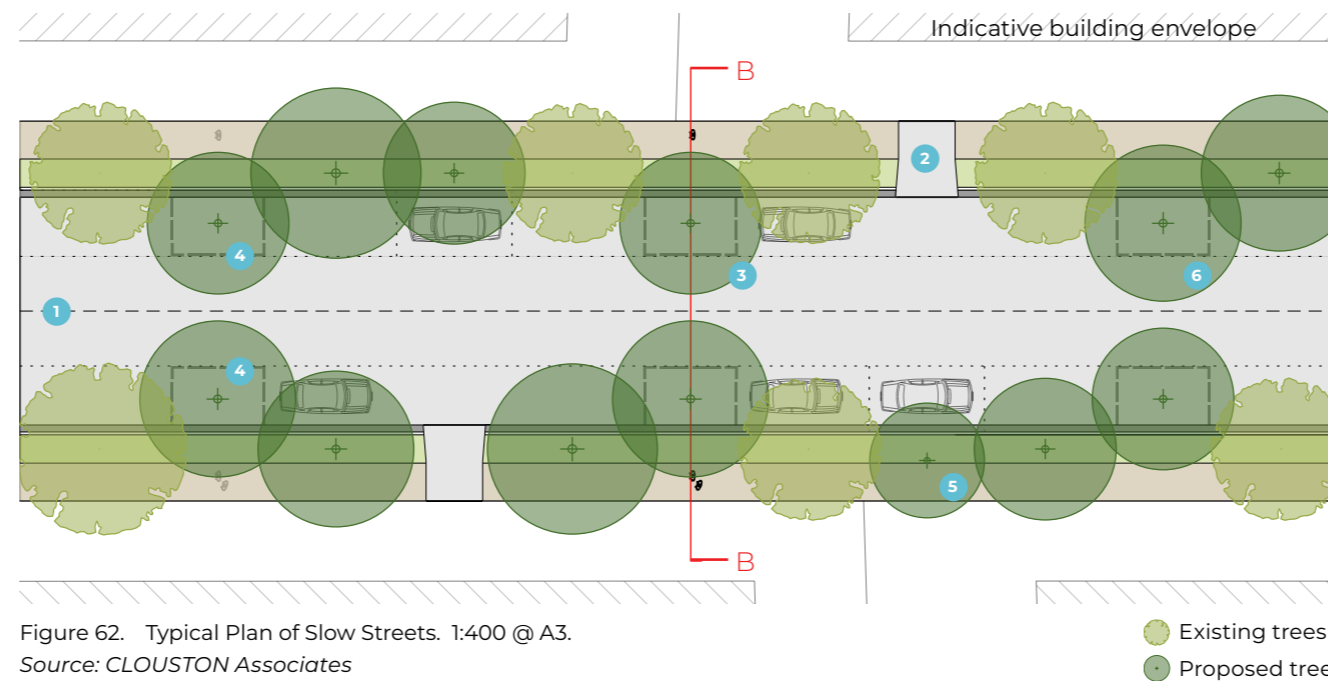


Figure 62. Typical Plan of Slow Streets. 1:400 @ A3.
Source: CLOUSTON Associates



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

Street Type 3: Active Transport Street

Design Intent

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

Interventions

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

Outcomes

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



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



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

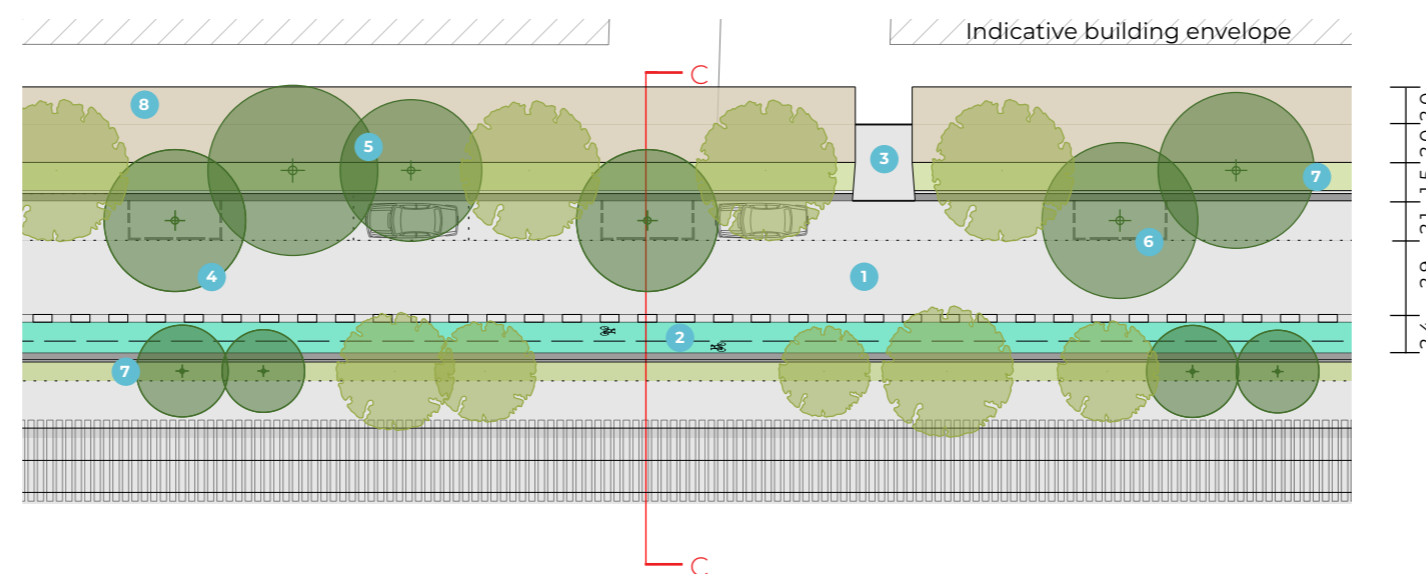


Figure 66. Typical Plan of Active Transport Street. 1:400 @ A3.
Source: CLOUSTON Associates

- Existing trees
- Proposed trees



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

5 Yield Estimate

5.1 Methodology

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

Constrained Sites

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

- Strata titled lots containing >10 units¹
- Heritage items²
- HCAs³
- Schools (and lots owned by schools)

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

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

³ A part of the Lucas Road HCA is included as having the potential for redevelopment given its assessed heritage value.

Private development sites that are anticipated to deliver the proposed open spaces, shared ways, pedestrian through-site links and/or footpath widening will be able to utilise the full FSR allocated to that site and redistribute that density to the developable parts of the site. These public domain areas are therefore retained within the capacity assessment as having some development potential.

Proposed Controls

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

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

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

Assumptions

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

GFA to Dwelling	
Average apartment size	90m ² GFA
People per dwelling	2.5

Table 2. GFA to Dwelling Assumptions

Built Form		
Maximum floorplate over 8 storeys	750m ² (floorplate GFA)	
Minimum amalgamated lot size	1,500m ²	
Maximum building length	60m	
Maximum wall length without articulation	45m	
Minimum floor-to-floor heights	Residential	3.2m
	Residential ground floor	4m
	Commercial / retail ground floor	4.5m
Lift overrun, rooftop plant and structures associated with rooftop communal open space	4.5m	

Table 3. Built Form Assumptions

5.2 Yield

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

Table 4. Residential Capacity



6 Draft Implementation Strategy

6.1 Proposed Site Amalgamation

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

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

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

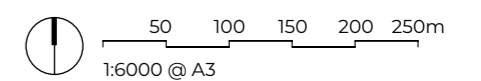
A proposed minimum site area of 1,500m² will apply to development for the purposes of RFBs and shop top housing in the Croydon HIA. This will assist in facilitating a pattern of amalgamation that creates orderly development and adequate site area to accommodate positive built form outcomes, including enabling development to achieve ADG requirements and provide adequate amenity for future residents.

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

- 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



Figure 69. Proposed Amalgamation for Key Sites (LEP) and Indicative Site Amalgamations (DCP)
Source: Ethos Urban



6.2 Land Use Zoning (LZN)

Existing LZN Map

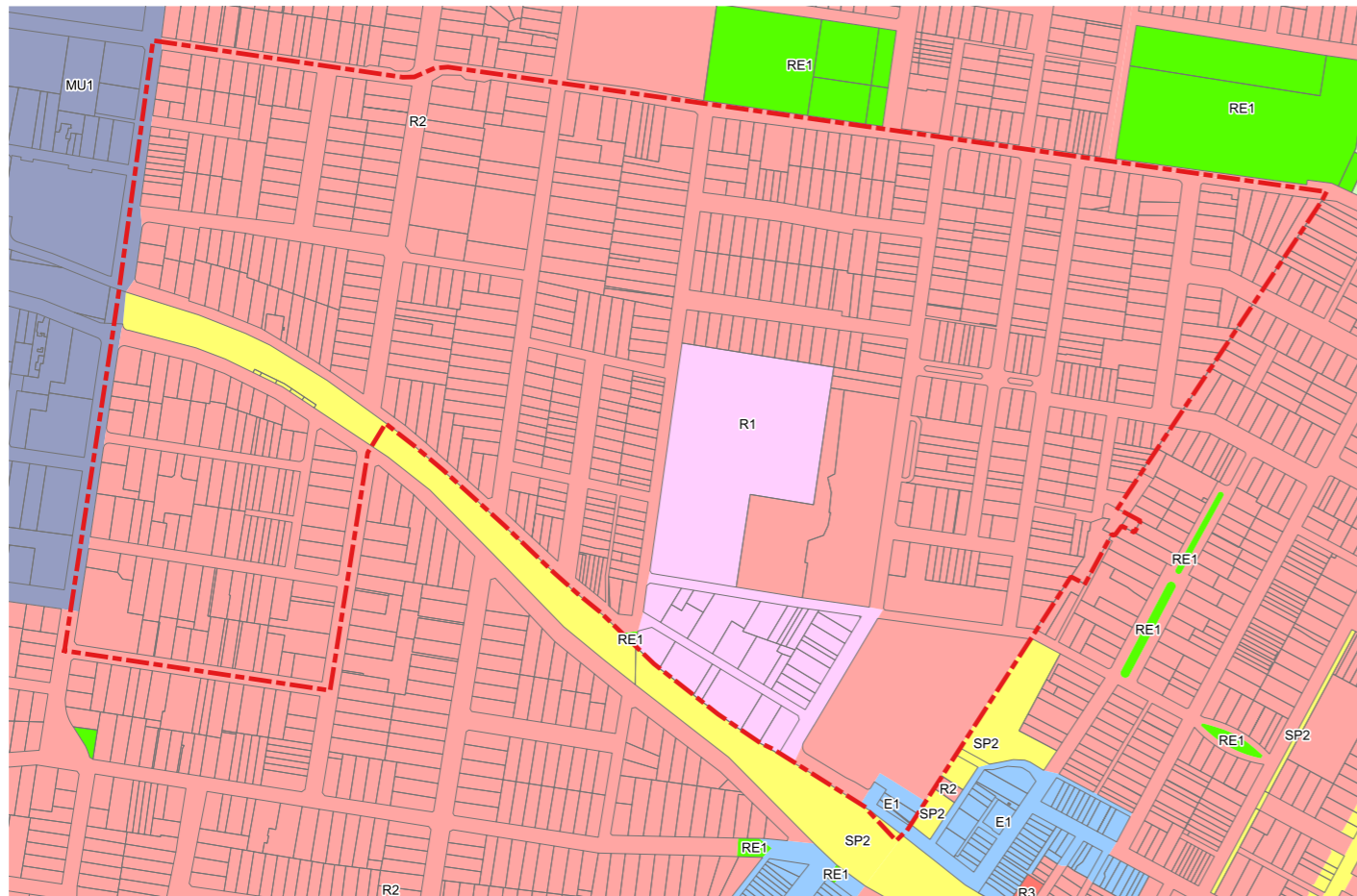


Figure 70. Existing Land Use Zoning Map
Source: Burwood LEP, reproduced by Ethos Urban

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

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

The E1 zone allows for shop top housing in response to its location within Croydon Neighbourhood Centre.

LEGEND

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

Proposed LZN Map

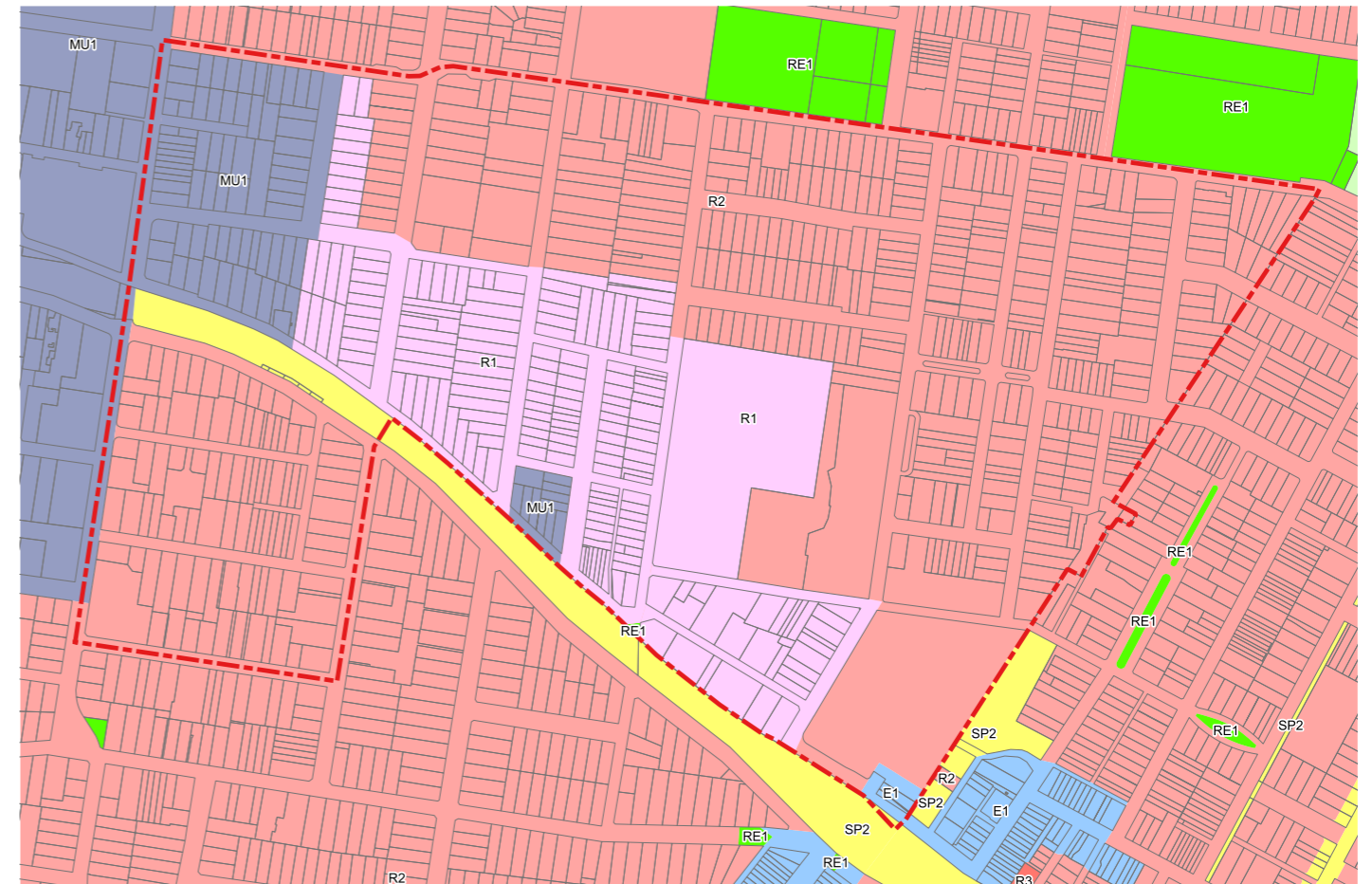


Figure 71. Proposed Land Use Zoning Map
Source: Ethos Urban

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

LEGEND

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

6.3 Height of Building (HOB)

Existing HOB Map

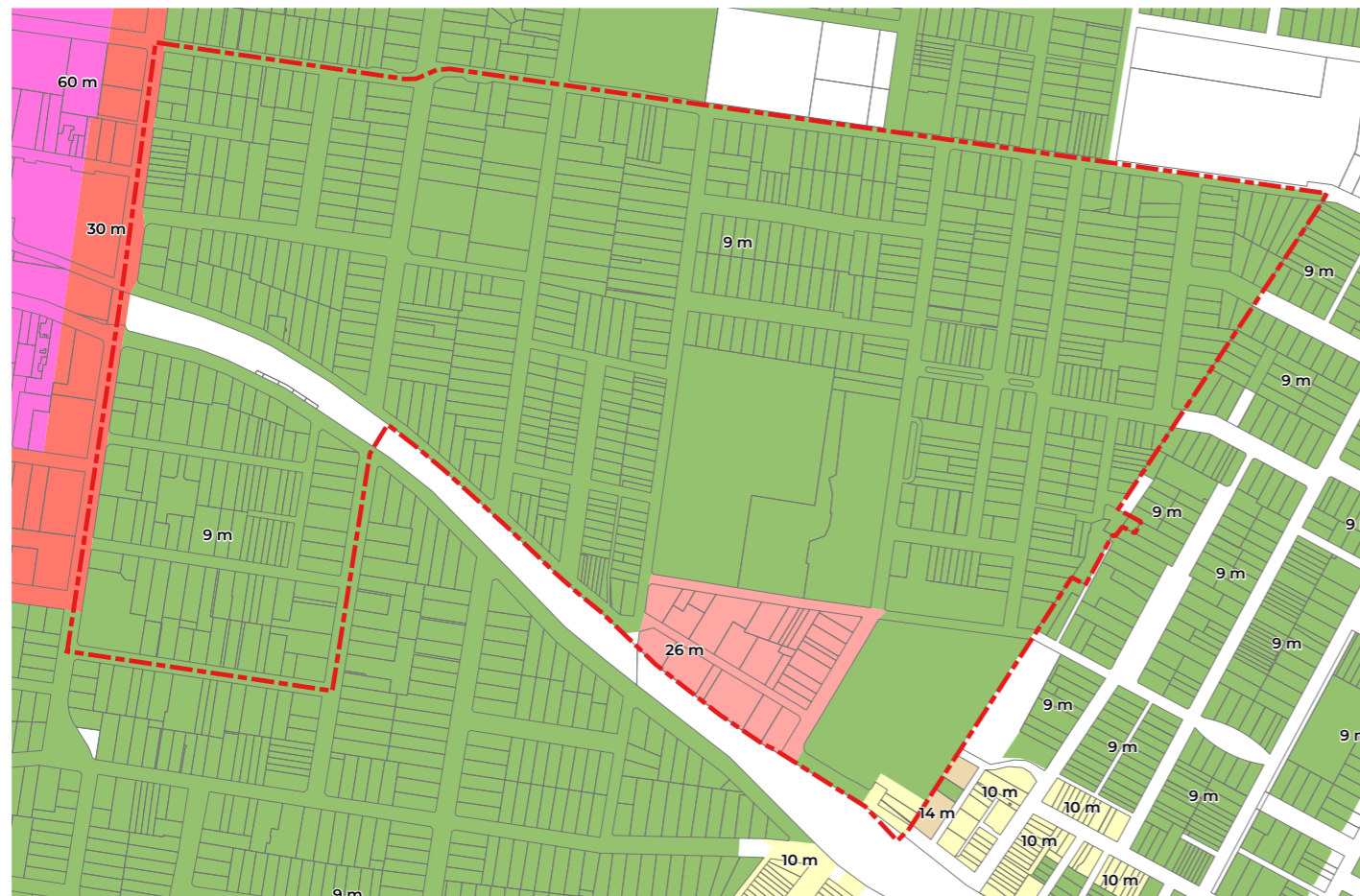
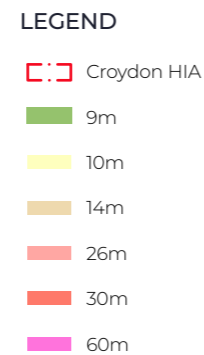


Figure 72. Existing Height of Building Map
Source: Burwood LEP, reproduced by Ethos Urban

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

Land zoned E1 Local Centre within Croydon Neighbourhood Centre has a height limit of 10m which provides for buildings of 2-3 storeys.



Proposed HOB Map

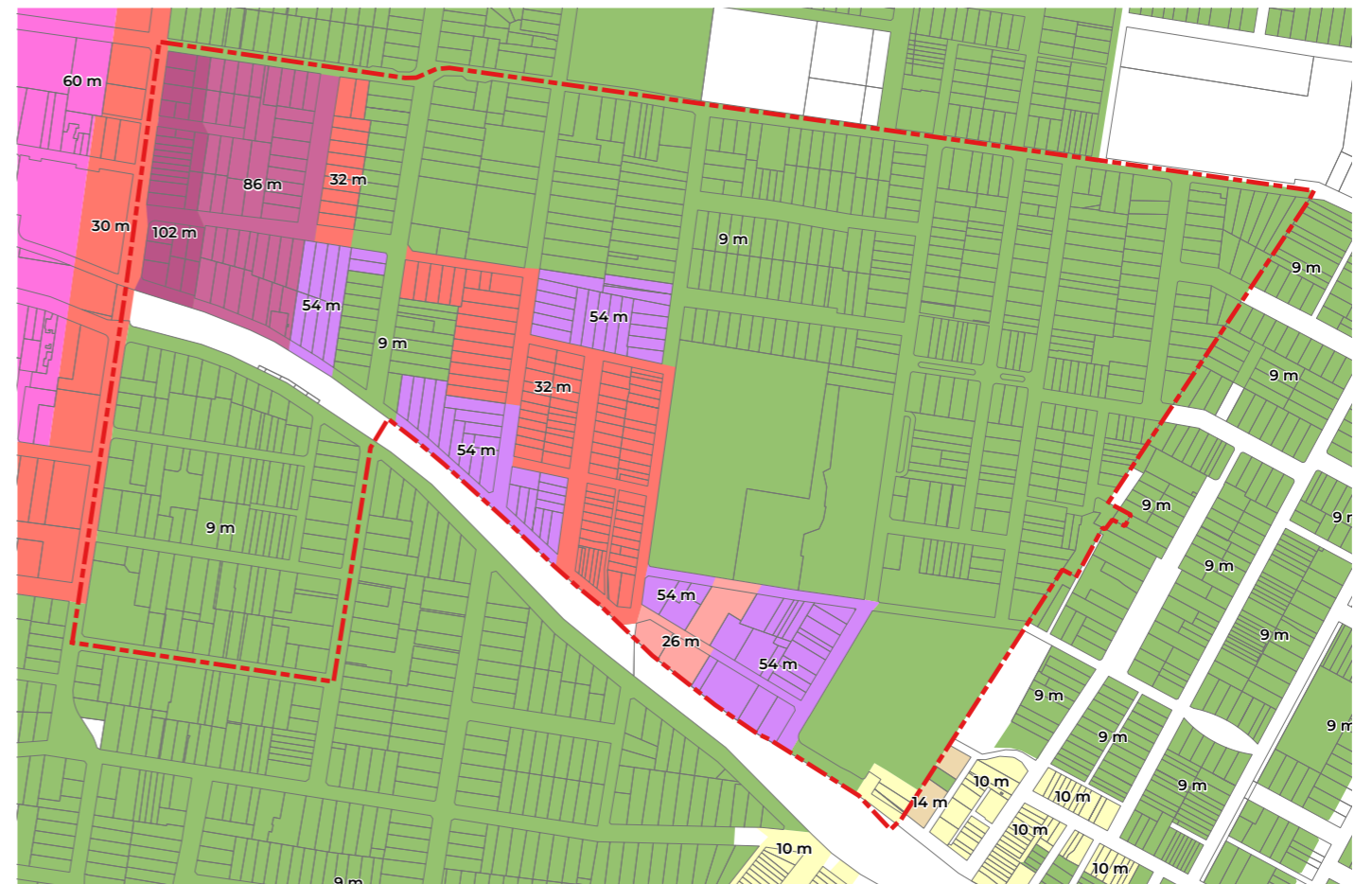
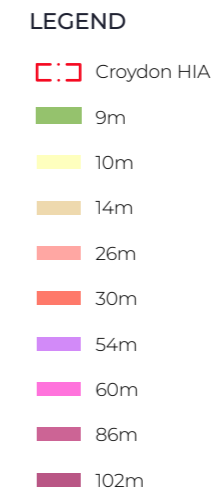


Figure 73. Proposed Height of Building Map
Source: Ethos Urban

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

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



6.4 Floor Space Ratios (FSR)

Existing FSR Map

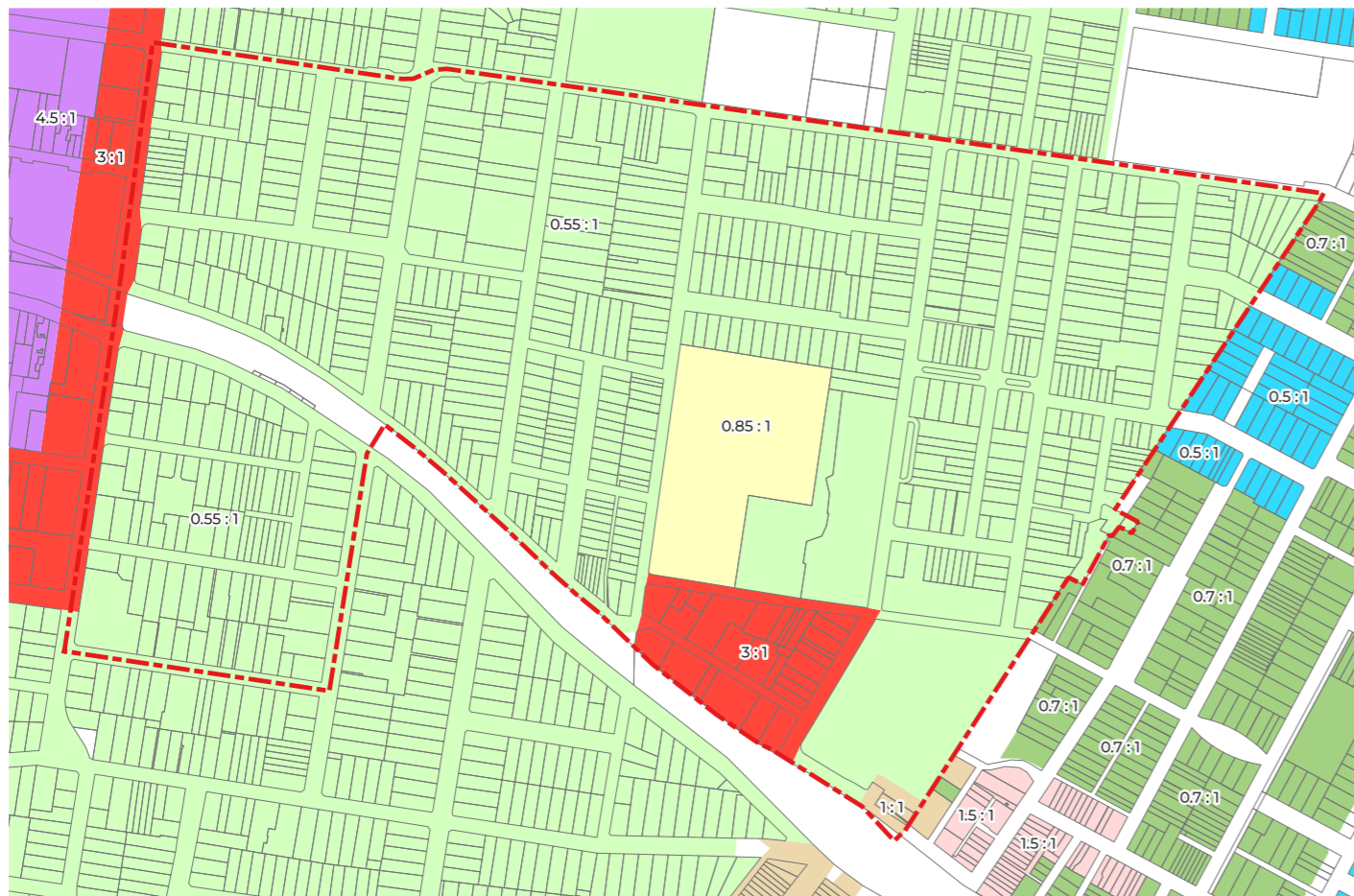


Figure 74. Existing Floor Space Ratio Map
Source: Burwood LEP, reproduced by Ethos Urban

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

LEGEND

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

Proposed FSR Map

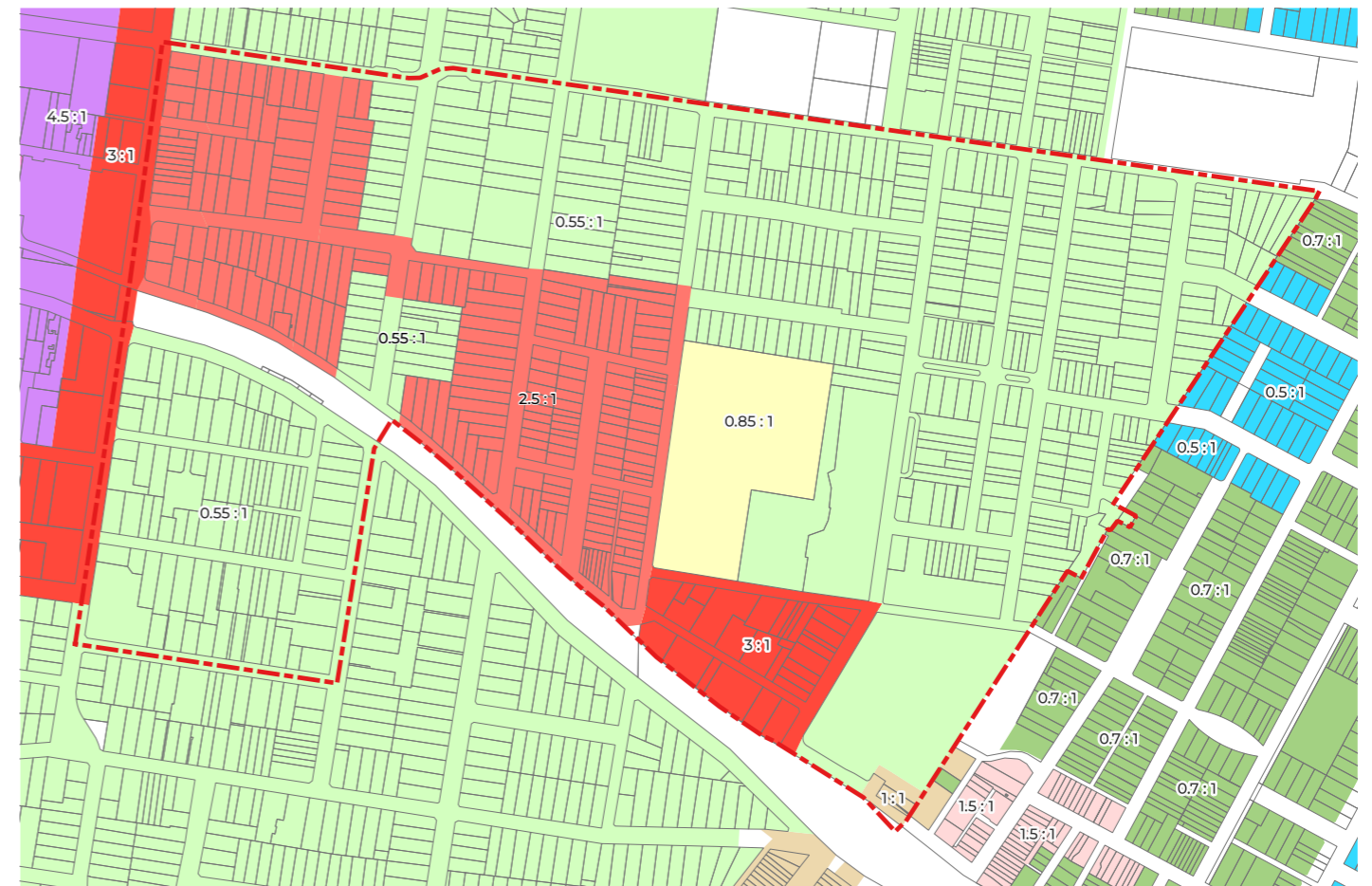


Figure 75. Proposed Base Floor Space Ratio Map
Source: Ethos Urban

Consistent with the location of changes to the height of building map, the proposed floor space ratio is 2.5:1 throughout the site. It is noted that an incentive FSR applies to certain sites which is described on the following page.

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

6.5 Incentive FSR

Proposed Incentive FSR Map

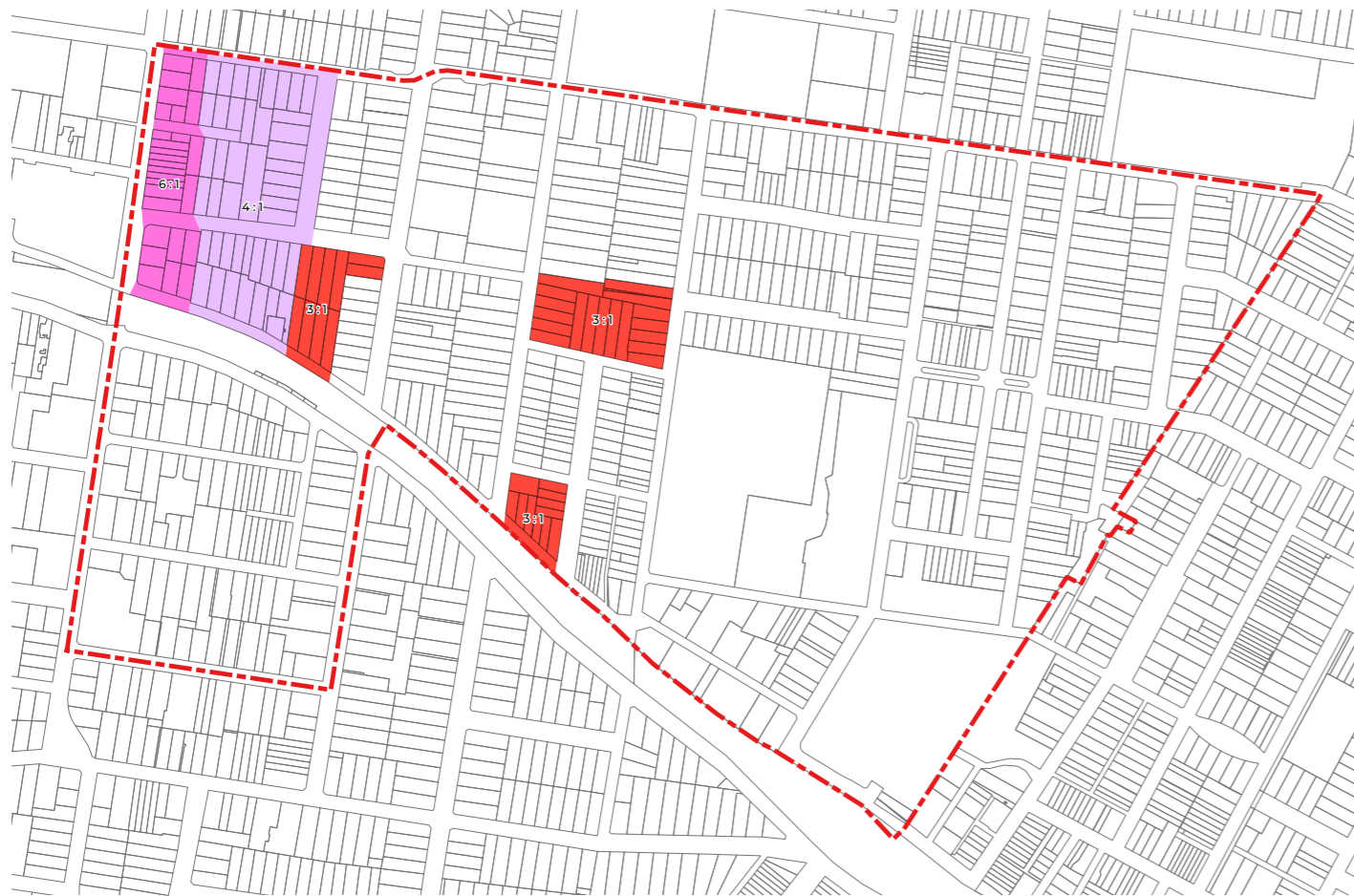


Figure 76. Proposed Incentive FSR Map
Source: Ethos Urban

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

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

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

LEGEND

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

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

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

Proposed Key Sites Map

with Areas Proposed for Open Spaces, Shared Ways and Pedestrian Through-site Links

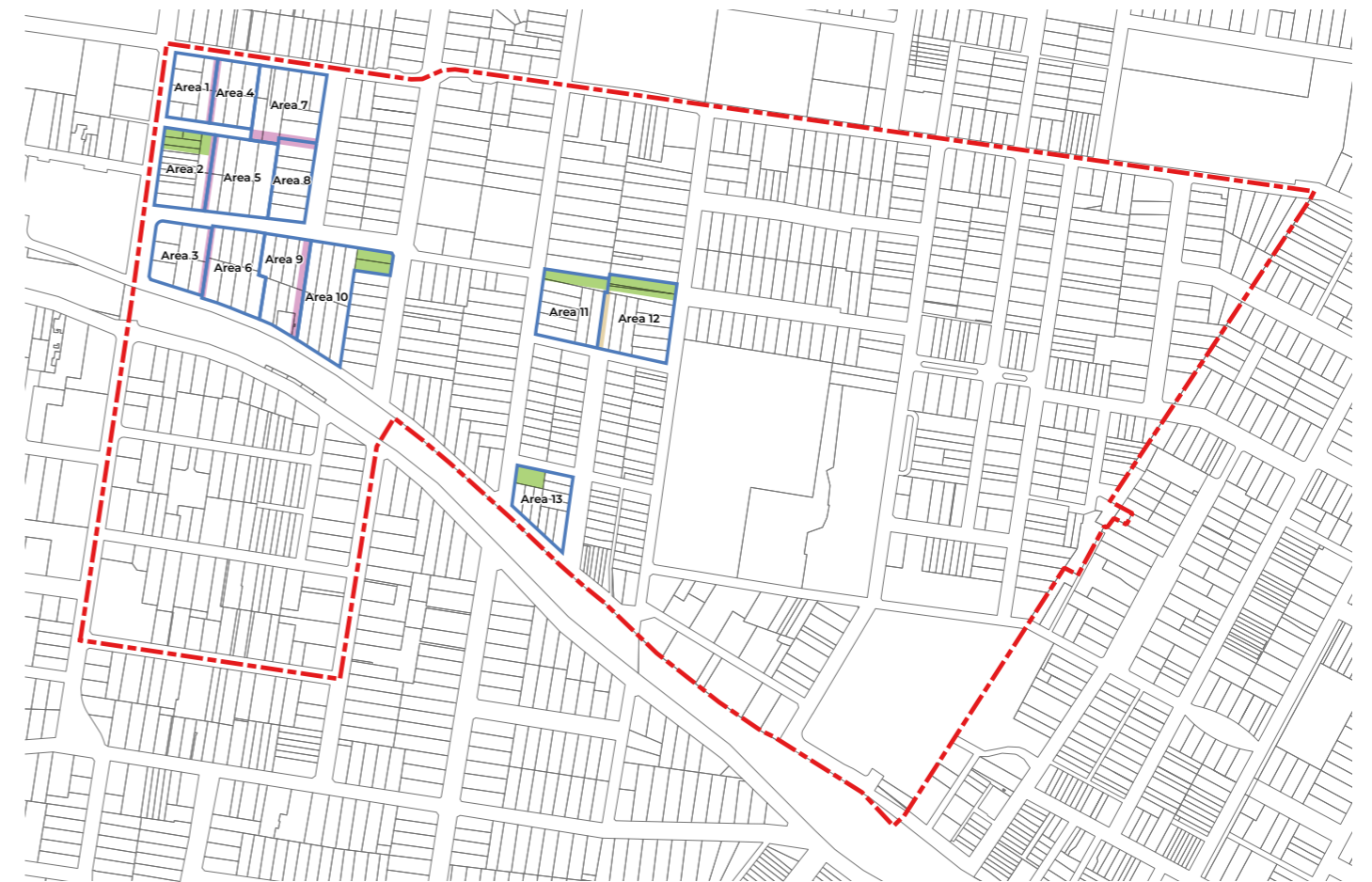


Figure 77. Proposed Key Sites with Areas Proposed for Open Spaces, Shared Ways and Pedestrian Through-Site Links
Source: Ethos Urban

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

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

LEGEND

- ▭ Croydon HIA
- ▭ Key Sites
- ▭ Proposed Open Space
- ▭ Proposed Shared Way
- ▭ Proposed Pedestrian Through-site Link

Proposed Incentive FSR and Requirements

Area	Site Area	Base FSR	Incentive FSR	Total FSR	Requirements
1	3,192 m ²	2.5:1	+3.5:1	6:1	<ul style="list-style-type: none"> Shared way (4m min. width) connecting Victoria Street and Simpson Avenue. Footpath widening (2m wide) as identified on Figure 38.
2	4,524 m ²	2.5:1	+3.5:1	6:1	<ul style="list-style-type: none"> Open space - plaza (1,500m² min. area). Shared way (4m min. width) connecting Simpson Avenue and Waimea Street. Footpath widening (2m wide) as identified on Figure 38.
3	4,028 m ²	2.5:1	+3.5:1	6:1	<ul style="list-style-type: none"> Shared way (4m min. width) connecting Waimea Street and Albert Crescent. Footpath widening (2m wide) as identified on Figure 38.
4	3,142 m ²	2.5:1	+1.5:1	4:1	<ul style="list-style-type: none"> Shared way (4m min. width) connecting Victoria Street and Simpson Avenue. Footpath widening (2m wide) as identified on Figure 38.
5	5,504 m ²	2.5:1	+1.5:1	4:1	<ul style="list-style-type: none"> Shared way (4m min. width) connecting Simpson Avenue and Waimea Street. Footpath widening (2m wide) as identified on Figure 38.
6	5,079 m ²	2.5:1	+1.5:1	4:1	<ul style="list-style-type: none"> Shared way (4m min. width) connecting Waimea Street and Albert Crescent. Footpath widening (2m wide) as identified on Figure 38.
7	5,492 m ²	2.5:1	+1.5:1	4:1	<ul style="list-style-type: none"> Shared way connecting Simpson Avenue and Boronia Avenue (combined width across Areas 7 and 8 to match width of existing Simpson Avenue road reserve).
8	3,451 m ²	2.5:1	+1.5:1	4:1	<ul style="list-style-type: none"> Footpath widening (2m wide) as identified on Figure 38.
9	4,540 m ²	2.5:1	+1.5:1	4:1	<ul style="list-style-type: none"> Shared way (8m min. width) connecting Waimea Street and Albert Crescent. Footpath widening (2m wide) as identified on Figure 38.
10	6,847 m ²	2.5:1	+0.5:1	3:1	<ul style="list-style-type: none"> Open space - pocket park (1,000m² min. area). Footpath widening (2m wide) as identified on Figure 38.
11	4,916 m ²	2.5:1	+0.5:1	3:1	<ul style="list-style-type: none"> Open space - pocket park (1,000m² min. area). Open space to include a pedestrian and bicycle link that aligns with Waimea Street, connecting Cheltenham Road and Webb Street via the adjoining open space in Area 12. Footpath widening (2m wide) as identified on Figure 38.
12	6,194 m ²	2.5:1	+0.5:1	3:1	<ul style="list-style-type: none"> Open space - pocket park (1,500m² min. area). Open space to include a pedestrian and bicycle link that aligns with Irrara Street, connecting Webb Street and Cheltenham Road via the adjoining open space in Area 11. Footpath widening (2m wide) as identified on Figure 38.
13	3,788 m ²	2.5:1	+0.5:1	3:1	<ul style="list-style-type: none"> Open space - plaza (600m² min. area). Footpath widening (2m wide) as identified on Figure 38.

Table 5. Proposed Incentive FSR and Requirements

6.6 Maximum Car Parking Rates

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

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

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

6.7 Updates to Burwood Contributions Framework

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

6.8 Recommended Updates to DCP Controls

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

The recommended DCP controls are summarised below.

Sub-precinct Character Statements

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

Public Open Space

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

Recommended Objectives

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

Recommended Provisions

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

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

Active Transport and Movement Network

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

Recommended Objectives

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

Recommended Provisions

- Future development is to provide new through-site links as shown in the Structure Plan.
- Future development is to provide adequate dedication for active transport routes.
- Development on consolidated lots is to provide vehicular access to a single point of entry/egress.
- Future development is to be consistent with the proposed street typologies as identified in Section 4 of the Master Plan.
- New shared ways are to be designed to:
 - be a minimum of width of 8m (or 4m if shared with adjoining site)
 - encourage a low speed limit of 10km/hr in accordance with Transport for NSW's technical direction on the 'Design and implementation of shared zones including provision for parking (TTD 2016/001)
 - allow pedestrian and cyclists to safely share the space with vehicles

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

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

Built Form and Design

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

Recommended Objectives

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

Recommended Provisions

- Future development is to provide:
 - primary setbacks as shown in Figure 38
 - secondary setbacks as shown in Figure 39
 - a street wall height of 6 storeys
- Future development is to be setback from the side and rear boundaries as per ADG requirements.
- Tower floor plates (above the street wall height) are not to exceed an area 750m² GFA.

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

Green Infrastructure

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

Recommended Objectives

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

Recommended Provisions

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

- Development may need to provide street trees in the frontage as identified in the street typologies sections as shown in Section 4.11.
- Development setback 6m from the street front boundary is to provide deep soil zones and tree planting as per Council's Street Tree Management Strategy.
- At least 50% of the front setback area must be provided as landscaped areas.
- Existing mature trees must be retained wherever possible.
- As part of future development, public domain improvements are to integrate utilities underground within the street reservation, with services located underground and in a manner that facilitates tree planting.
- Where feasible, new shared ways are to incorporate water sensitive urban design initiatives such as landscaped swales to improve the quality of groundwater and water entering the waterways and tree bays.

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