

25-43 ANGLO ROAD, CAMPSIE

**BRIEFING PACKAGE FOR
CAMPSIE TOWN CENTRE MASTER PLAN**

SEPTEMBER 2020

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OVERVIEW

This briefing package has been prepared on behalf of the [redacted] in response to the invitation from the City of Canterbury Bankstown Council for large landholders to outline how future development on their site will be able to respond to the 8 Planning Priorities for the Campsie Town Centre.

The [redacted] site at **25-43 Anglo Road, Campsie** is a key site to act as an important catalyst for long desired change in the Campsie Town Centre as outlined in Council's 'Connective City 2036' Local Strategic Planning Statement (LSPS).

The [redacted] site and proposed development responds positively to the 8 Planning Priorities informing the preparation of the Campsie Town Centre Master Plan as follows:

1. Expanded [redacted] facilities together with the range of residential, medical, recreational, child care, commercial, and retail uses will provide additional housing and local jobs within walking distance of public transport to encourage reduced dependence on private vehicles.
2. Creating significant employment opportunities for local residents and achieving a genuine mixed use development that contributes positively to the economic viability and vibrancy of the town centre.
3. Development will adopt best practice approaches to water management.
4. Provision of a landscaped through-site link and public plaza will improve accessibility and connection to the surrounding area, especially the Campsie Station and its future second entry/exit.
5. Providing housing diversity and choice, including seniors and affordable housing, to meet the needs of the local community.
6. Consideration will be given to the unique cultures of the local area and diversification of the site's offerings will allow the Club to continue their support of the local community.
7. Commitment to achieving design excellence that integrates well with the local context.
8. Design and management of the site will achieve best practice environmental standards.



Artist's Impression – View from Anzac Park
Source: Architects Contempo

SUBJECT SITE

This submission relates to the [REDACTED] site at 25-43 Anglo Road, Campsie. The site is bound by Anzac Square, Anglo Road, Dewar Street and Lilian Street.

The [REDACTED] owns a very large (approximately 8,000sqm) and currently under-utilised site immediately south of the Sydney Metro City and Southwest Line under construction and 220m south-west of Campsie Station. The Draft Campsie Station Design and Precinct Plan (May 2020) includes a future pedestrian overpass and secondary station entry to the immediate north of the site.

This strategically important site is one of only a handful of sites in single ownership within the Campsie Town Centre that currently has the development potential to support increased building densities.

Site Description	Address	Legal Description
Existing [REDACTED] Building	25 Anglo Road, Campsie	Lots 1 and 2 DP121638 Lot 13 DP659090
	27 Anglo Road, Campsie	Lots A and B DP936699
At-grade car park servicing the Club	29-31 Anglo Road, Campsie	Lots 1 and 2 DP312198 Lots 6 to 10 Section E DP4190
At-grade "temporary" car park	33-43 Anglo Road, Campsie	Lots 16 to 21 Section E DP4190

[REDACTED] has had ongoing positive consultation with the former Canterbury Council, the City of Canterbury Bankstown Council, the Department of Planning and the community regarding the proposed redevelopment of the [REDACTED] site since early 2014.





- Site Boundary
- Existing Train Line and Station
- Future Metro Line and Station
- Future Overpass and Secondary Station Entry
- Proposed through-site link
- Existing Commercial Zoning
- Education
- Public Open Space

EXISTING PLANNING CONTEXT

The existing planning context of the [REDACTED] site is summarised as follows:

- The site is located within three land use zones under the existing Canterbury LEP 2012:
 - B2 Local Centre: applies to the existing Campsie [REDACTED] Building
 - R4 High Density Residential: applies to the two car parking areas
 - SP2 Infrastructure: applies to a 4.5m wide strip of land (Lot B DP936699) between the existing car park and [REDACTED] building. This land has been acquired from Sydney Water and is currently used for a stormwater drainage culvert. It is the [REDACTED] intent to divert the existing stormwater culvert as part of the future redevelopment of the site
- The Draft Consolidated LEP proposes to resolve (at least in the short-term) the unintentional land use complication from the split zoning of the [REDACTED] site, by allowing 'registered [REDACTED]' as an additional permitted use across the Club's entire site. We understand the Draft Consolidated LEP is currently with the Department of Planning for finalisation and gazettal.
- The site is currently subject to split maximum building height controls, 14m on the western part of the site and 18m on the eastern part. There is no FSR control applicable to the western part of the site occupied by the [REDACTED] existing building and Sydney Water culvert, and a 1.4:1 FSR control applies to the western part of the site.
- The strategic importance of the [REDACTED] site was previously highlighted in the Campsie Station Precinct Plan prepared by the Department of Planning and Environment in 2017, which stated:

"Key sites within the precinct such as the Campsie [REDACTED] ...provide a catalyst for urban renewal, transformation and transit-oriented development within easy walking distance of Sydney Metro. Redevelopment of these key sites will provide opportunities for new retail and commercial floor space to provide jobs for people with live in the corridor."

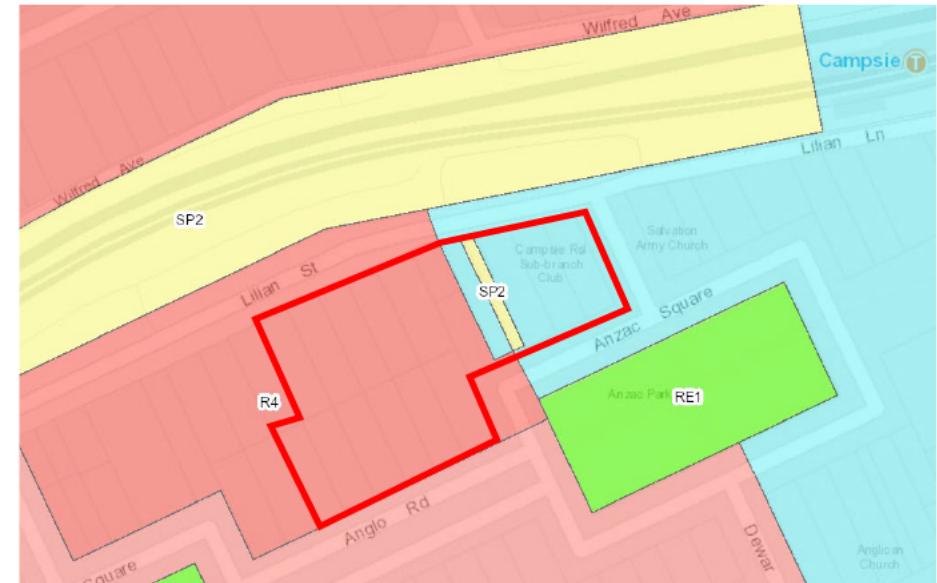
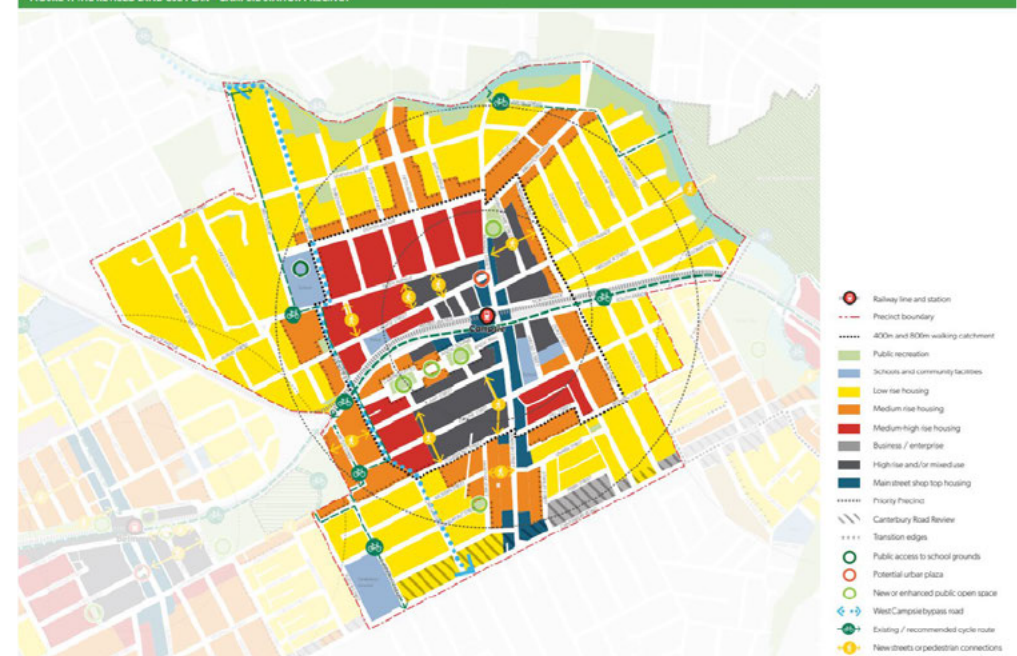


FIGURE 1: THE REVISED LAND USE PLAN - CAMPSIE STATION PRECINCT



VISION FOR THE SITE

██████████ is a not-for profit organisation that plays an important role in the Canterbury Bankstown local government area (LGA). It has contributed significant funding in the last year (over \$1 million) – directly assisting veterans, disability groups, schools, hospitals, sporting teams and a range of charities. The vision for the ██████████ site is to create employment and business opportunities within Campsie by diversifying from their traditional revenue sources. This will assist in securing the ██████████ economic future and continue their support of the local community.

A revised Planning Proposal was lodged with Council in September 2016. The revised Planning Proposal sought to rezone the entire site to B2 Local Centre with maximum building height controls of 23m and 80m (part 7 storeys and part 25 storeys), and a maximum FSR of 4:1 (excluding any public car parking).

The indicative concept plan for the ██████████ site facilitated by the proposed changes to the planning controls involves:

- Comprehensive redevelopment of the site to accommodate a mix of land uses (dependent on market conditions) including expanded registered ██████████ facilities, child care centre, recreation facilities, medical centre, commercial, shops, restaurants/cafes, hotel and residential uses.
- A slender tower with a maximum height of up to 25 storeys above a 5-7 storey residential building along Anglo Road and 2-4 storey ██████████ building along Anzac Square. The tower has been oriented to maximise ADG compliance.
- A through-site link and public plaza between Anzac Square and Lillian Street, improving accessibility and connection to the surrounding area, especially the Campsie Railway Station.
- Vehicular and service access from Lillian Street to minimise disruption to the public plaza and active frontages to Anglo Road and Anzac Park.
- Provision of appropriate distribution of height across the site to avoid unreasonable overshadowing to local parks.



Indicative Concept Plan
Source: GMU

RESPONSE TO 8 PLANNING PRIORITIES FOR CAMPSIE TOWN CENTRE MASTER PLAN



Source: Connective City 2036 – Canterbury Bankstown LSPS

PRIORITY 1

Prioritise better public transport usage and increased space for pedestrians

1. Consider the impact of large developments on traffic conditions within the study area

The [REDACTED] site provides an opportunity to deliver an integrated approach between land use and transport to boost liveability within the local area by allowing residents to access jobs and services closer to home. Given the number of transport options within proximity of the site (Metro train and bus services), the use of active transport networks to reduce reliance of private vehicles, to decrease congestion and to reduce environmental impacts will be encouraged for residents, workers and visitors to the site.

All vehicular access to the basement and servicing for the site will utilise Lillian Street to maximise the active frontage to Anglo Road and Anzac Park and minimise direct conflicts between vehicles and pedestrian access.

The [REDACTED] proposal makes provision for a substantial number of car parking spaces (approximately 600 spaces) to accommodate users of the [REDACTED] expanded facilities and future residents, employees and visitors. The proposal could include allocation for public parking (to be managed by Council), which will address some of the increased demand for on-street parking in an expanded and revitalised Campsie Town Centre.

2. Transform Campsie into a place for people with high demand for activities and lower levels of vehicle movement

The concept plan allows a high-density built form within a Town Centre environment and expanded Club facilities, which will result in significantly greater movements within and around the site.

The site's close proximity to public transport, together with the genuine mix of land uses within the site, will support and foster a walkable community. The proposal will provide an improved streetscape along Lillian Street including a through-site link which will provide more direct and convenient access to Campsie Station.

The future secondary entry to Campsie Station and pedestrian overpass will further improve pedestrian connections and ensure convenient access in a manner that maximises usage of the pedestrian network.

3. Deliver an interconnected and accessible walking and cycling network active transport

The through-site link and public plaza will improve accessibility and connection to the surrounding area, especially to the railway station and Anzac Park.

Secure bicycle parking to encourage cyclists will be incorporated into the design of the development, including public plaza.



Artist's Impression – View from Plaza
Source: Architects Contempo

4. Promote or support alternatives to non-car-based transport options and transport modes that may be available in the future e.g. active transport, car share, driverless cars and on-demand transport

The [REDACTED] site is immediately adjacent to the future Sydney Metro City and Southwest line, which will provide opportunities to reduce reliance on private vehicles. The inclusion of seniors housing on site will also allow residents to downsize and age in place, whilst staying connected to their community with access to services, transport and amenity within walking distance.

Infrastructure for other transport alternatives such as car share or driverless cars will be considered as required.

5. Link parking requirements to public transport access and plan for disruptions in transport and mobility

The proposed parking will accommodate users of the [REDACTED] expanded facilities and future residents, employees and visitors. Nonetheless, the site's proximity to public transport, including the future Metro services, have the potential to decrease dependence on private vehicles for future residents and those accessing the site.

Car parking to meet the needs of the Campsie Town Centre is currently provided as on-street car parking and in off-street formalised car parks. As the demand for parking increases in an expanded and revitalised Campsie Town Centre (as envisaged under the LSPS) there is little capacity to increase the amount of on-street spaces for public purposes. The demand for public parking therefore needs to be met in formalised public car parks. The [REDACTED] should therefore be appropriately consulted to ensure any restriction on car parking requirements does not diminish the ability of the [REDACTED] to provide adequate parking for its users and potential public parking for the community.

6. Address shared mobility principles for liveable cities as outlined in the Complete Streets CBD Transport and Place Plan

The development of the [REDACTED] site will adopt the shared mobility principles outlined in the Complete Streets CBD Transport and Place Plan as follows:

- The proposal will improve connections to Campsie Station by inclusion of a pedestrian focused through-site link.
- Vehicular access and servicing will be located in Lillian Street to maximise pedestrian mobility and movements around and through the site.
- The public plaza and active ground floor uses will contribute positively to the street life during the day and night.
- The proposal will respond to any plans for traffic calming measures and pedestrian crossings.
- Footpaths around the site will include appropriate tree planting and street furniture to provide high-quality spaces for the community.

PRIORITY 2

Deliver local jobs, a strong local economy and a diverse skilled workforce

1. Contribute to providing 7,500 total jobs in Campsie by 2036

The redevelopment of the [REDACTED] site presents a significant opportunity to contribute to a strong local economy through increased employment opportunities for local residents. The [REDACTED] vision for the site includes a range of economic growth opportunities including:

- Diversification of revenue streams for the [REDACTED] in order to 'future-proof' its important function as a local employer.
- The expanded [REDACTED] facilities (together with a potential range of residential, medical, recreational, child care, commercial, hotel and retail uses) will create additional local jobs and promote the "30-Minute City" concept.
- The increased residential densities proposed on, and surrounding the [REDACTED] site, will increase the demand for local businesses and services.
- The redevelopment of the [REDACTED] site would require substantial capital investment, which would both contribute economic growth and sustain significant employment in the local economy.

The [REDACTED] vision for the site has the potential to:

- Support a total of 167 direct and indirect jobs over the four-year construction timeframe.
- Generate a further 117 direct and 38 indirect jobs in the ongoing operational phase of the development.

2. Support a 'lifestyle precinct' underpinned by good access to the Cooks River, the green grid network and health, wellness facilities and a night-time economy

The inclusion of retail/café and recreational uses at ground level and the expansion of the [REDACTED] facilities will create a vibrant environment that enhances the lifestyle theme and night-time economy of the Campsie Town Centre.

3. Ensure no net reduction in commercial/retail floor space on sites

The proposal will result in a significant increase in commercial/retail floor space on the site compared to the existing floor space. The final mix of land uses will be subject to further assessment and market considerations, however the [REDACTED] is committed to a genuine mix of commercial and retail uses.

4. Support a health and medical precinct around Canterbury Hospital

A medical centre is proposed within the site to support the needs of the community that will reside in the future development and wider area..

5. Protect the character and fine grain along Beamish Street and maintain retail and commercial usage along the street

Future growth and higher density development can only be accommodated behind Beamish Street in an east-west direction, especially in close proximity to the railway station. There are however, very few large sites in single ownership within the Campsie Town Centre that currently provide a viable opportunity to increase residential densities within the catchment of the Campsie Town Centre and Campsie Station.

The [REDACTED] site has the potential to act as a catalyst for change in the area. The [REDACTED] site is a very large site in single ownership and within easy walking distance of public transport (trains and buses). The development of the Campsie [REDACTED] site for additional housing and jobs will protect the low scale heritage character of Beamish Street and provide an appropriate interface between the medium density residential development to the west and town centre uses (business and retail) along Beamish Street.

PRIORITY 3

Promote a healthy and living river system that flows through the Cooks River catchment

1. Contribute to achieving a water sensitive city

The proposal will include best practice approaches to water management.

2. Integrate waterwise practices in the design of buildings, parks and streets

The proposal will include best practice approaches to water management.

3. Explore opportunities to harvest rainfall for use in landscapes and the surrounding built environment

The proposal will include best practice approaches to water management.

4. Encourage streets and buildings to be orientated towards rivers and creeks and create opportunities for new blue and green corridor links

Not applicable

5. Enhance connections between Campsie's Centre, the Cooks River and Tasker Park

Not applicable

6. Deliver deep soil to achieve the Blue Web Actions outlined in Council's Local Strategic Planning Statement

The indicative concept plan indicates that the site can accommodate 630sqm or 9.7% of deep soil, which satisfies the minimum ADG requirement of 7% and is considered appropriate for this town centre location. Deep soil zones will be accommodated along the western edge of the site and Anglo Road frontage to provide landscaped buffers to adjoining residential properties and Anzac Park. A comprehensive landscape plan will be prepared as part of any future development for the site.



PRIORITY 4

Create an integrated network of ecological and green spaces

1. Contribute to the network of parks, open spaces, vegetated spaces of appropriate scale, and the links between them.

The proposal involves a public plaza adjacent to Anzac Park and pedestrian link from Anzac Square to Lilian Street. A lower scale built form is proposed along Anzac Square (2-4 storeys) and Anglo Road (5-7 storeys) to provide better containment of Anzac Park. The proposal will also activate the interface with Anzac Park by proposing active land uses at the ground floor, including residential entries and commercial/retail uses in the north western corner.

2. Contribute to a range of informal passive and active recreational opportunities or renew existing spaces

A gymnasium is proposed as part of the comprehensive redevelopment of the site. The through-site link and public plaza will also serve as a gathering place for residents, employees and [REDACTED] users.

3. Connect pockets of habitat across urban areas through tree and vegetation corridors

The landscaped through-site link and landscaped edges will ensure the site integrates effectively with surrounding vegetation corridors.

4. Plan for comfortable and leafy active transport connections to enable people to move from homes to Campsie Station

The through-site link will improve accessibility and connections to Campsie Station from the west and will include suitable landscaping to improve the amenity of users of the space.

5. Contribute to the tree canopy target of 15% to 25% in centres to reduce the heat island effect

The indicative concept plan indicates the site can accommodate 2,652sqm or 41% landscaped area, including communal open space above the podium. A comprehensive landscape plan will be prepared for the site to ensure it is appropriately integrated into the design of the development. It is expected that the landscape concept will include tree planting in a manner that contributes positively to the tree canopy target.

6. Deliver deep soil to achieve the Green Web Actions outlined in Council's Local Strategic Planning Statement

As discussed previously under Priority 3, the proposal will accommodate deep soil zones to achieve landscaped buffers and edges to adjoining residential properties and Anzac Park.



Artist's Impression – View of Public Plaza
Source: Architects Contempo

PRIORITY 5

Provide diverse, accessible and affordable housing

1. Deliver up to 15% affordable housing on sites

The proposal is capable of providing opportunities to accommodate affordable housing options in line with the Greater Sydney Commission's (GSC) targets of 5-10% of total housing stock available for low income earners. Council's target of up to 15% is much higher than the benchmark set by the GSC and will significantly impact on the feasibility of future developments.

Contribution of anything greater than 5% disregards advice to Council and the directions of the NSW Government policy on Affordable Housing Contributions which says, *"any infrastructure contributions must not jeopardise the viability of development."*

2. Contribute to providing 5,600 additional dwellings in Campsie by 2036

The indicative concept plan provides for approximately 130 residential/seniors independent living units.

As highlighted in Council's LSPS, there is a forecast of high growth in mature residents over 65 years, which means that demand for centrally located seniors housing will also increase. The [REDACTED] intention to provide high-density seniors housing has the potential to fulfil Council's established principles for new housing (as outlined in the LSPS), including:

- Locating substantial new housing within walking distance of mass transit (the site is 220m from Campsie Station);
- Promoting a mix of complementary land uses that support the functioning of everyday life;
- Contributing to the growth of Campsie Town Centre and supporting its strategic centre function;
- Increasing the supply of housing on a strategic site along the Sydney Metro City and Southwest line; and
- Potential to accommodate affordable housing in a highly accessible location.

3. Provide housing choice to suit each life stage through a range of housing typologies, sizes and tenures

The proposal will provide housing diversity and choice in a manner that allows residents to downsize and age in place, whilst staying connected to their community with access to services, transport and amenity within the Campsie Town Centre.

4. Provide dwelling mix within developments to reflect household need

Dwelling mix is expected to include one, two and three bedroom apartments. The dwelling mix will reflect market conditions and any relevant Council's guidelines.

5. Accommodate additional housing while maintaining the existing Beamish Street fine grained main street character

The [REDACTED] site has the potential to act as a catalyst for change in the area. The site is a very large parcel of land in single ownership and within easy walking distance of public transport (trains and buses). The development of the [REDACTED] site for high-density housing will protect the low scale heritage character of Beamish Street and provide an appropriate interface between the medium density residential development to the west and town centre uses along Beamish Street.

6. Provide a mix of densities and heights within walking distance of Campsie station with a transition to low density housing on the edges of the centre

The proposed maximum height of building (part 25 and part 7 storeys) and FSR controls (4:1) contemplated by the [REDACTED] have been determined based on a detailed urban design analysis of the site's opportunities and constraints, the preparation of an indicative concept plan and the testing of the design against State Environmental Planning Policy (Housing for Seniors or People with a Disability) and the Apartment Design Guidelines (ADG).

The indicative scale of built form across the site includes:

- Building heights up to 23m (5-7 storeys) addressing Anglo Road. This will provide an adequate transition to the low scale residential properties on the opposite side of Anglo Road and the future character of the land immediately to the west currently zoned R4 High Density Residential.
- Lower scale built form along Anzac Square (2-4 storeys) to minimise additional overshadowing to Anzac Park.
- Slender tower up to 25 storeys to the rear (north) of the site, located away from the park and the low density residential area, Anzac Mall and Beamish Street. The tower will provide a strong visual "entry" marker to Campsie Town Centre from the railway line.

Allowing residential uses as part of a genuine mixed-use development would support the economic growth and development of the Campsie Town Centre consistent with Council's LSPS. Permitting 'Residential flat buildings' and 'Seniors housing' on the site is consistent with the B2 Local Centre objectives as they will be provided as part of a genuine mixed use development that facilitates and supports the economic growth and development of the Campsie town centre. Whilst 'Shop top housing' is permissible with consent in the B2 Local Centre zone, including 'Residential flat buildings' and 'Seniors housing' as permissible uses will ensure that there is flexibility to include ground floor residential uses on the site that may assist in transitioning the site from the local centre zone to the adjacent R4 High Density Residential zoned land. It will also ensure that any retail premises or business premises will be economically viable across this very large and deep site.

7. Protect environmental and built heritage

The Heritage Impact Statement prepared in support of the Revised Planning Proposal concluded that the proposal will not adversely impact the heritage significance of any listed heritage items in the vicinity of the site.

The indicative concept plan has also been tested in terms of overshadowing to avoid additional material overshadowing to local parks in mid-winter between 9am and 3pm (and importantly at lunchtime), including the heritage listed Anzac Park and Carrington Square which are heavily utilised by the local community.



Source: GMU

PRIORITY 6

Create cultural places and spaces will service and celebrate many cultures, languages, activities and age groups

1. Explore opportunities to deliver a new cultural facility in Campsie

The diversification of uses on the site will accommodate a variety of people from different cultural backgrounds to utilise future uses and will allow the [REDACTED] to continue their support of the local community.

The [REDACTED] vision is to establish a community node that incorporates improved and diversified [REDACTED] uses in an integrated master planned precinct.

2. Plan for high quality public domain and public spaces, including the provision of public art

A comprehensive landscape design will be prepared for the through-site link and public plaza to ensure it is successfully integrated into the development. The proposed retail/cafes uses will create an active edge around the [REDACTED] and public plaza and deliver a vibrant and contemporary environment.

The provision of public art will be considered in the future design of public spaces within the site.

3. Deliver flexible and adaptable community supporting infrastructure to support growth

The proposal will deliver services, facilities and jobs that meet the daily needs of the future residents and the wider community.

The proposal may include community facilities such as a child care centre with potential capacity for 120 children. The seniors housing component will also include a range of community facilities to encourage social connectivity and inclusiveness.

4. Encourage a network approach to the provision of community infrastructure and services

The through-site link will improve pedestrian connections between Anzac Square and Campsie Street. The future overpass as part of the Campsie Station Precinct upgrades will further improve these connections and link the site to the northern part of the town centre. The connection through the site to the future station entry will also provide a safer and more legible access for the residential areas to the west and avoid Lillian Street.

5. Recognise Aboriginal and Torres Strait Islander heritage through physical features of the city

Indigenous heritage interpretation may be considered during the design of the public plaza.



PRIORITY 7

Deliver quality design in public and private spaces

1. Champion and deliver high quality design within the public and private realm

The [REDACTED] is committed to achieving design excellence in the redevelopment of the site.

The distribution of height within the site has been tested to avoid overshadowing to heritage listed local parks especially at lunch time. This is critical to achieving design excellence on the [REDACTED] site given the importance of the public open spaces to the community and direct interface to the site.

2. Engages competent, skilled and highly regarded design professionals to design and deliver great places for people

The [REDACTED] will engage highly competent, skilled and highly regarded professionals to design the proposed development.

3. Create buildings that are sustainable, use materials that are built-to-last and are resilient to extreme weather events.

The proposal will involve durable and high-quality building materials and will be designed having regard to ESD principles.

4. Design buildings that are aesthetically pleasing as well as practical, and well maintained and cared for

The detailed design of the site will deliver an aesthetically pleasing built form that is practical in terms of functional layouts and ongoing maintenance.

5. Deliver design solutions that draw on an understanding of place and respond to the unique historical, cultural, environmental, and social characteristics of Campsie

The detailed design of the development is expected to draw on the unique historical, cultural, environmental, and social characteristics of Campsie.

6. Positively contributes to the urban context and site conditions in terms of natural features, built form, streetscape, street wall height, building separation, setbacks, amenity, building bulk and modulation

The Planning Proposal for the site was informed by the following design principles having regard to the local context and site conditions:

- Locate the height maker at the north-western corner of the site, recognising and reinforcing the potential for new transport infrastructure whilst establishing a new identity for Campsie.
- Provide lower scale built form to Anzac Park, Anglo Road and adjoining properties, providing transition in scale to respond appropriately to the existing and future neighbourhood character and the streetscape settings.
- Expansion of the [REDACTED] and strengthening its role as a local destination and marking the entry to this upgraded precinct.
- A new pedestrian link to improve the site's accessibility and connection with the adjacent area especially towards the station.
- Active street frontages with mixed uses to rejuvenate the precinct and provide passive surveillance to the pedestrian links connecting to the station.
- Providing appropriate distribution of height within the site to avoid overshadowing to local parks especially at lunch time.

Building separation and setbacks between buildings on the site will comply with the ADG requirements to address amenity.

7. Positively contributes to the quality and amenity of the public domain in terms of landscaping, passive surveillance, visual interest and the interface of public and private domain

The active uses at ground level will provide passive surveillance and together with the high-quality landscaping will improve the amenity for residents and users of the public spaces.

PRIORITY 8

Deliver sustainable buildings and spaces

1. Improve resilience to climate change through optimised building design by:

The proposed development will be designed and managed to achieve best practice environmental standards including:

- Using external materials that are good quality, durable and low-maintenance
- Achieving the principles of ecologically sustainable development
- Addressing environmental impacts such as solar access, visual and acoustic privacy, wind, reflectivity, urban heat and water sensitive urban design
- Integrating waste management infrastructure in the site layout and building design.
- Minimising overshadowing to the heavily used public parks during peak lunchtime periods.

2. Deliver increased building sustainability standards through exceeding BASIX and NABERS benchmarks to achieve net-zero emissions by 2050

The [REDACTED] is committed to achieving a development that exceeds the BASIX and NABERS benchmarks.

3. Explore innovative and cost-effective mitigation and management strategies to reduce water and energy usage

The [REDACTED] is committed to exploring initiatives in building design that reduce water and energy consumption.

4. Deliver infrastructure for electric vehicle chargers.

Infrastructure for electric vehicle chargers will be provided as required.

OTHER PUBLIC BENEFITS

As outlined in the Letter of Office accompanying the [REDACTED] Revised Planning Proposal, the [REDACTED] proposes to provide 155 car parking spaces within the proposed development to be managed by Council for the purposes of public car parking.

The [REDACTED] site is located at the western edge of the Campsie Town Centre in close proximity to key services such as the local shopping centre, post office, Centrelink and the majority of banks. Given the site's proximity to shops and services, the site provides an excellent location for future public car parking. It is proposed that whilst the public parking will be delivered by the [REDACTED] this car parking will be managed by the consent authority for the purpose of public car parking, rather than for the benefit of the [REDACTED]. This will clearly benefit the community and is a material public benefit.

The [REDACTED] vision is also include the following community benefits (subject to market conditions) for future residents and the local area:

- Child care centre for up to 120 children.
- Health services facilities such as a medical centre
- Seniors housing that will enable residents to be within walking distance of essential facilities, including retail services, open space and public transport.
- Potentially a hotel.

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