

Attachment G

Submissions

From: Lee Ryan [REDACTED] on behalf of Lee Ryan [REDACTED] <Lee Ryan [REDACTED]>
Sent on: Thursday, November 13, 2025 8:00:20 AM
To: dasubmissions@cityofsydney.nsw.gov.au
Subject: Submission - D/2025/1070 - 20 Bourke Road ALEXANDRIA NSW 2015 - Attention Gavin Ho

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Hi,

I'm writing to express my strong support for development D/2025/1070 at 20 Bourke Rd Alexandria. This development is consistent with the high density character of the area and would take advantage of the exceptional amenities there. Sydney desperately needs more housing of all kinds, especially affordable, and I would argue that this development could be even larger at this location in order to provide more housing, especially multi-bedroom units for families. I'm currently renting in nearby Darlington and personally would love to live in a development such as this one with its proximity to Green square station and the city.

Thanks and regards, Lee.

From: Cameron Kline [REDACTED] on behalf of Cameron Kline
[REDACTED] <Cameron.Kline@[REDACTED]>
Sent on: Tuesday, December 9, 2025 6:00:13 PM
To: dasubmissions@cityofsydney.nsw.gov.au
Subject: Submission - D/2025/1070 - 20 Bourke Road ALEXANDRIA NSW 2015 - Attention Gavin Ho
Attachments: 251209 Submission to CoS.pdf (1.5 MB)

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Dear Gavin,

Thank you for the opportunity to comment on D/2025/1070 (20 Bourke Rd, Alexandria). Please find attached our comments on behalf of the landowner of the neighbouring property at 28-32 Bourke Road, Alexandria.

Kind regards

Cameron Kline
Senior Development
Manager

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9 December 2025

Gavin Ho

Senior Planner

City of Sydney

By email: dasubmissions@cityofsydney.nsw.gov.au

Attn: Gavin Ho

Dear Gavin,

Submission - D/2025/1070 - 20 Bourke Road ALEXANDRIA NSW 2015

Alexandria Property Development Pty Ltd on behalf of Centuria Healthcare Property Services (Centuria) provide this submission as the responsible entity for the State Significant Development (SSD) known as Alexandria Health Centre (AHC) at 28-32 Bourke Road, Alexandria (see site location below).



This submission is in relation to the Development Application currently under assessment with Council for the site at 20-26 Bourke Road, Alexandria.

We appreciate the opportunity to participate in the planning process and submit our comments on the project, specifically regarding how the proposal aligns with the assumptions that have been made as part of the detailed design for the AHC project in relation to the DCP laneway network including traffic flow and stormwater.

Background

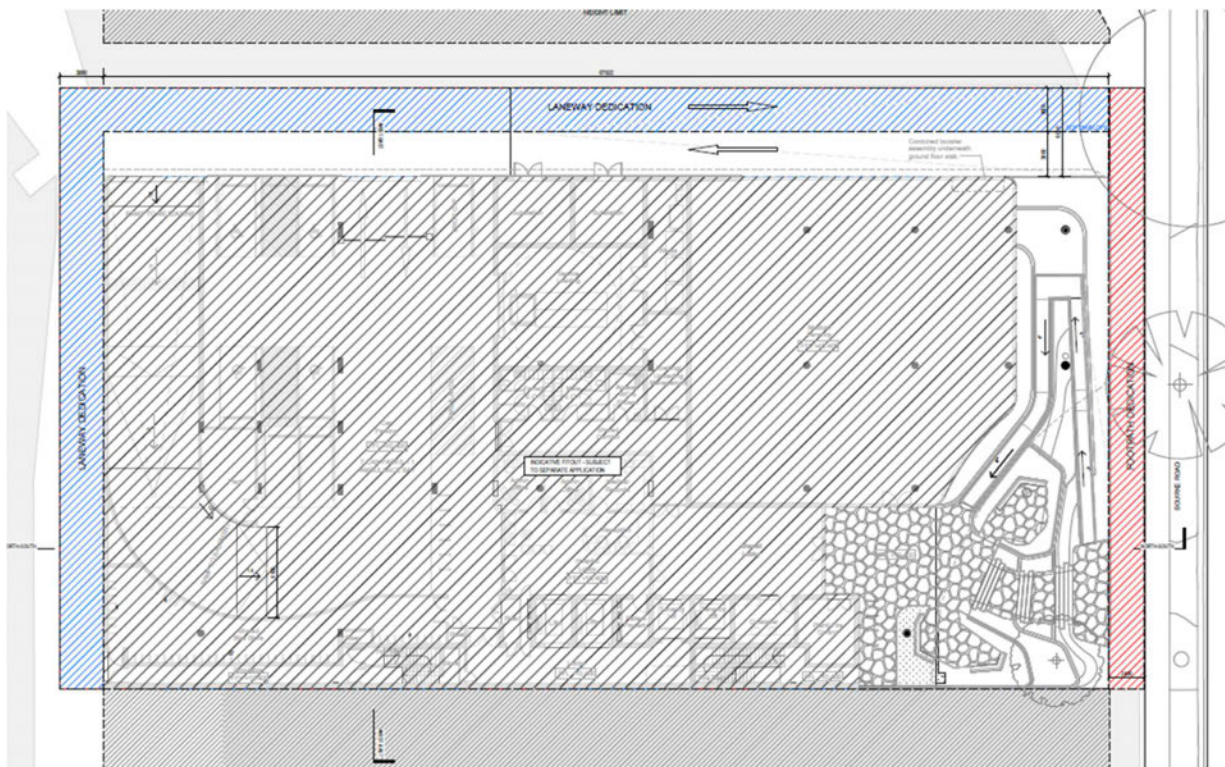
The AHC SSDA (SSD-59006709) seeks consent for the construction of a multi-storey mental health hospital and medical centre and site works including roads, car parking and landscaping.

The proposed mental health hospital and medical practice will serve as a key piece of community infrastructure, providing access to critical mental health services to the broader community. The facility will provide unique services targeted at patients aged 18+ with mood disorders, anxiety disorders, and those with comorbid drug and alcohol disorders. The proposal will provide a large investment in infrastructure spending and developer contributions.

The SSDA proposal includes land dedication towards the construction of a laneway that in the future will contribute to a wider laneway network in accordance with the Sydney DCP 2012.

The land dedication comprises a 3m wide lane along the site's western boundary contributing towards a 6m wide lane, and a 3m wide lane along the site's southern boundary, contributing towards a 9m wide lane (see **Figure 1** below with laneway dedication land shown in blue).

Figure 1 – Laneway Land Dedication Plan



The SSDA is currently under assessment with DPHI.

Traffic flow

As part of the AHC SSDA, several discussions have occurred with the City's traffic engineers on the design specifications of the future DCP laneway. The designated direction of the laneway in its future form is unknown and not specifically detailed in the DCP. This includes the potential direction of its one-way arrangement.

Through the traffic assessment undertaken for the AHC SSDA, it is noted that the proposed arrangements of the laneway as prescribed in the DCP do not comply with the minimum requirements of the Australian

Standard for Commercial Parking Facilities – AS2890.2 in terms of providing sufficient lane width to accommodate vehicles greater in size than a Small Rigid Vehicle (SRV 6.4m in length).

The provision of a central lane with pedestrian pathways on either one side or either side would not allow service vehicles to traverse the laneway, in either direction, without encroachment / impact onto the pedestrian pathways and the bollards which would provide separation.

Given the narrowness of the laneway and the need to accommodate pedestrians, the traffic advice prepared in support of the AHC proposal concludes the following:

- The best overall outcome would be a one-way laneway arrangement for the full length (**either clockwise or anticlockwise**) under a ‘**shared zone**’ arrangement where vehicles and pedestrians share the road space.
- The future laneway arrangements should include a minimum laneway width of **3.5m** for straight sections with further analysis of the bends arrangements based on turn path assessments of the expected largest vehicles which would use the future laneway.

It is unclear from reviewing the plans submitted as part of D/2025/1070 the traffic flow and DCP laneway assumptions made as part of the proposal. We submit that the laneway findings and assumptions included as part of the AHC SSDA should be adopted as part of D/2025/1070 to ensure a consistent approach to the future DCP laneway traffic and pedestrian design.

Flood Levels

As part of the AHC SSDA, several discussions have occurred with the City’s public domain and engineering teams on the design specifications of the future DCP laneway.

Given the AHC development was the first development fronting the proposed laneway network, and in the absence of information from the City regarding the desired future grading of the DCP laneway network, the project Civil Engineers have prepared concept grading for the laneways.

The concept grading has been used in assessing the impact of flooding on the site with respect to the future laneways.

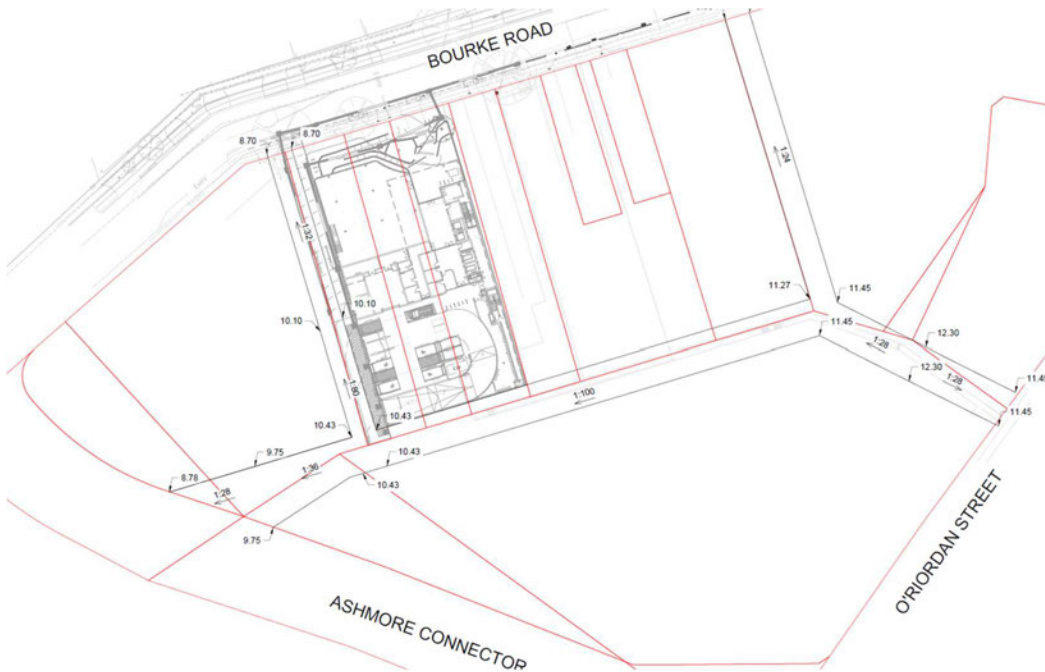
The concept master grading has been designed in accordance with the requirements of the City’s Interim Floodplain Management Policy and has been informed by flood planning levels and is based on the following principals:

- Connections at Bourke Road, O’Riordan Street and the Ashmore Connector are smooth and trafficable (ie, proposed levels match the existing levels at these points).
- It is desirable to keep the laneways flood-free.
- Minimise any impact on surrounding properties as a result of opening the laneway network.
- Longitudinal gradients should be accessible for pedestrians, with a maximum grade of 1:20.

By designing a laneway network that prevents flood water flowing through the network, the possible impact of flood water conveyed from O’Riordan Street through to Bourke Road is eliminated. If flood planning is not considered in the laneway network, opening the network up to overland flows will have a negative impact on properties on Bourke Road with additional flood water arriving at Bourke Road from O’Riordan Street.

It is desirable for the precinct to have a flood free laneway network. By providing protection from the PMF, a flood free laneway network enables the surrounding future developments, including the subject site, to have basement entries accessed via the laneways. This can also assist in providing a local refuge in the event of an extreme flood event.

The laneway concept grading as included in the flood model for AHC is presented below, with proposed levels labelled. This has been presented in previous versions of the AHC SSDA Flood Reports to the City. See **Attachment A** for detailed information.



It is not immediately clear from a review of the plans submitted as part of D/2025/1070 what grading level assumptions have been included.

It is noted that for AHC, the building entry level at the south-eastern most corner of the site has been set at RL + 10.800.

We submit that the laneway concept grading developed as part of the AHC SSDA should be adopted for D/2025/1070 to ensure a consistent approach to the future DCP laneway to ensure they are kept flood free.

Conclusion

We appreciate the opportunity to participate in the planning process and would like to be kept informed on the development as the assessment progresses.

Yours sincerely,

Cameron Kline

Senior Development Manager

Centuria Capital Group



status			
SKETCH			
scale at A1 1:400	drawn MZV	checked TAH	approved TAH
project no. 6691	sheet CV-SK-001		rev. 01

rev	date	description	drm	ch'k

drawing title