URBAN DESIGN REPORT

445-459 CANTERBURY ROAD, CAMPSIE

JULY 2020

GMU

Urban Design & Architecture

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GMU implements and maintains an internal quality assurance system.

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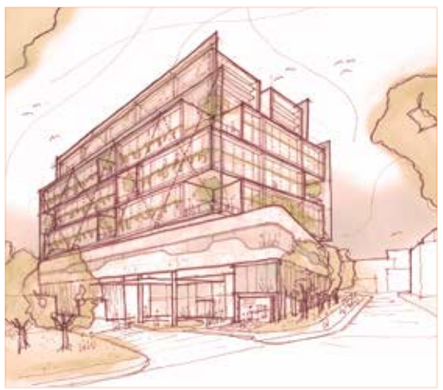
E	31 / 07 / 2020	Final report - Rev 1	DR	GM

CONTENTS

CONTENTS



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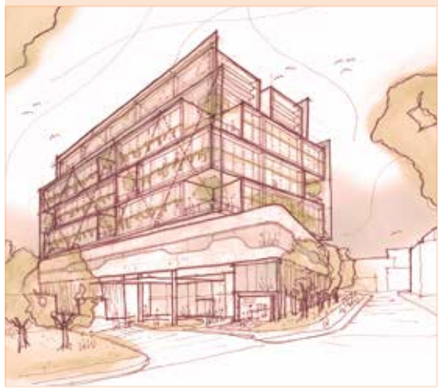
1. INTRODUCTION



1.1 INTRODUCTION

GM Urban Design and Architecture (GMU) has been appointed by Hailiang Property Campsie Pty Ltd to undertake an urban design study for the site located on Nos. 445-459 Canterbury Road, Campsie (subject site).

The purpose of this study is to analyse the site and its context and develop an appropriate height, density, built form and streetscape for an outcome which will support and encourage revitalisation of the *'Eastern Medical and Lifestyle Precinct'* in Campsie.

A comprehensive urban design analysis of the subject site and the surrounding area has been undertaken in formulating the views and design approach for the site. The study also includes an analysis of the broader context and potential height and density scenarios for the future of Campsie including Canterbury Hospital. The built form strategy considered for the site responds to the state strategies and likely future character of the surrounding context.

The urban design report summarises the key parameters informing the built form strategy for the block and the subject site. It also sets a vision for the subject site as a part of the evolving medical and lifestyle precinct.

In preparing this study the following consultant team has provided service and input:

- Mecone - Town Planners
- Team 2 - Architects
- Distinctive - Landscape Architects
- Ethos Urban - Social and Economic Consultants
- VTP - Traffic Consultants
- Mostyn Copper - Clinical Service Report and Feasibility Report
- Caldrex - Economic Demand and Supply Analysis

1.2 METHODOLOGY

In undertaking this study GMU has attempted to understand the true potential of a health precinct for Campsie.

GMU has conducted a review of the applicable State and Local Government Strategies/Controls as well as a comprehensive contextual analysis of the subject site and the broader context in developing the vision and principles in this report.

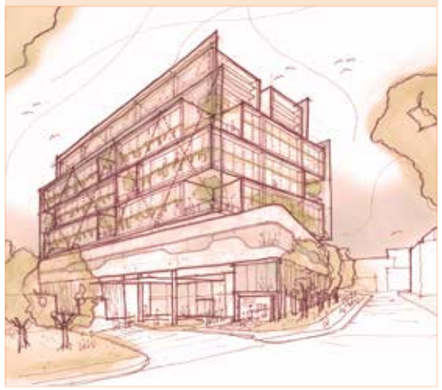
GMU has considered how the existing structure of Campsie, its transport links and existing employment and medical uses provide an anchor for the medical precinct if balanced with additional complementary medical uses.

An extensive analysis of the existing and future desired character of Campsie combining with the study of other surrounding centres of similar hierarchy and other existing and future health precincts with similar characteristics has informed the study and the opportunities and constraints for the precinct and the subject site.

GMU has undertaken testing of built form options for the subject site which have informed the proposed strategy and built form. In arriving at the views and conclusions expressed in this report, GMU has:

1. Visited the site and its immediate and broader context
2. Reviewed the 'A Metropolis of Three Cities' (GSC)
3. Review the South District Plan (GSC)
4. Reviewed and analysed the current planning controls for the subject site and Campsie in general
5. Reviewed the Canterbury Local Environment Plan 2012 (CLEP) and the Canterbury Development Control Plan 2012 (CDCP)
6. Reviewed the Employment Lands Strategy, Housing Strategy and Affordable Housing Strategy
7. Reviewed Planning Proposals and recent approvals or DAs under assessment in the vicinity of the subject site
8. Reviewed the Canterbury-Bankstown Local Strategic Planning Statement (LSPS)
9. Reviewed the Social and Economic Study and Impact Assessment by Ethos Urban
10. Reviewed the architectural package by Team 2 Architects and reports by the other consultants
11. Reviewed the Clinical report prepared by Mostyn Copper

2. STRATEGIC CONTEXT



2.1 CAMPSIE - METROPOLITAN STRATEGY

This chapter analyses the role of Campsie and the surrounding areas proposed within the broader State Government strategic framework to understand the vision intended for the locality.

The subject site is approximately 11 km south west of the Sydney CBD, approximately 14 km south east of Parramatta and approximately 32 km from the proposed Western Sydney Airport. Employment centres in close proximity to Campsie include Canterbury and Belmore.

The subject site is also located approximately 780m from the Campsie train station and proposed metro station and is close to the bus routes along Canterbury Road. It is well placed to provide employment close to a transport node which is in line with the aims of the strategic plans.

Figure 1. Aerial map showing Campsie in context

KEY

- Subject Site
- Train Line
- Freeway
- Main Roads
- Train Station

PLAN A METROPOLIS OF THREE CITIES

The Plan by the Greater Sydney Commission (Greater Sydney Region Plan A Metropolis of Three Cities), nominates this part of Sydney as the Eastern Harbour City. The Plan promotes infrastructure and collaboration, liveability, productivity and sustainability.

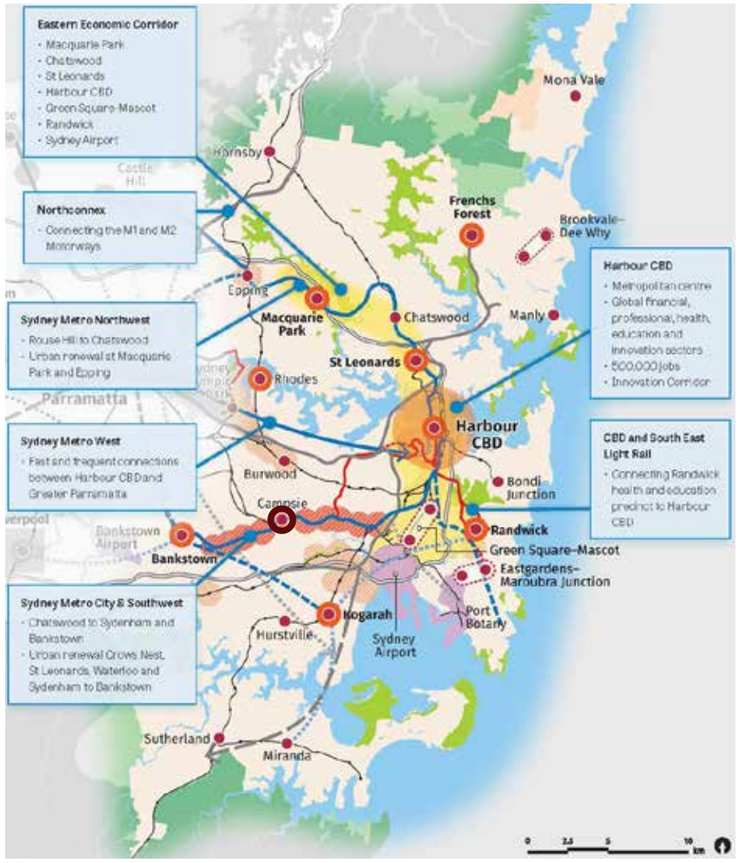


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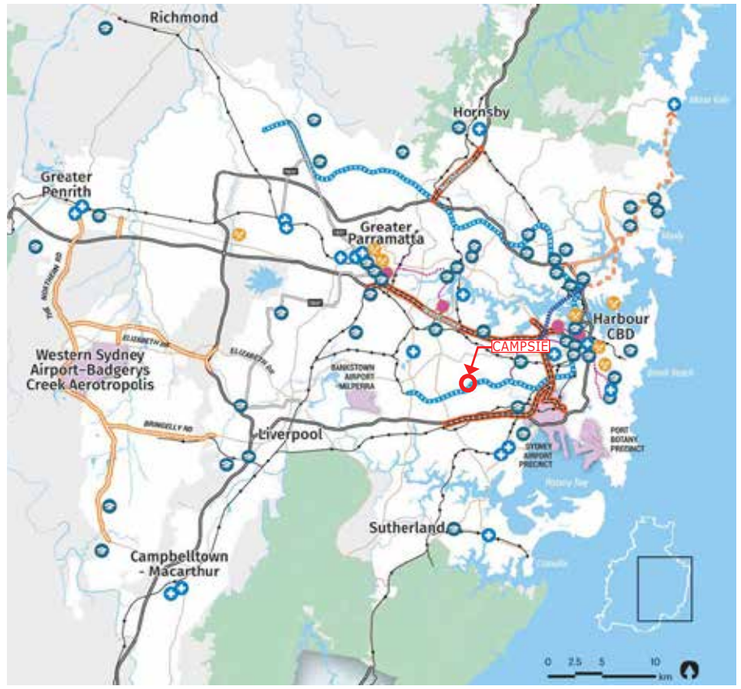
Figure 2. Eastern Harbour City vision (Source: A Metropolis of Three Cities)



KEY

Figure 3. Existing Infrastructure Investment (Source: A Metropolis of Three Cities)

According to the plan, the NSW government is investing in transport, education and health for the Greater Sydney region. Campsie has been identified as a Strategic Centre and is expected to accommodate high levels of private sector investment to enable growth.

The focus of the Eastern Harbour City's vision is for significant improvements in transport and connectivity. Campsie is located along the proposed Metro line connecting Sydenham to Bankstown. This infrastructure which will assist in business-to-business connections, provide frequent trips along with better connectivity to Greater Parramatta.

SOUTH DISTRICT PLAN

Campsie is located within the Canterbury-Bankstown Local Government Area (LGA) which forms part of the South District within the Eastern Harbour City. It has been nominated as a Strategic Centre in the South District Plan (GSC 2018). The vision for this area is to improve lifestyle as well as environmental assets.

Located along the train line, Campsie is in proximity to Bankstown (approximately 6.5 km to the west) as well as Kogarah (approximately 6.5 km to the south east), both of which have been identified as the Health and Education precincts with large concentrations of jobs.

The future of this district includes:

- *Supporting the growth of the ANSTO innovation precinct, health and education precincts, Bankstown Airport-Milperra industrial area and the District's strategic centres*
- *Retaining industrial and urban services land and freight routes*
- *Optimising on the District's locational advantage of being close to Sydney Airport, Port Botany, the Illawarra and Port Kembla*
- *Building on the District's connections to Parramatta, and in the longer term to Liverpool and Western Sydney Airport*
- *Sustaining vibrant public places, walking and cycling, and cultural, artistic and tourism assets*
- *Matching growth and infrastructure, including social infrastructure*
- *Protecting and enhancing natural assets including waterways and beaches, bushland and scenic and cultural landscapes*
- *Providing innovation in providing recreational and open spaces, and increased urban tree canopy*
- *Transitioning to a low-carbon, high efficiency District through precinct-scale initiatives*

INFRASTRUCTURE

The plan responds to both the transport as well as health investments underway across the district. The two main planning priorities include:

- *Planning for a city supported by infrastructure*
- *Working through collaboration*

LIVEABILITY

To maintain and enhance the liveability of the district, certain measures need to be undertaken. These include:

- *Providing services and social infrastructure to meet people's changing needs*
- *Fostering healthy, creative, culturally rich and socially connected communities*
- *Providing housing supply, choice and affordability, with access to jobs services and public transport*
- *Creating and renewing great places and local centres, and respecting the District's heritage*

PRODUCTIVITY

The plan also seeks to increase the number of jobs in the health and education industries. The priorities to improve productivity include:

- *Growing and investing in the ANSTO research and innovation precinct*
- *Growing and investing in health and education precincts and Bankstown Airport trade gateway as economic catalysts for the District*
- *Growing investment, business opportunities and jobs in strategic centres*
- *Retaining and managing industrial and urban services land*
- *Supporting growth of industry sectors*
- *Delivering integrated land use and transport*

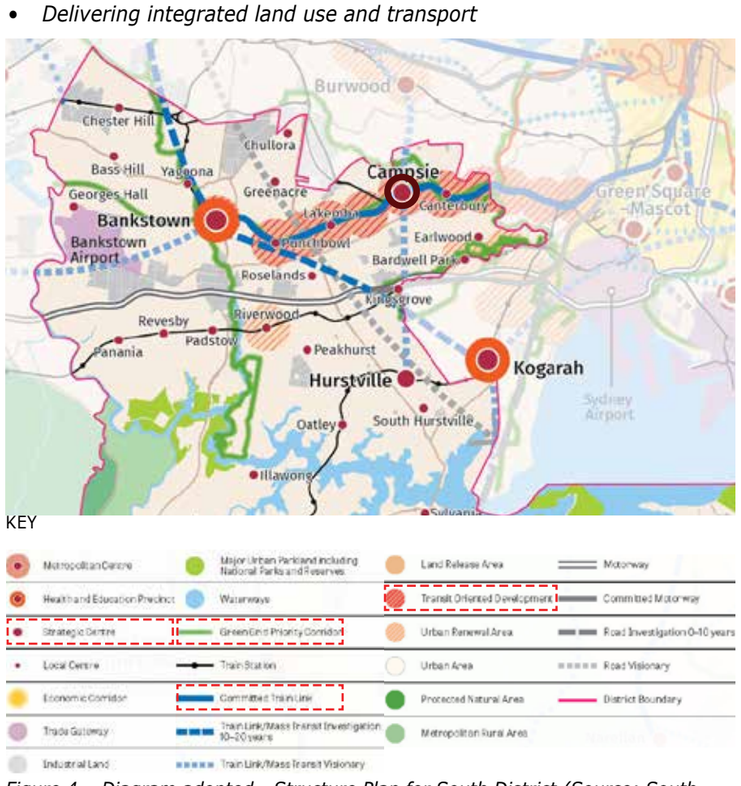


Figure 4. Diagram adopted - Structure Plan for South District (Source: South District Plan - GSC)

With the projected increase in population, there is a need to develop and enhance the centres. One of the identified strategies to promote development is to attract health and education activities into the centres and include facilities like community health centres and hospitals. These facilities are to be located within or adjacent to centres and co-located with transport infrastructure. For the existing centres, the expansion will also take into consideration the potential expansion and building heights.

The plan identifies Campsie as a commercial centre with medical services and an important transport hub. It has also been identified as a Planned Precinct by the Department of Planning, Industry and Environment (DPIE).

The approaches to strengthen Campsie include:

- *Strengthen Beamish Street's role as an eat street to grow the night-time economy*
- *Encourage activation of secondary streets*
- *Strengthen links to Canterbury Hospital and surrounding allied health services*
- *Manage traffic and parking to reduce impacts on pedestrian amenity, especially on Beamish Street*
- *Improve the appearance of the existing rail (freight) corridor*

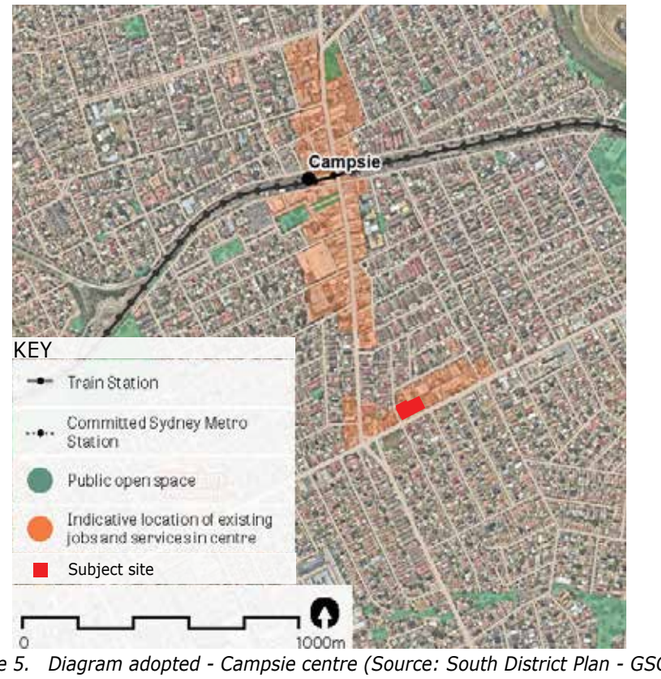


Figure 5. Diagram adopted - Campsie centre (Source: South District Plan - GSC)

2.2 CANTERBURY-BANKSTOWN LSPS

Canterbury-Bankstown has been identified as Greater Sydney's largest LGA based on population density.

'Connective City 2036 aims to integrate a variety of transport modes with different land uses so that more people can connect to more places within the City and beyond. It will help to improve the City's ecological and river systems and create quality places for healthy living and ecological integrity.'

The LSPS has identified 10 directions (5 Metropolitan and 5 City directions) that are interlinked and focus on the role within the Greater Sydney region and on how the LGA can support the population growth by 2036. The 5 Metropolitan directions include:

- *Support Greater Sydney's evolution into a Metropolis of Three Cities*
- *Allocate metropolitan-serving roads while optimising Canterbury-Bankstown as a freight and distribution powerhouse*
- *Fulfil the aspiration for an interconnected Sydney Metro system*
- *Create the Green Web by connecting Georges and Parramatta Rivers and Botany Bay to Duck River*
- *Support a growing Sydney by creating a hierarchy of great places and dynamic urban centres*

The 5 City directions include:

- *Chapel Road Precinct, Connective City's heart - from Chullora to Bankstown*
- *Eastern Lifestyle and Medical Precinct -Campsie to Kingsgrove*
- *Bankstown Aviation and Technology Precinct*
- *34 centres and their surrounding suburbs*
- *Canterbury-Bankstown's river systems and tributarie*

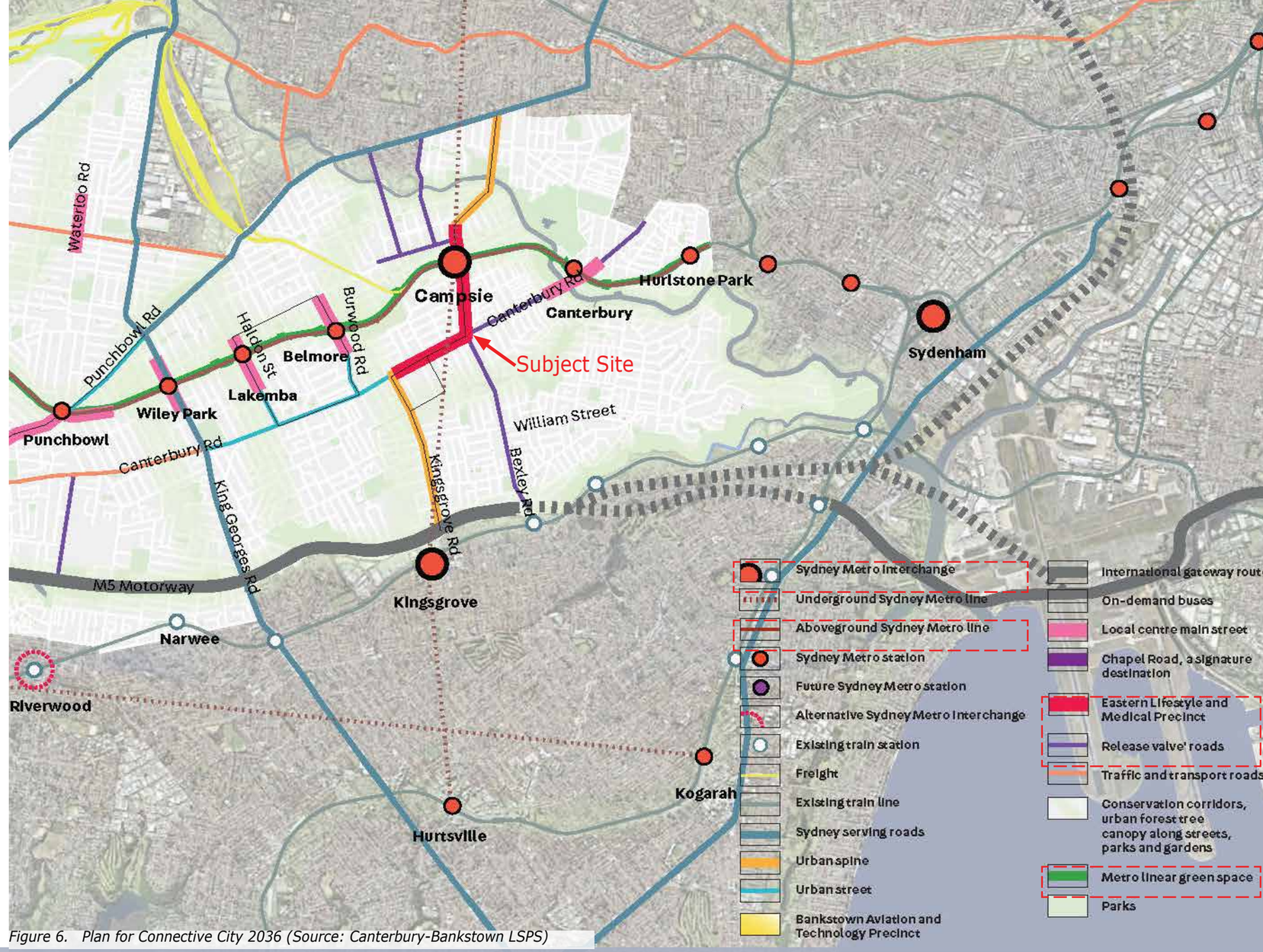


Figure 6. Plan for Connective City 2036 (Source: Canterbury-Bankstown LSPS)

Campsie to Kingsgrove has been identified as the *'Eastern Lifestyle and Medical Precinct'* that will include education, health, civic and cultural uses within a vibrant, main street town centre. Campsie and Bankstown have been identified as the primary centres for the LGA and are set to have improvements in housing, business as well as jobs.

Campsie is a civic, retail and local employment hub that provides links to other metropolitan centres. Beamish Street and Kingsgrove Road have been nominated to be the shopping, civic, medical and cultural centre. High, medium as well as low density houses will also be incorporated in order to provide a degree of choice. The higher densities for Campsie will be concentrated and located above the Metro station.

'Campsie will underpin the Eastern Lifestyle and Medical Precinct, supported by an economic spine from Kingsgrove to Campsie via Canterbury Hospital. The Hospital will anchor a new health and wellness services precinct.'

Figure 7. Interconnected Sydney Metro system (Source: Canterbury-Bankstown LSPS)

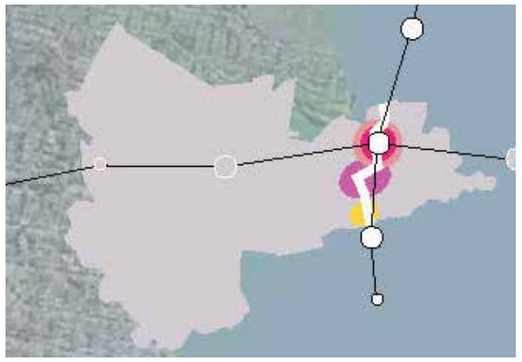


Figure 8. Eastern lifestyle and medical precinct (Source: Canterbury-Bankstown LSPS)

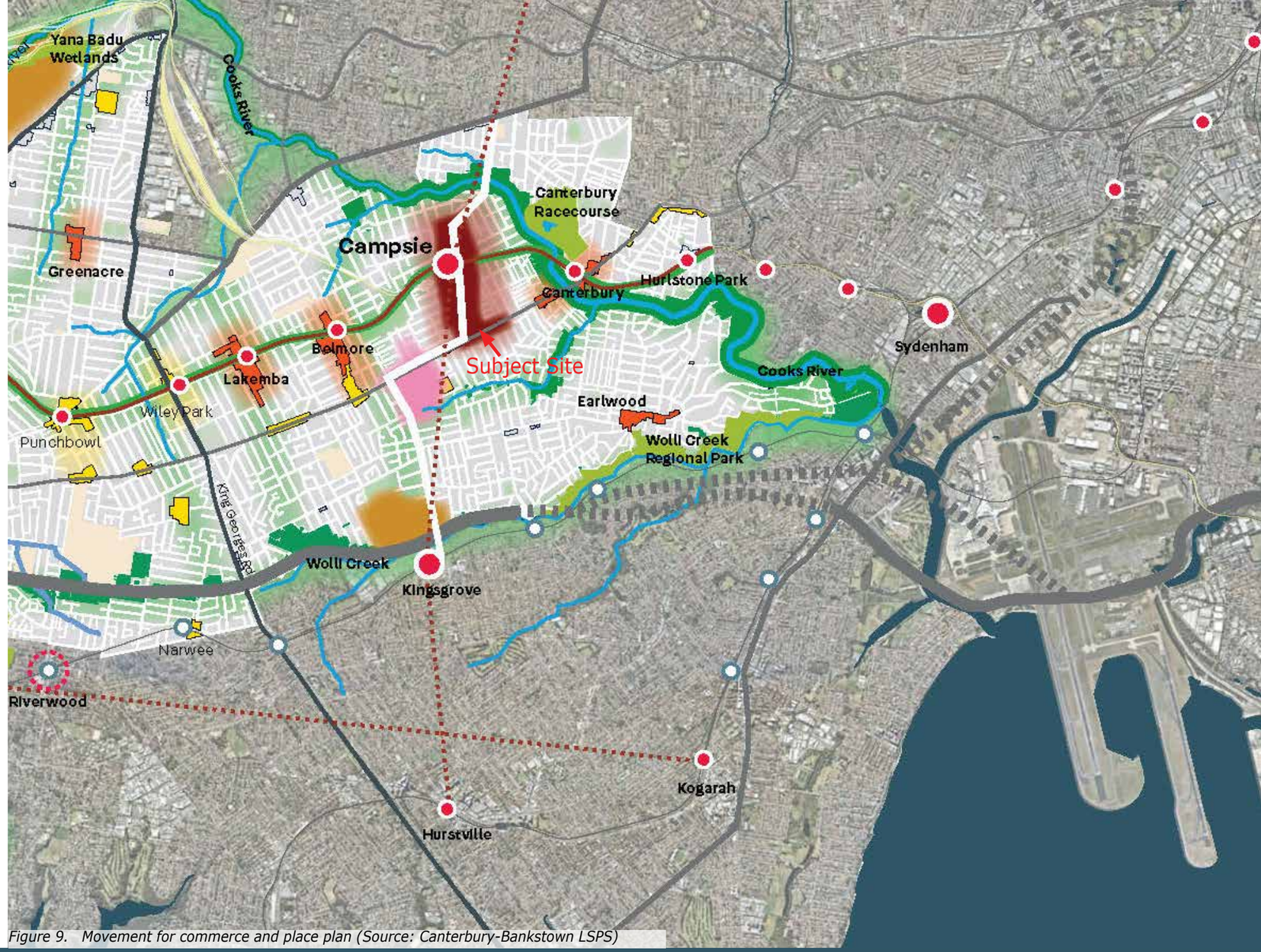


Figure 9. Movement for commerce and place plan (Source: Canterbury-Bankstown LSPS)

The proposed Metro line will allow for the transition of a radial transport pattern to a grid network. These Metro stations will attract investment in terms of jobs and business investments as well as support renewal of the areas.

Canterbury Road connecting Beamish Street to Kingsgrove Road is suggested to be an urban boulevard and medical destination that focuses on the Canterbury Hospital with improved shopping and pedestrian connections. The employment opportunities along Canterbury Road are said to balance and maintain the role of the Town Centre. Accordingly, the industrial lands along Canterbury Road are set to be utilised to extend the hospital precinct as well as include allied health activities.

CHAPEL ROAD PRECINCT

Chapel Road links Chullora, Bankstown and Padstow along a civic street of public places and cultural, education, health and commercial settings

STRATEGIC CENTRE EASTERN LIFESTYLE AND MEDICAL PRECINCT- CAMPSIE TO KINGSGROVE

- Civic, cultural, education and health uses within a vibrant, mainstreet town centre character

EASTERN LIFESTYLE AND MEDICAL PRECINCT

CANTERBURY ROAD AND KINGSGROVE ROAD MEDICAL PRECINCT

VILLAGE CENTRES PROVIDE URBAN SERVICES

- Punchbowl, Wiley Park, Canterbury Road-Hurlstone Park, Canterbury Road-Campsie, Canterbury Road-Belmore, Canterbury Road-Lakemba, Canterbury Road-Punchbowl, Narwee, Clemton Park, Roselands, Chullora Yagoona-Hume Highway/Rookwood Road

VILLAGE CENTRE POTENTIAL FOR RESIDENTIAL GROWTH

SMALL VILLAGE CENTRES SUPPORT URBAN AMENITY

- Bass Hill, Regents Park, Georges Hall, Condell Park, Hurlstone Park, Birrong, East Hills, Belfield, Croydon Park, Sefton, Panania

2.3 REVIEW OF COUNCIL'S STRATEGIES

EMPLOYMENT LANDS STRATEGY (JUNE 2020)

According to the strategy, Campsie has been identified as the second largest commercial centre within the LGA. The addition of the metro to Campsie will assist in attracting jobs as well as revitalise the economic opportunities.

The Greater Sydney Commission's strategic plan sets out a target of 7,500 additional jobs in Campsie by 2036. As per the land use audit conducted in 2019, the centre has a diverse mix of land uses with a strong focus on commercial medical uses.

Land use type	Area (m^2)	Proportion of study area
Medical	12,009	37.87%
Government	6,171	19.46%
Financial	4,818	15.20%
Commercial - General	3,727	11.75%
Commercial - Other	2,046	6.45%
Real estate	1,988	6.27%
Legal	486	1.53%
Travel agent	465	1.47%
Total	**31,709**	

Figure 10. Existing floor space breakdown (Source: Canterbury-Bankstown Employment Lands Strategy)

To be able to meet the target of the additional jobs it is estimated that additional areas of 108,258 sqm to 127,344sqm will be required for business.

The suggested actions to meet this requirement are as follows:

- ***Maximise the potential from underutilised sites**, such as carparks, in the context of creating a vibrant and interesting centre that champions character and heritage.*
- ***Investigate increasing building heights** on sites with development potential to improve redevelopment feasibility and consistency.*
- *Undertake a masterplan for the Campsie Town Centre to:*
  - *Implement the lifestyle precinct concept*
  - *Improve pedestrian connectivity*
  - *Enhance the public realm and more effectively integrate with community facilities*
  - *Investigate opportunities to enhance a night-time economy*
- *Undertake design and feasibility testing to consider the appropriateness of:*
  - ***Increasing the FSR controls across the whole centre zone** (including car park sites) but protecting the fine grain and high street building facades*
  - *Increasing the building height of the car park sites to enable redevelopment, potentially*
  - *Establishing a minimum non-residential FSR control of 1.2:1 – 1.6:1, subject to testing.*
- ***Target health and medical suites to build on the existing strengths of the centre and proximity to Canterbury hospital***
- *Target leisure and entertainment facilities, such as a cinema, evening colleges and gyms, to build on the lifestyle theme of the centre*
- *Continue to support the strong multi-cultural character and food retailing*
- *Establish appropriate development contributions to support civic improvements and social infrastructure delivery matched with population and employment growth*
- *Consider facilitating a Business Improvement District scheme that offers grants for improvements in building facades and shop frontages.*
  - *Maintain retail and commercial at street level.*
- *Implement the Campsie smart hub project*
- *Support a health and medical precinct around Canterbury Hospital*

The strategy also recognises the potential expansion of the centre to the south up to the intersection of Canterbury Road and Beamish Street which would assist in supplementing the vision as outlined in the LSPS.

In order to realise the actions stated above, the potential LEP amendments suggested include the review of the range of permissible uses and the introduction of a design and sustainability excellence clause.

Industry sector	2036 employment composition*	Net employment growth		Employment density	Floorspace demand	
		Baseline target	High target		Baseline target	High target
Population serving	31%	877	1,032	30	26,310	30,949
Knowledge intensive	20%	572	672	20	11,434	13,450
Health/education	46%	1,311	1,542	50	65,536	77,090
Industrial	3%	77	90	65	4,978	5,856
Total	100%	2,836	3,336	165	108,258	127,344

Figure 11. Floor space requirement forecast (Source: Canterbury-Bankstown Employment Lands Strategy)

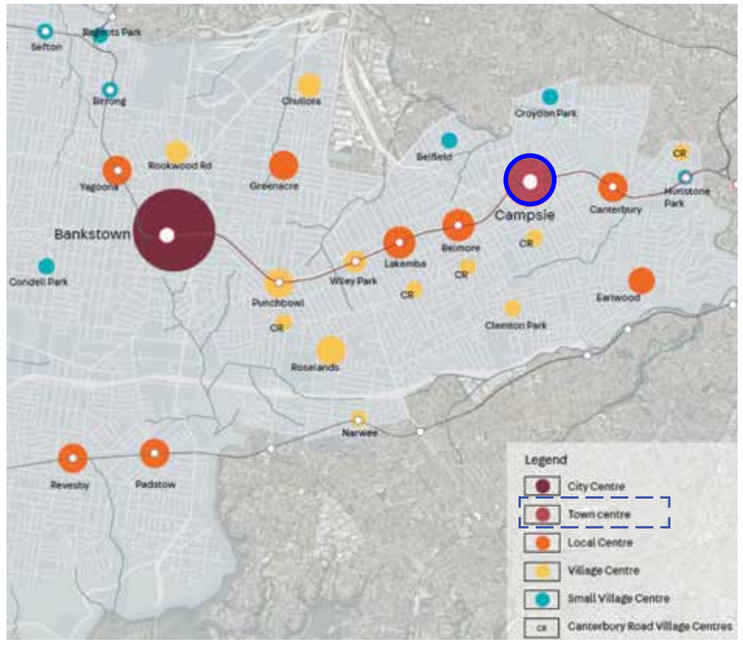
As per the table above the health and education sector has been forecast to have the most growth and floor space demand. The suggested actions within the strategy to establish a Medical and Lifestyle Precinct in Campsie are as follows:

- *Establish pedestrian, cycle and shuttle bus connections from:*
  - *Campsie to Canterbury Hospital*
  - *Campsie to Mildura Reserve and Cooks River open space*
- *Implement built form controls that:*
  - *Protect the character and fine grain*
  - *Ensure a transition of building heights*
  - *Encourage shop-top housing*

HOUSING STRATEGY (JUNE 2020)

One of the guiding principles of the strategy is the transition of Campsie into a Lifestyle Precinct which will assist in improving the housing, leisure and entertainment opportunities for the residents.

Based on the size of the centre and the commercial activity, Campsie has been categorised as a Town Centre. To meet the housing demand by 2036, approximately 11% of the housing growth will be concentrated within Campsie. At least 80% of the new dwellings are aimed to be concentrated within walking distance from the centres as well as the places of high amenity.



TOTAL	50,000	Number of centres	
Bankstown City Centre	12,500	1	
Campsie Town Centre	5,600	1	
Local Centres	10,100	9	
Village Centres	9,100	12	
Small Village Centres	2,600	11	***Total centres: 39,900 (80%)***
Suburban Areas	10,100		***Total suburban: 10,100 (20%)***

Figure 12. Housing growth distribution (Source: Canterbury-Bankstown Employment Lands Strategy)

Council is currently in the process of preparing a masterplan for Campsie with the main focus on improving the design quality of the precinct which will then provide the detail about the capacity and the demand for new housing within the centre.

The vision is for Campsie to improve its functionality as a precinct with vibrant streets, strong night time economy along and stronger connections to Canterbury Hospital supported by a range of medical services. The vision will be recognised by providing a range of housing options catering to families, singles, professionals and key workers.

According to the ABS Census conducted in 2016, majority of the workers employed in Campsie travelled to work via Car and majority of the households comprise of couples with children living in flats or apartments in 1,2 or 3 storey blocks.

The analysis conducted indicates that lot fragmentation is one of the major constraints for development. However, the built form controls are to be determined through place based planning along with the input from the community.

AFFORDABLE HOUSING STRATEGY (JUNE 2020)

Due to the low income and high housing costs, the LGA faces a significant issue of housing stress. Campsie has a high percentage of key workers and additional affordable housing options are required to maintain a strong employment base.

The guiding principles to meet the housing needs of the LGA are as follows:

- ***Increase the supply of affordable housing in Canterbury Bankstown***
- ***Locate affordable housing near established centres to allow residents better access to transport, jobs and services***
- *Focus on alleviating housing stress for very low and low income households and key workers*
- *Establish clear processes for the delivery and dedication of affordable housing dwellings*
- *Establish an internal framework for the management of affordable housing dwellings.*

2.4 INFRASTRUCTURE UPGRADES

SYDENHAM TO BANKSTOWN METRO

The Sydney Metro is Australia's biggest public transport project enhancing connections within the Greater Sydney region. The Metro line will have a target capacity similar to the other metro systems worldwide and will assist in further enhancing the connectivity to the surrounding LGAs as well as provide flexibility.

The Sydenham to Bankstown Metro (Metro Southwest) falls under the third stage of the Sydney Metro and is set to be completed by 2024. The proposed improvements to the transport network and the introduction of the Metro line will reinforce the precinct and also support transport oriented development.

Some of the benefits of introducing the Metro are as follows:

- *More job opportunities, faster, more frequent and direct access to key employment centres*
- *Better access to education, with fast, more frequent and direct connections*
- *New and direct access to the major CBD stations*
- *Improved interchange with bus, light rail, pedestrian and cycling networks*

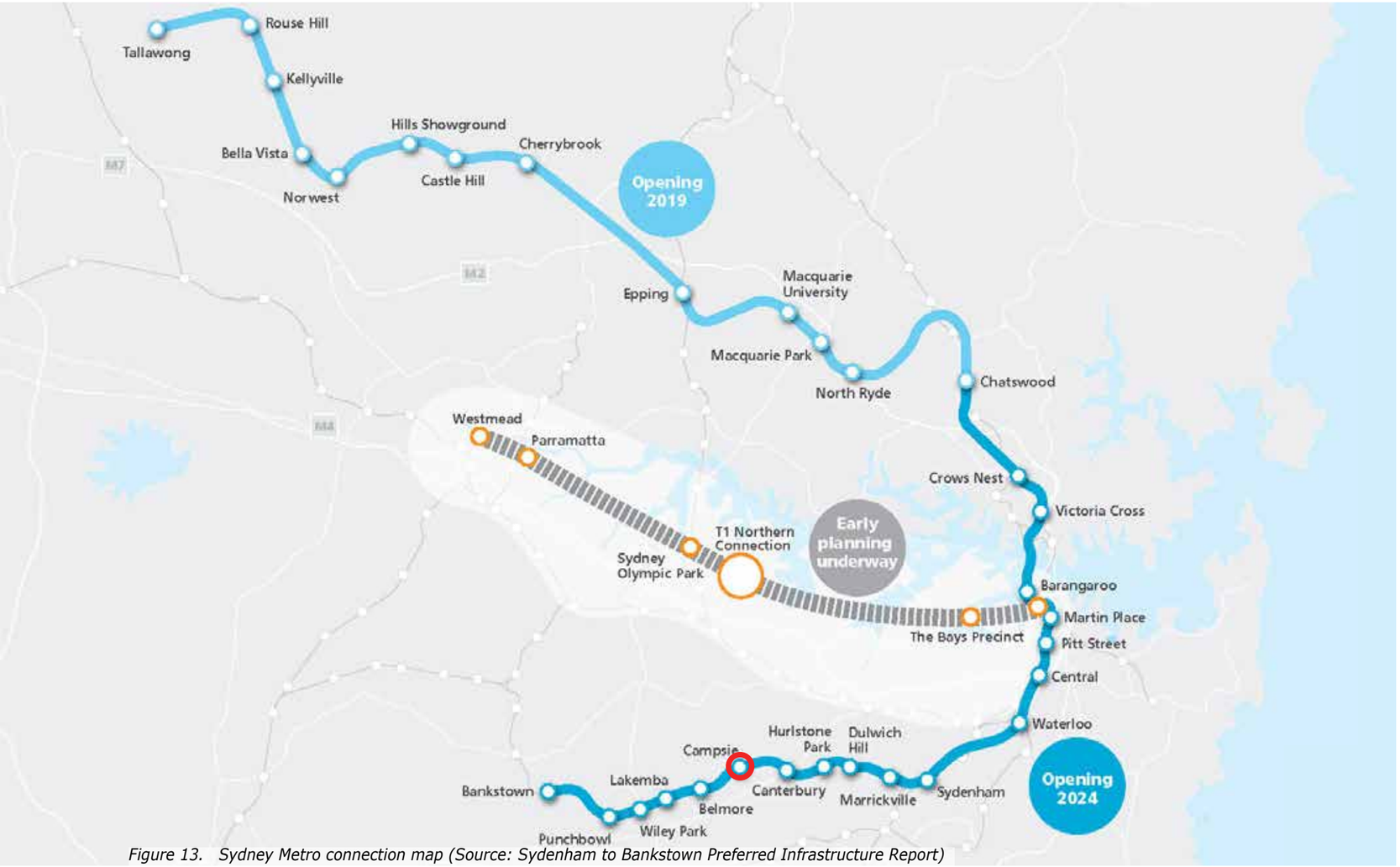


Figure 13. Sydney Metro connection map (Source: Sydenham to Bankstown Preferred Infrastructure Report)

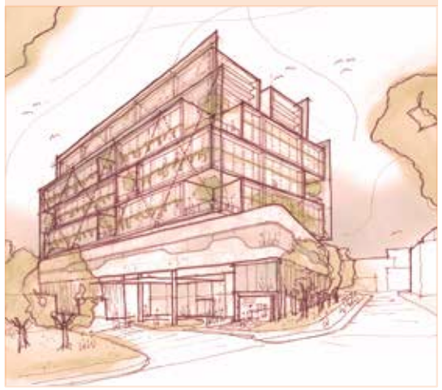
2.5 SECTION CONCLUSION

The strategic directions of the South District Plan are to capitalise on strategic and local centres as well as local and major public transport nodes, in order to locate additional density including housing, jobs and services to achieve the concept of the 30-minute city. This approach is consistent with Canterbury-Bankstown Council's strategic priorities formulated within the LSPS.

As recognised by recent Council Strategies, there are several actions that need to be implemented in order to meet the projected jobs growth and housing needs. Increasing FSR and height controls, additional shop top housing, enhancing and maintaining the retail and commercial activities, improvements to medical activities, increase in affordable housing and an increase in the range of housing provided form part of the actions outlined.

Canterbury Hospital strengthens the vision of the LSPS to turn this precinct into a medical and lifestyle precinct. The subject site is located in close proximity to the junction of Beamish Street (main street) and Canterbury Road and is within approximately 700m from the existing hospital. Redevelopment of the site for medical purposes can offer employment opportunities and services to the community. Its location close to the local centre and public transport links further strengthen the site's strategic location.

3. PRECINCT ANALYSIS



3.1 WIDER CONTEXT

This chapter discusses the role of the subject site in its local context.

CONNECTIVITY

The subject site is located on Canterbury Road which is an arterial road linking the subject site to the other employment centres. It is a major connector between Liverpool, Sydney's inner west and Sydney's CBD.

The area benefits from the T3 train line as well as the proposed Metro line. These transport lines allow for better and frequent connectivity to Sydney's CBD. The train line provides a westward connection to Bankstown and Liverpool and an eastward connection to Newtown and the Sydney CBD in approximately 18 minutes.

The area is also well serviced with buses and the main bus corridors run along Beamish Street and Canterbury Road which connects Campsie to the broader context including the Sydney CBD, Balmain, Hurstville, Rockdale, Burwood and Chiswick.

Campsie's connectivity, existing and proposed public transport links provides a great growth potential moving forward

URBAN SETTING

Campsie is a Strategic Centre currently characterised by a commercial strip along Beamish Street. This strip intersects with Canterbury Road and the journey along Canterbury Road is punctuated by residential, commercial and industrial uses. Within Campsie, Canterbury Road is punctuated by single detached dwellings, medium density housing, commercial and retail tenancies interspersed with a few medical facilities.

Recent years have seen demographic changes and development within the area, especially along Canterbury Road, thereby increasing the density of the centre. The Canterbury Hospital will generate the need for further revitalisation of the area in terms of residential, commercial, retail and ancillary medical uses.

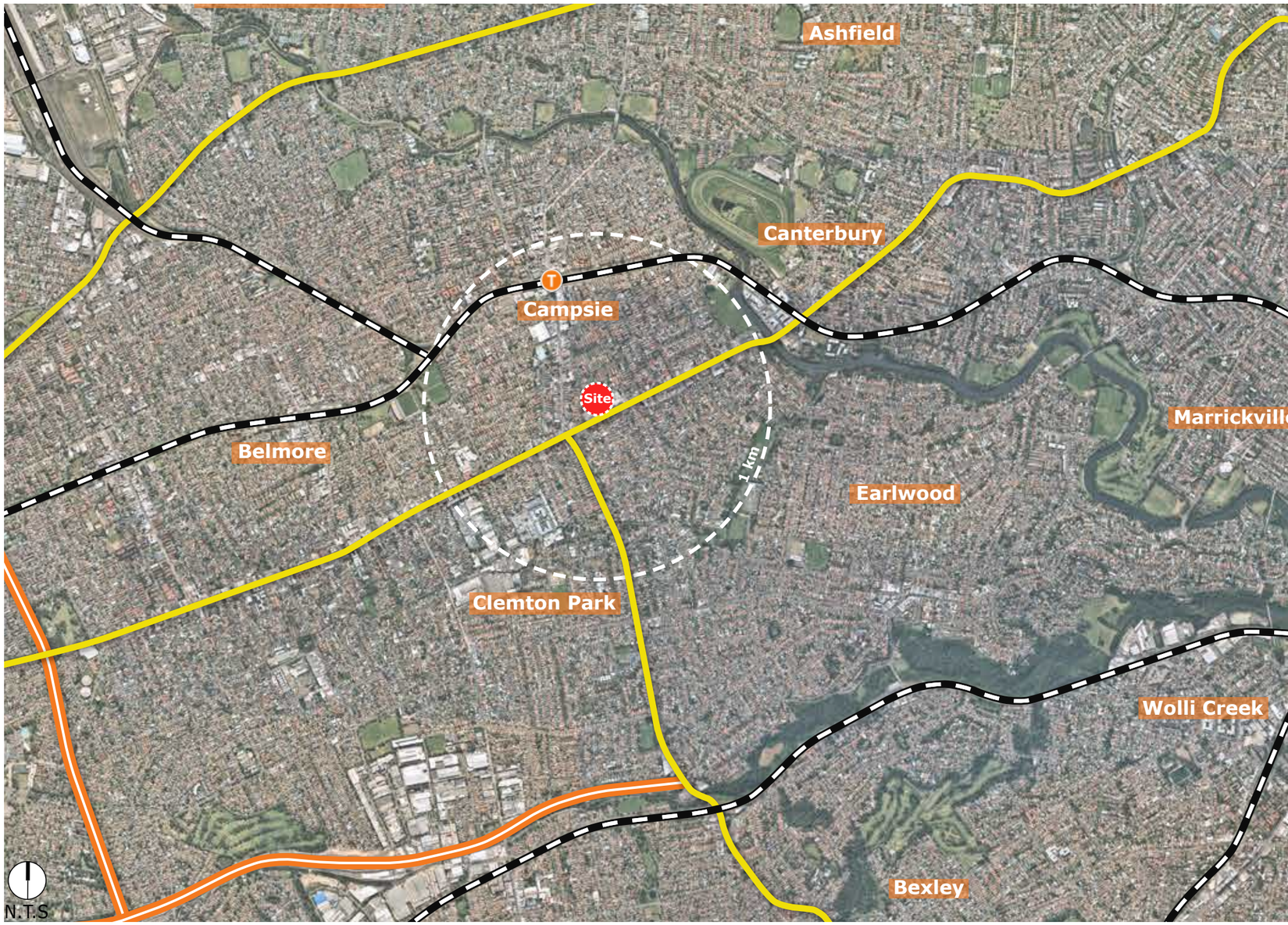


Figure 14. Wider context map

KEY

Subject Site
Freeway
Train Station
Train Line
Main Roads

3.2 LOCAL CONTEXT

AREA CHARACTERISTICS

Campsie is a suburb within Sydney's south west. The local centre located to the north and south of the railway station along Beamish Street comprises both commercial and retail activities. The buildings include single storey commercial, detached dwellings and 6 storey mixed use buildings.

Mixed use, retail and industrial/warehouse buildings are dominant along Canterbury Road. These buildings range from a single storey commercial/ industrial building to 8 storey mixed use buildings. These uses are interspersed with single storey detached dwellings.

Low and medium density residential developments are the predominant land use for the suburb, generally comprising of 1-2 storey detached dwellings and 3-4 storey walk-ups. The area surrounding the subject site has a similar character and also includes industrial/warehouse buildings.

AMENITIES

The retail as well as the commercial uses located around the train station, service the community. Other facilities include:

- Canterbury Hospital - it is located within a 10 minute walking distance to the west of the subject site
- Anzac park and Anzac square - located within a 13 minute walking distance to the north west of the subject site
- Campsie Public School and St Mel's Catholic Primary School - located to the north of the subject sit and is approximately a 10 minute walk.
- There are also a number of parks and open spaces located within a 15 minute walking distance including Peter Moore field and Tasker Park.

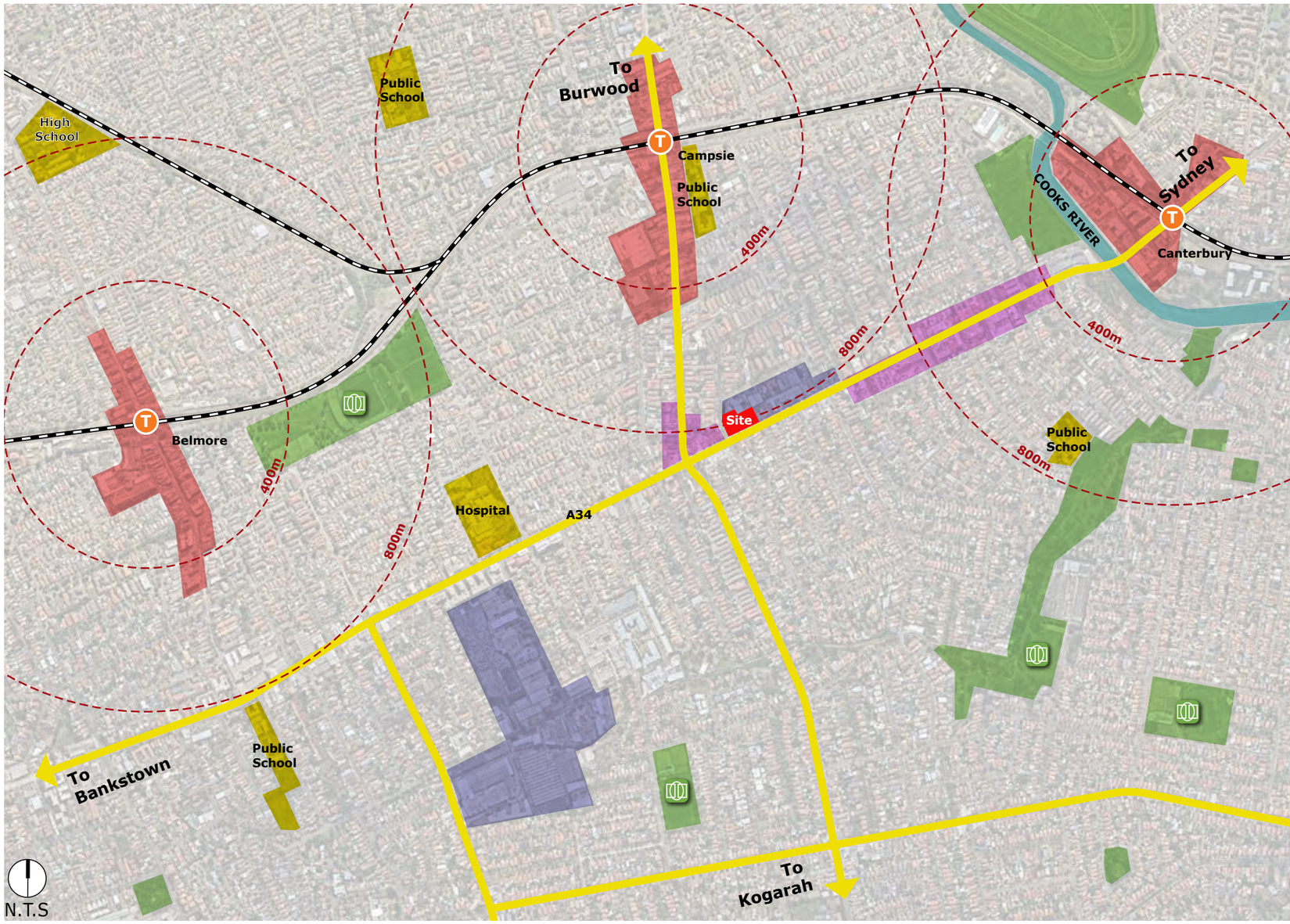


Figure 15. Local context map

KEY

Subject Site
Main Roads
Industrial
Open Space
Sports field
Train Line
Town Centre
Mixed-use
Infrastructure
Water
Train Station

PHOTOGRAPHIC ILLUSTRATION OF THE LOCAL CONTEXT

Figure 16. Commercial strip south of Campsie train station (Source: Goggle Street View)

Figure 17. 6 storey mixed use building along Beamish Street (Source: Google Street View)

Figure 18. Canterbury Hospital

Figure 19. Supporting ancillary medical facilities on Canterbury Road (Source: Google Street View)

Figure 20. 8 storey mixed use building along Canterbury Road

Figure 21. Single detached dwellings along Canterbury Road (Source: Google Street View)

3.3 THE STUDY AREA

STUDY AREA BOUNDARY

Campsie is anticipated to grow into one of the most important Medical and Lifestyle Precinct. It currently includes a public hospital, schools and a number of commercial as well as industrial buildings that would assist in supporting the growth of the area. The introduction of additional major health facilities as envisioned by the LSPS will create significant employment growth also increasing the demand for housing and other facilities.

Beamish Street has been identified as the medical, shopping, cultural and civic centre and Canterbury Road is intended to support the existing health facilities and services to create a more cohesive medical precinct.

In order to create a vision to suit the future role of Campsie, GMU has investigated and analysed the current context including connectivity, topography, open space and existing development scale of the identified study area mainly concentrated along Canterbury Road and parts of Beamish Street within this section of the report.

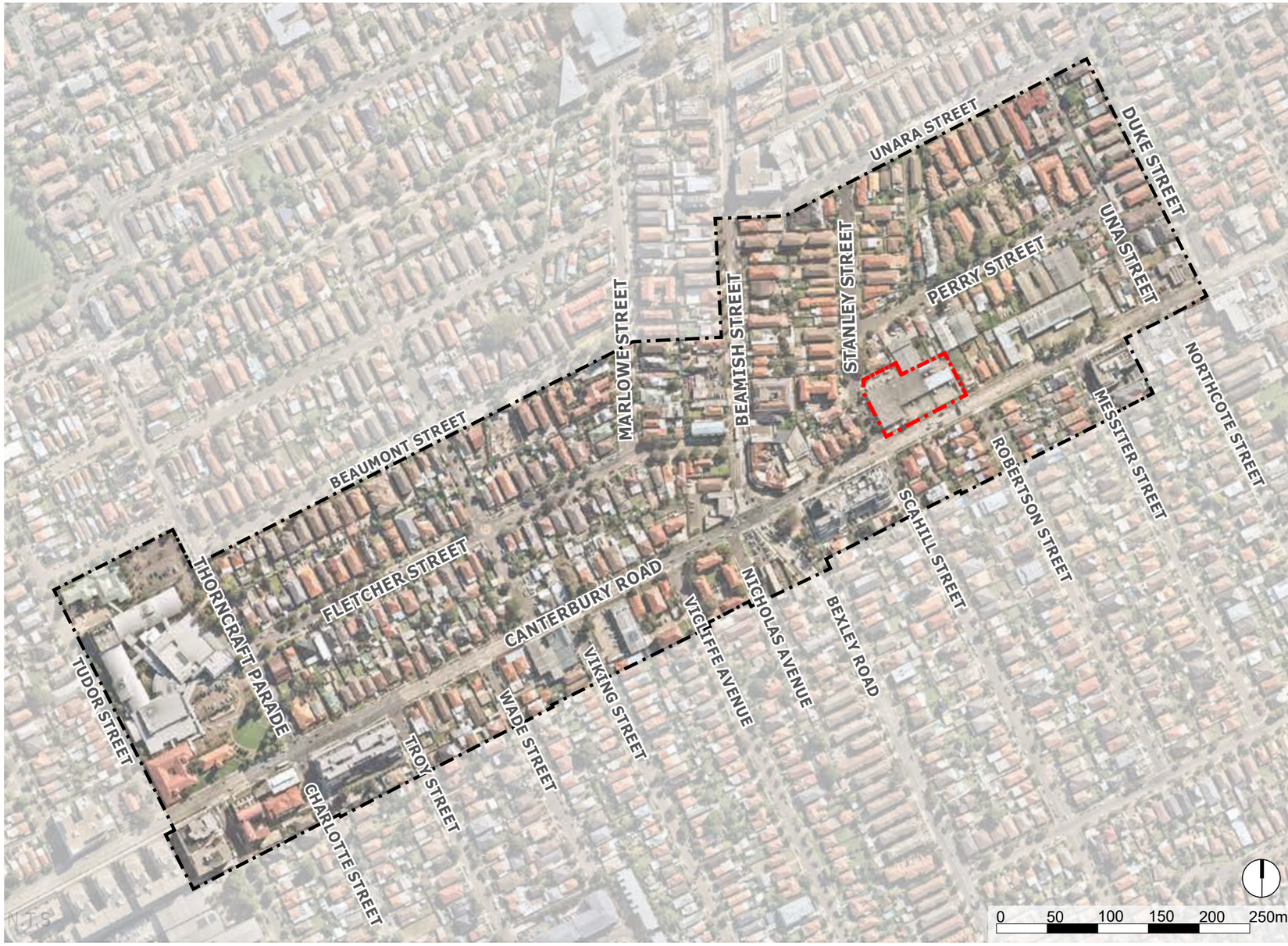


Figure 22. Study area boundary (Source: Nearmaps)

KEY

Subject site

Study area boundary

LOCAL CONTROLS - LEP

LAND ZONING

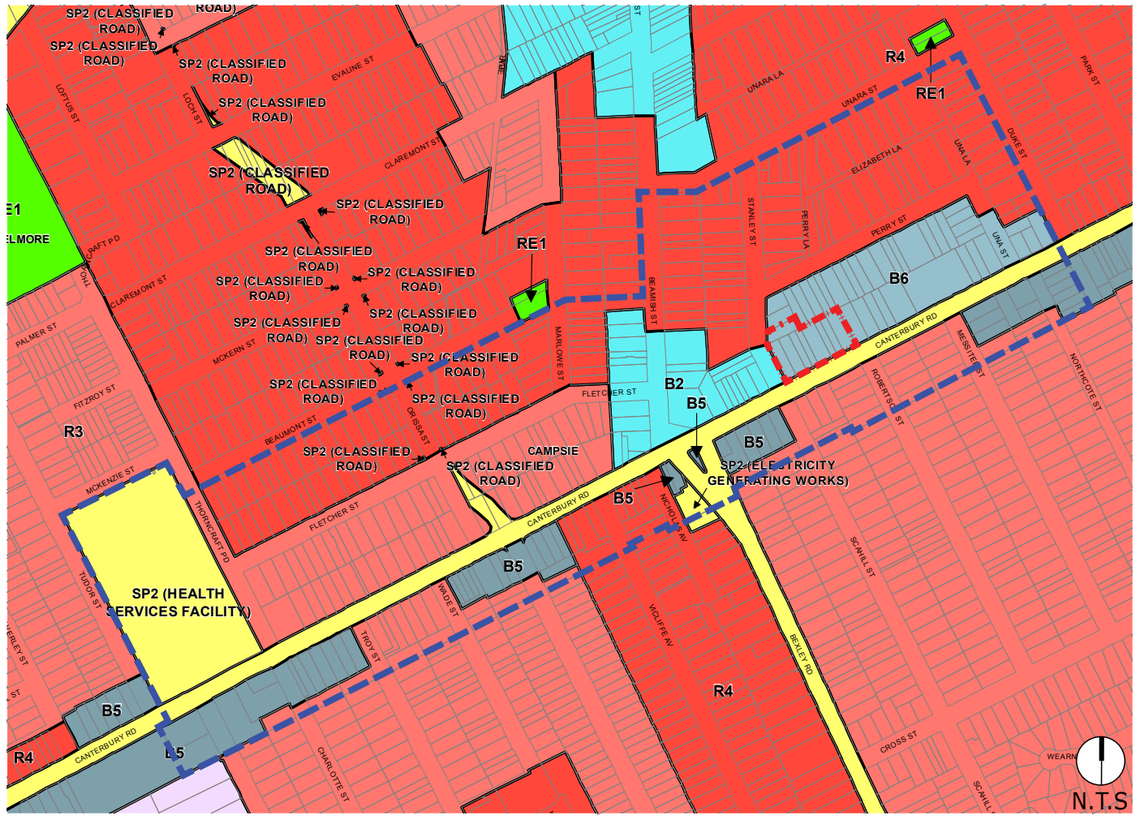


Figure 23. Existing land zoning (Source: CLEP 2012)

KEY

B1	Neighbourhood Centre	IN1	General Industrial	RE1	Public Recreation		Study area boundary
B2	Local Centre	IN2	Light Industrial	RE2	Private Recreation		Subject site
B5	Business Development	R2	Low Density Residential	SP2	Infrastructure		
B6	Enterprise Corridor	R3	Medium Density Residential	W1	Natural Waterways		
E1	National Parks and Nature Reserves	R4	High Density Residential	UL	Unzoned Land		

HEIGHT OF BUILDING

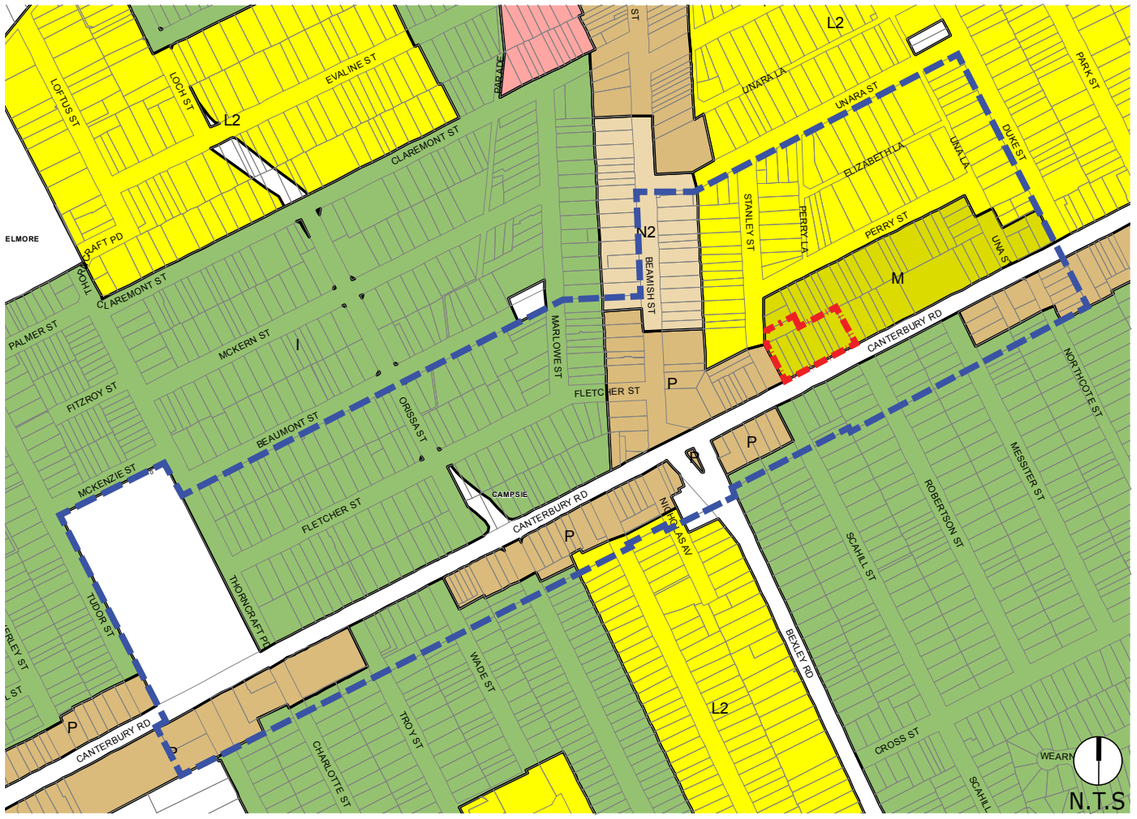


Figure 24. Existing height of building (Source: CLEP 2012)

KEY

B	4	L2	11.5	R	21		
I	8.5	M	12	T	27		
J	9.5	N1	13.5	U	30		
K	10	N2	14			Study area boundary	
L1	11	P	18			Subject site	

FLOOR SPACE RATIO

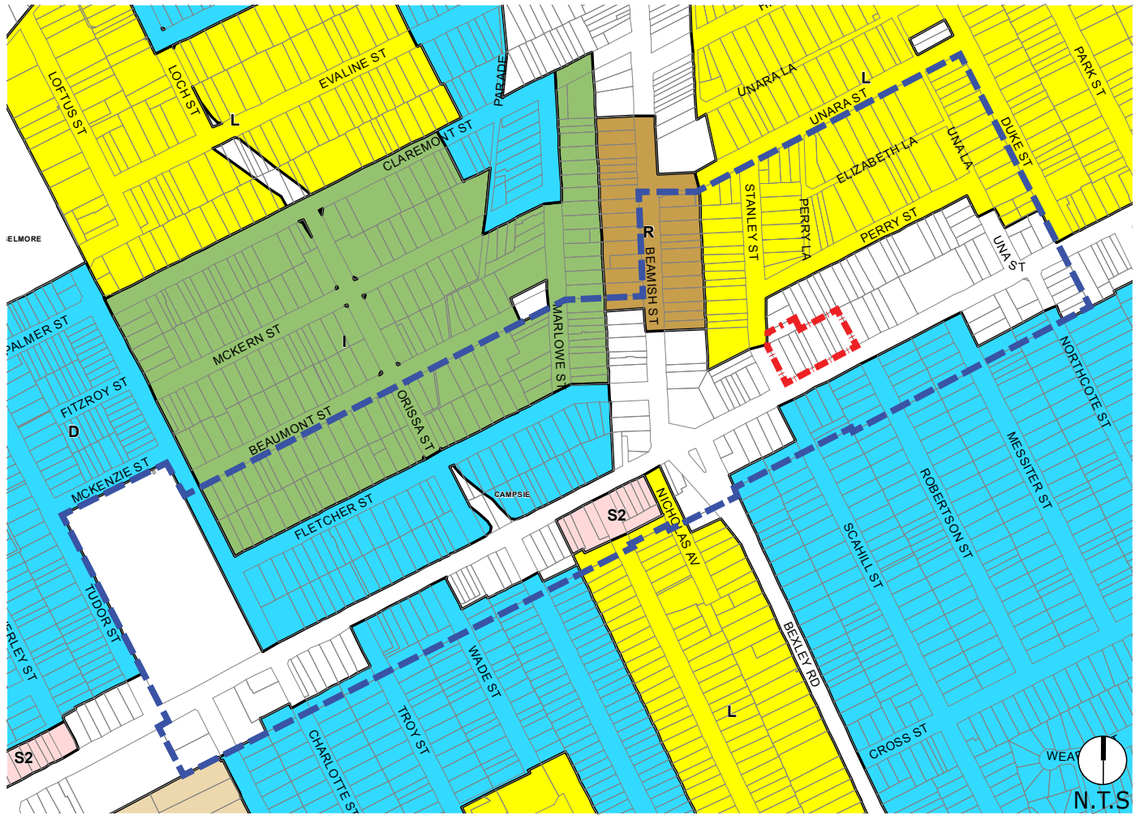


Figure 25. Existing FSR (Source: CLEP 2012)

KEY

D	0.5	S1	1.5	U2	2.75
I	0.75	S2	1.6	V	3
L	0.9	S3	1.8		Study area boundary
N	1	T	2		Subject site
R	1.4	U1	2.5		

HERITAGE

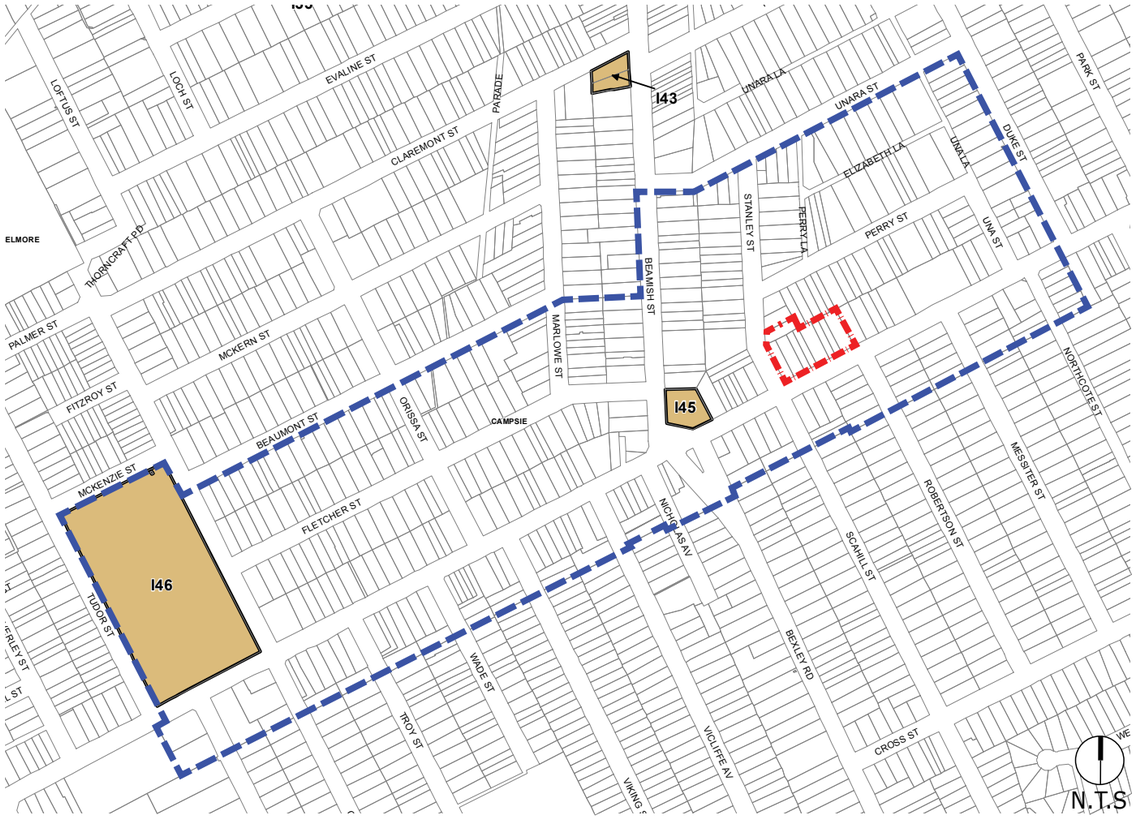


Figure 26. Existing heritage items (Source: CLEP 2012)

KEY

- Conservation Area - General
- Item - Aboriginal
- Item - General
- Study area boundary
- Subject site

KEY SITES

Figure 27. Key sites map (Source: CLEP 2012)

KEY

A	Refer to schedule 1 clause 1
B	Refer to schedule 1 clause 3
	Subject site
	Study area boundary
	Recent developments

	No. of storeys
1	8 storeys
2	6 storeys
3	6 storeys
4	6 storeys

A number of Key Sites have been identified to the south of Canterbury Road in the CLEP 2012. According to the clause outlined there are additional permitted uses on these lands.

Use of certain land along Canterbury Road in Zone B5 Business Development

1. *This clause applies to the land identified as "A" on the Key Sites Map.*
2. *Development for the purpose of residential accommodation is permitted with development consent, but only if—*
   - *a. the development is part of a mixed use development, and*
   - *b. in the case of development for the purpose of a boarding house—the area of the lot is equal to or greater than 5,000m2.*

SUMMARY

This section comprises of the set of primary controls including land zoning, building height, floor space ratio (FSR) and heritage which are currently applicable to the study area identified in Campsie under the Canterbury Local Environment Plan 2012 (CLEP 2012). GMU understands that there is currently a masterplan study undertaken by Council and that the existing controls are likely to change in the near future. The details for the proposed changes based on the analysis work undertaken for the study area are discussed at the end of this section.

LOCAL CONTEXT ANALYSIS

To understand the opportunities and constraints of the study area, GMU has undertaken the following analysis of the existing context.

TOPOGRAPHY

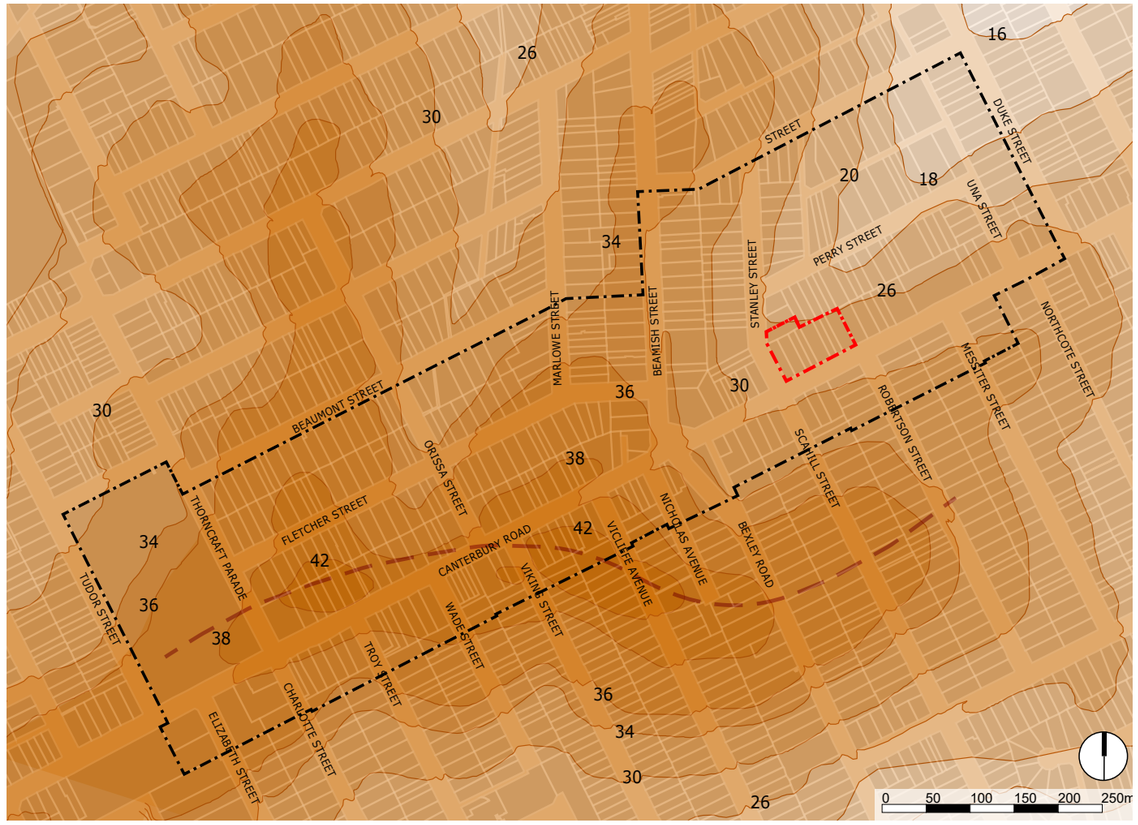


Figure 28. Existing topography

KEY

- Subject site
- Study area boundary
- Ridge

- The topographical levels are generally higher in the southwest than the northeast.
- The study area has the highest point at AHD 42m gradually sloping down in all 4 directions.
- The topographical changes within the study area range from AHD 42m to 18m in a southwest to northeast direction and from AHD 42m to 30m in a southeast to northwest direction.

STRATA DEVELOPMENT

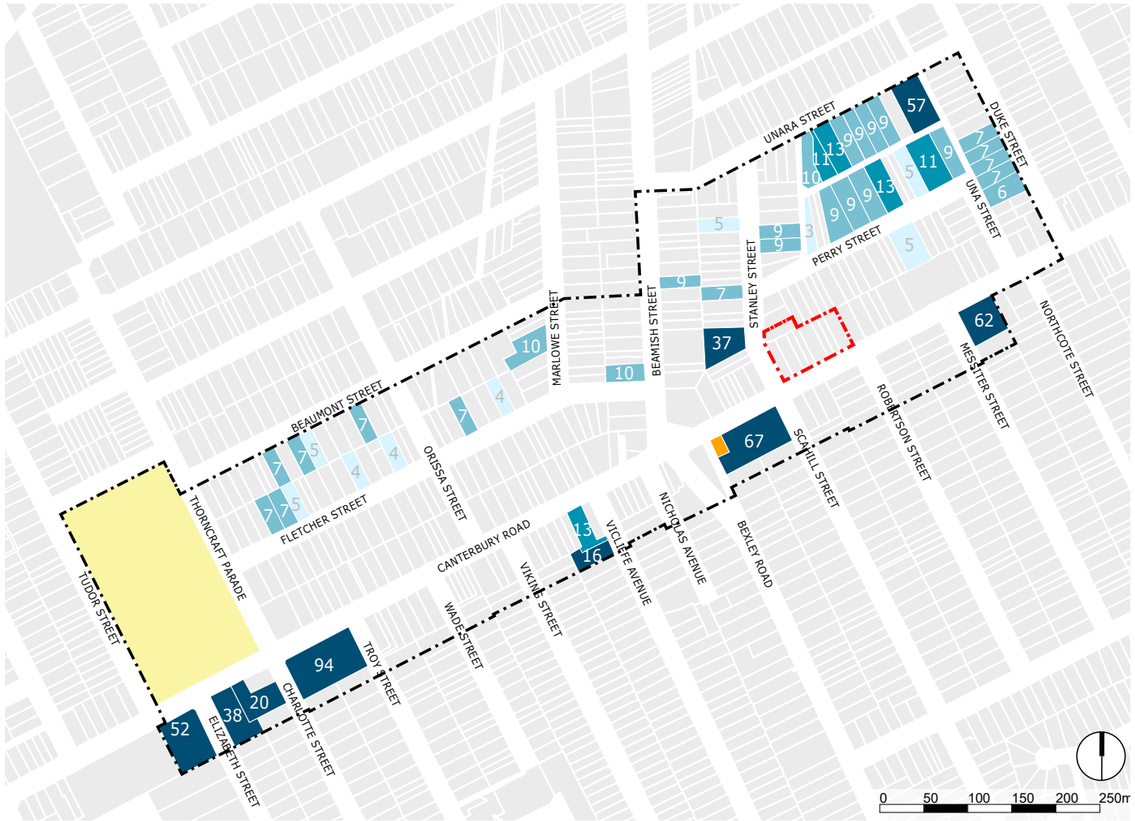


Figure 29. Existing landownership and strata development

KEY

- Subject site
- Study area boundary
- Sydney Local Health District
- Substation
- Strata (owners < 5)
- Strata (owners 5-10)
- Strata (owners 10-15)
- Strata (owners > 15)

- A number of properties within the study area are occupied by strata title residential development. Subject to the number of units, this presents as one of the constraints for redevelopment.
- The Canterbury Hospital to the western end of the study area is owned by the Sydney Local Health District and will act as a focus for the addition of additional ancillary medical facilities/services.

EXISTING BUILDING HEIGHTS

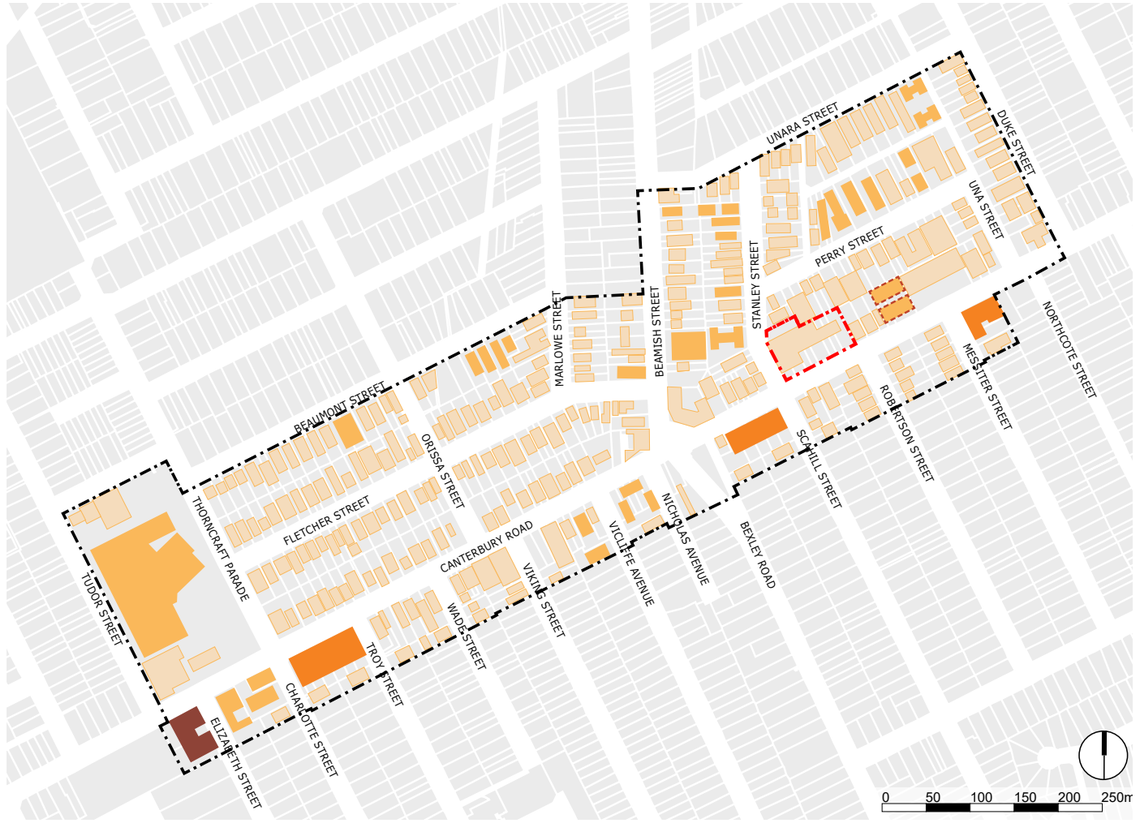


Figure 31. Existing building heights

KEY

- Subject site
- Study area boundary
- 1-2 Storeys
- 3-4 Storeys
- 5-6 Storeys
- 7-8 Storeys
- Recently approved DA

EXISTING STREET INTERFACE

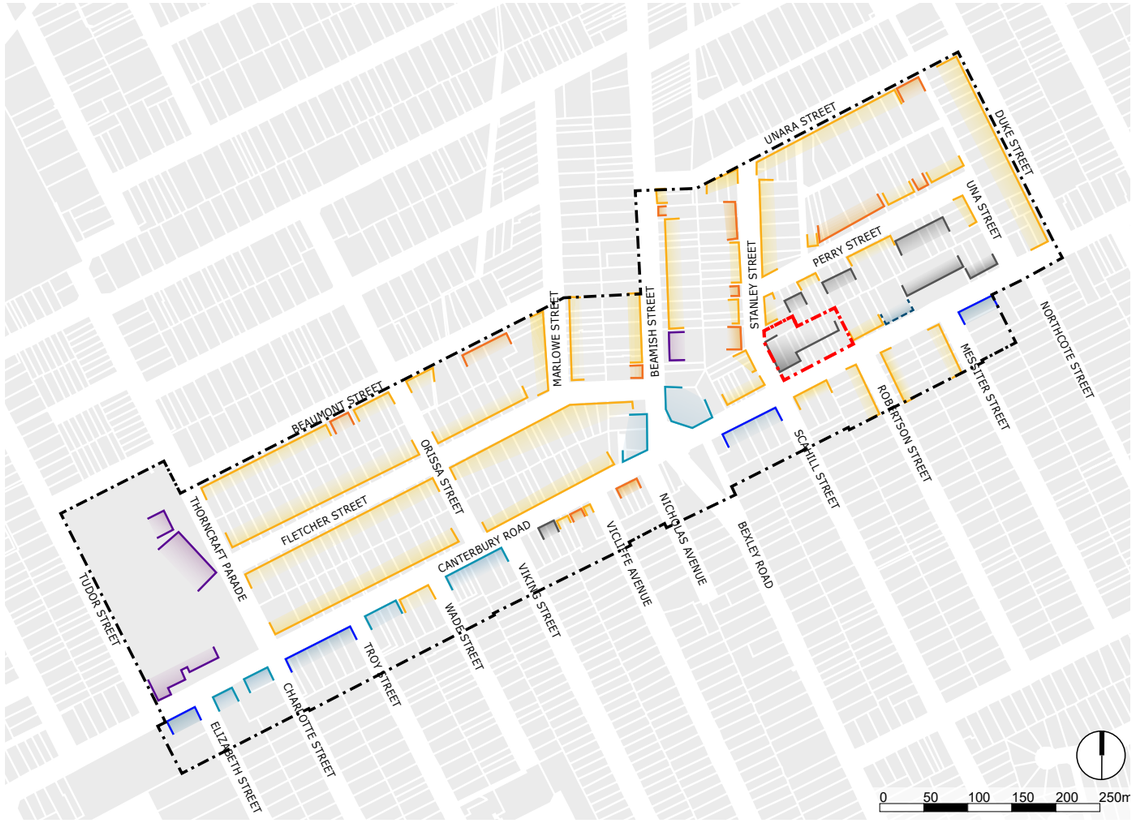


Figure 30. Existing street interface

KEY

- Subject site
- Study area boundary
- Low density residential
- Medium density residential
- Medical services/facilities
- Commercial
- Mixed-use
- Industrial/warehouse

- The majority of the study area comprises of 1-2 storey residential buildings along with some 1-2 storey warehouse buildings.
- There are occasional 3-4 storey residential flat buildings (RFBs) scattered within the study area.
- There is a change in character to the south of Canterbury Road with a number of recently constructed mixed use buildings, ranging from 5-8 storeys.

- Canterbury Road is occupied by a number of uses including residential, commercial, mixed-use, medical and industrial/warehouse uses.
- Beamish Street is the main street for the Town Centre with uses ranging from residential, medical, to commercial.
- Residential uses are predominant in other streets except for Perry Street which has residential as well as industrial/warehouse uses given that it is located within the B6 zone.

ROAD HIERARCHY AND WIDTHS

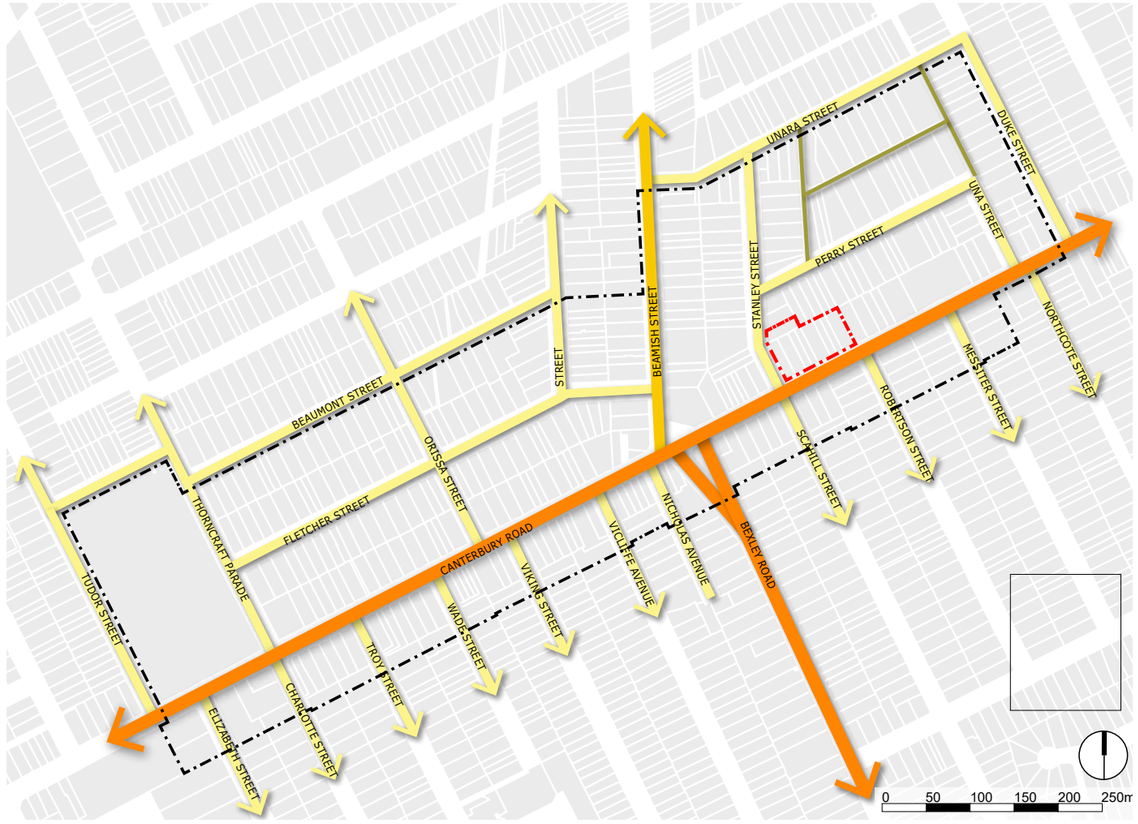


Figure 32. Existing road hierarchy and widths

KEY

- Subject site
- Study area boundary
- Major Road
- Shopping Street
- Local Street
- Laneway

	Street width
Major Road	20m
Shopping Street	20m
Local Street	16m
Laneway	6m

- Canterbury Road is the major road connecting the study area with the surrounding suburbs.
- Beamish Street is the shopping main street connecting the Town Centre with Canterbury Road.
- A number of local streets emerge from Canterbury Road in a northwest to southeast direction connecting the rest of the neighbourhood.

PUBLIC TRANSPORT

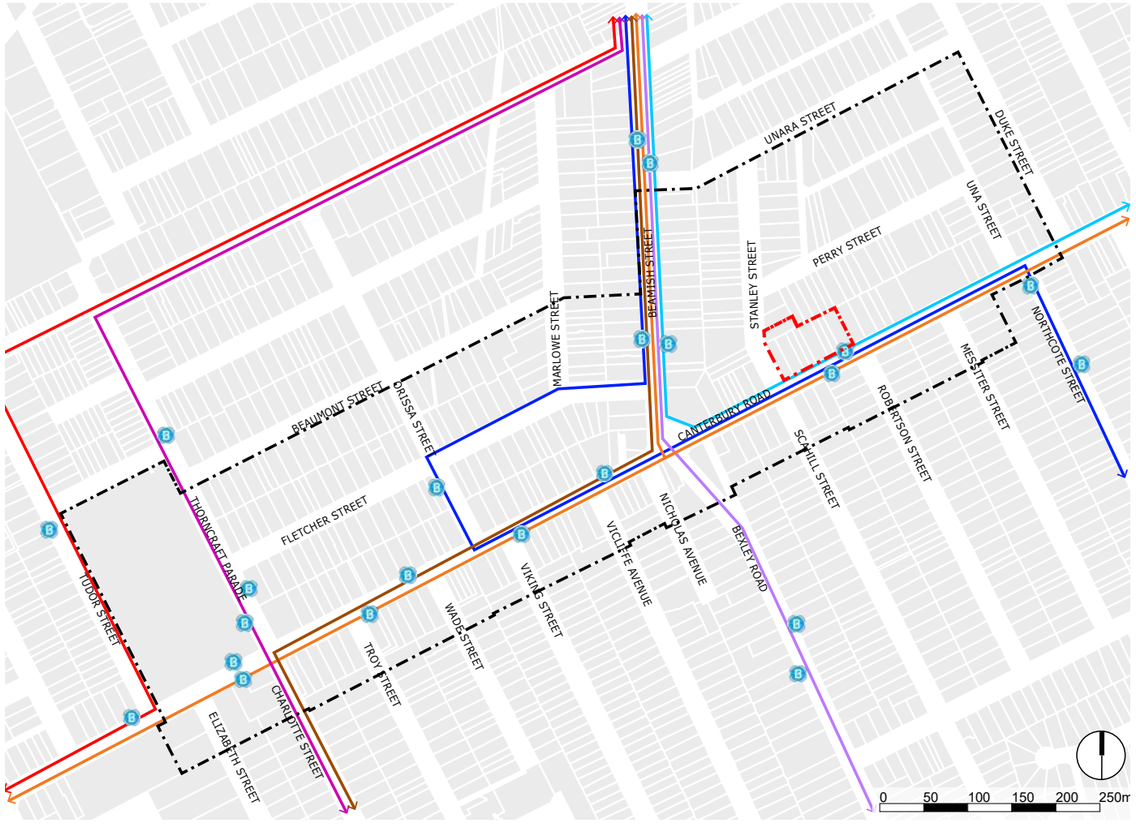


Figure 33. Existing bus routes

KEY

- Subject site
- Study area boundary
- Bus stop
- Route 445
- Route 473
- Routes 410, 412 and 420
- Route 490
- Route 415
- Route 487
- Route 492

- Campsie is well serviced by public transport and currently connected to the surrounding suburbs and major transport corridors via 9 bus services, including Route 445 (Campsie to Balmain), Route 473 (Rockdale to Campsie), Route 410 (Hurstville to Macquarie Park), Route 412 (Campsie to Martin Place), Route 420 (Eastgardens to Burwood), Route 490 (Drummoyne to Hurstville), Route 415 (Campsie to Chiswick), Route 487 (Bankstown to Canterbury) and Route 492 (Drummoyne to Rockdale).
- The north-eastern part of the study area appears to be the only area that does not benefit from bus services.

EXISTING STREET SETBACKS

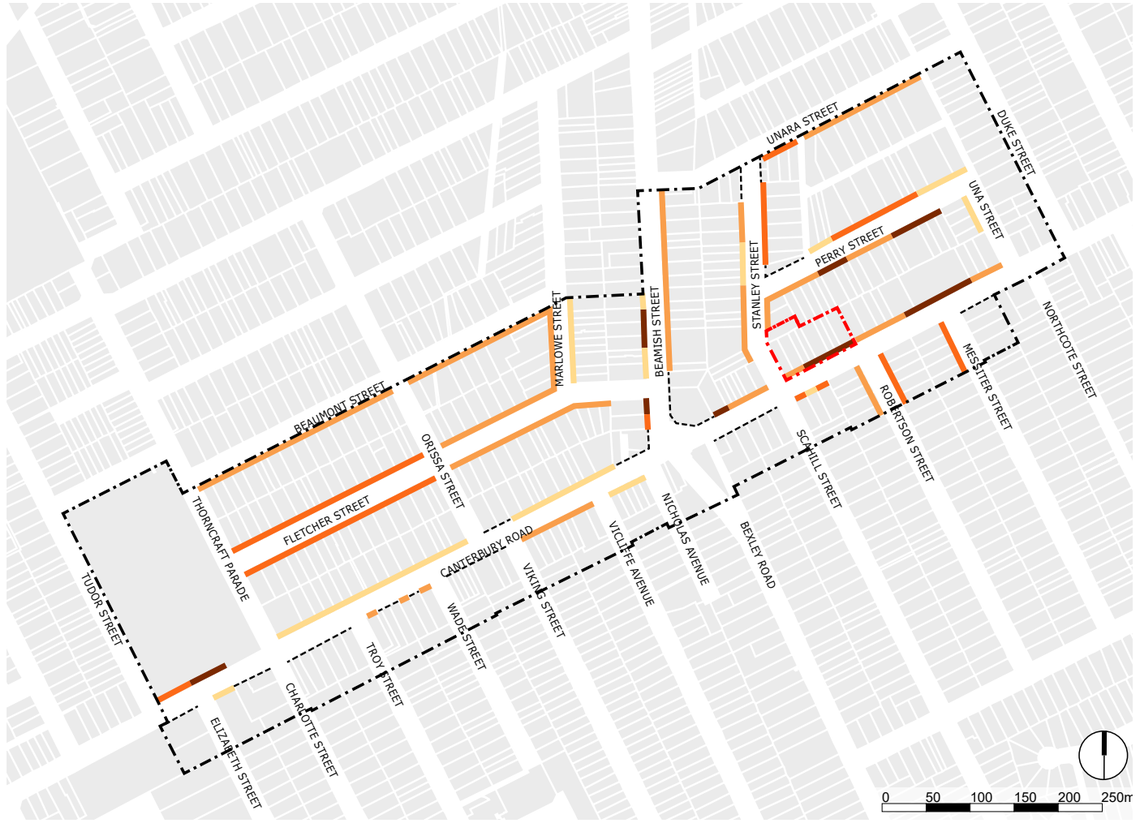


Figure 34. Existing street setbacks

KEY

- Subject site
- Study area boundary
- Nil setback
- 3-4m
- 5-6m
- 7-8m
- 14-16m

- The street setbacks along Canterbury Road and Beamish Street vary from nil to 16m.
- The majority of the residential areas have setbacks ranging from 3m to 8m, except Perry Street where the setbacks vary from 3m to 16m due to the industrial/warehouse uses.

EXISTING OPEN SPACE AND PEDESTRIAN CROSSINGS

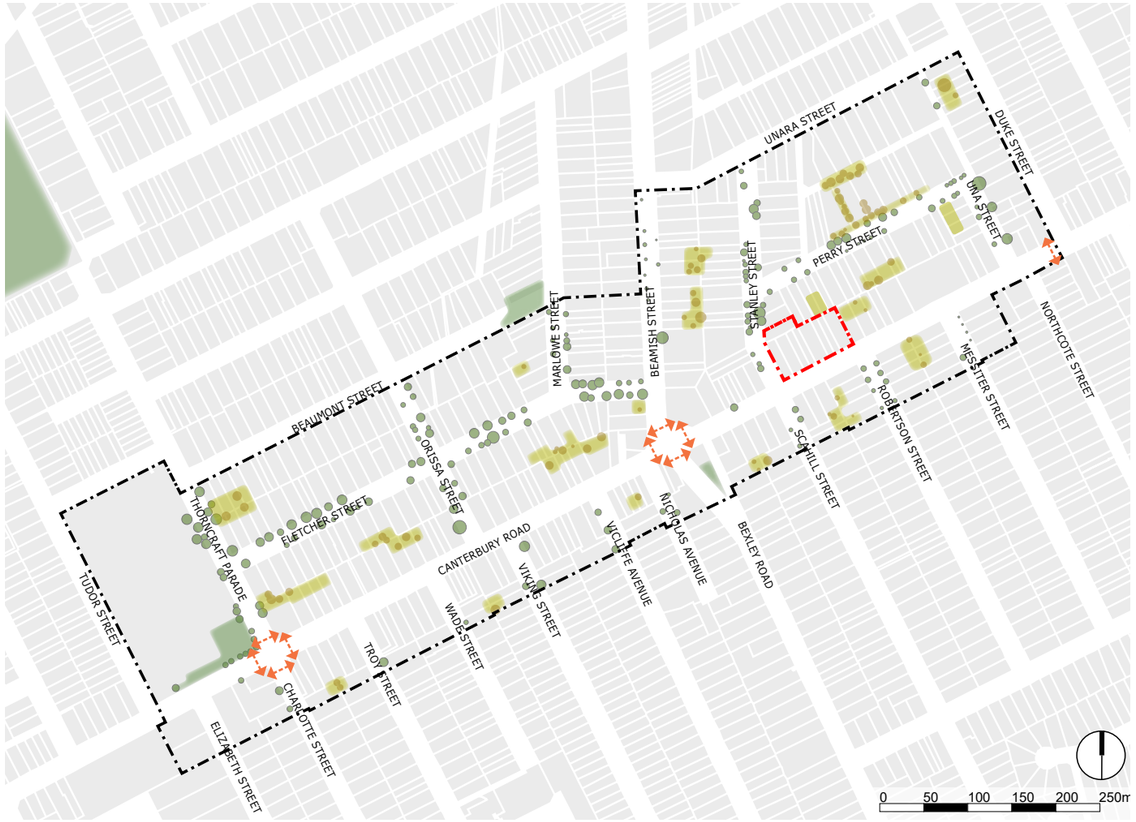


Figure 35. Existing topography

KEY

- Subject site
- Study area boundary
- Street trees
- Public open space
- Private open space
- Pedestrian crossing

- There is a deficiency of public open spaces within the study area.
- There is also a lack of street trees along existing streets and the Canterbury Road corridor.
- The majority of the residential lots are dominated by hardscaped rear courtyards used for on-grade parking.

SOLAR ACCESS

The southern side of Canterbury Road comprises of a mixture of low scale residential dwellings and new 5-8 storey mixed use buildings. Any new development to the north of Canterbury Road needs to manage overshadowing to preserve solar access and ADG compliance for new development to the south and some solar access to retail/ commercial frontages as well.

Detail solar and shadow analysis/studies will be undertaken as part of the site-specific DCP controls.

KEY CONSTRAINTS

The key constraints within the study area are:

Accessibility and movement

- A limited pedestrian/cycling network results in poor accessibility and permeability.
- Long blocks limit accessibility and permeability.

Public domain character

- No 'sense of place' with poor public amenity.
- Insufficient street landscape and greening of the area.
- Inactive frontages of industrial/warehouse buildings along Canterbury Road and Perry Street.
- Low-quality pedestrian amenity with almost no existing public open spaces.

Land Use

- Lands owned by State Government Agencies and existing religious institutions have limited potential for redevelopment.
- Recent development/sites under construction will not redevelop in short-medium term.
- Strata titled lots with more than 15 owners are difficult to amalgamate and unlikely to develop in the short term.

Built form

- Existing 1-2 storey residential units and 3-4 storey strata titled walk-up buildings with poor design quality and low provision of communal open space detracts from the area character.
- The 5-8 storey recent mixed use buildings to the south of Canterbury Road set a precedent for the new development within the study area along Canterbury Road.

Applicable controls

- Current CLEP controls do not provide sufficient incentives to encourage the redevelopment within the study area.

The constrained sites considered within the study area include:

- Heritage sites
- Residential strata owners over 15
- Sites with existing medical and religious uses

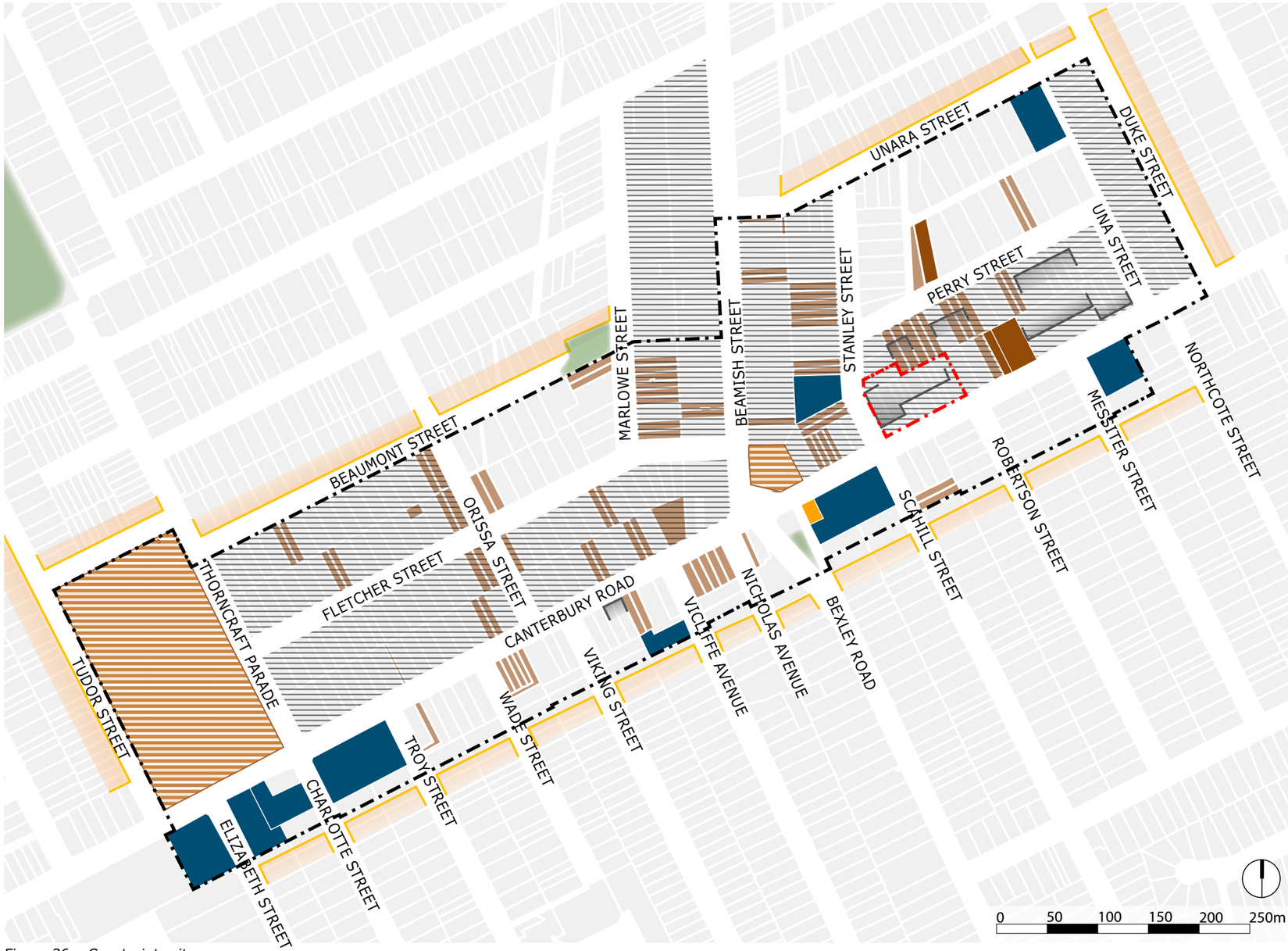


Figure 36. Constraints sites map

KEY

- Subject site
- Study area boundary
- Low density residential
- Public open space
- Strata (owners > 15)
- Recent approvals
- Heritage items
- Impermeable blocks
- Other medical uses
- Religious uses
- Narrow sites

KEY OPPORTUNITIES

The key opportunities within the study area are:

Character

- Enhance and build on the existing uses and the role of Beamish Street with a revitalised shopping strip and shop top housing with improved activation.
- Create a new strategic medical precinct along Canterbury Road linking to the existing Hospital and Beamish Street, providing employment opportunities and supplementing community services.
- Enhance the green character and landscape quality of the public domain and create an improved 'sense of place' and amenity for people to live and work.

Movement

- Enhance the cycling/walking network in a north-south direction and improve links to key transport nodes.
- Increase accessibility and permeability to and from the study area.
- Create new links to Beamish Street and Canterbury Road.

Land use and built form

- Provide sufficient incentive to encourage redevelopment for new medical services and facilities to strengthen and reinforce the vision for a Medical and Lifestyle Precinct.
- Create a main medical spine along Canterbury Road catering for community needs linking to the hospital.
- Concentrate commercial uses along Canterbury Road, Fletcher Street and Perry Street.
- Provide scale transition to the surrounding lower scale residential development.

Public domain and open space

- Retain existing mature street trees where possible.
- Plant new street trees to all streets to enhance the green streetscape character and underground power lines.
- Provide active frontages and quality interfaces to the public domain as appropriate.
- Establish a landscape boulevard character to Canterbury Road through redevelopment for the medical precinct.
- Landscape gateway into Campsie through streetscape improvements.
- Improve landscape quality of Beamish Street.
- Investigate new opportunities for open space as part of the redevelopment.

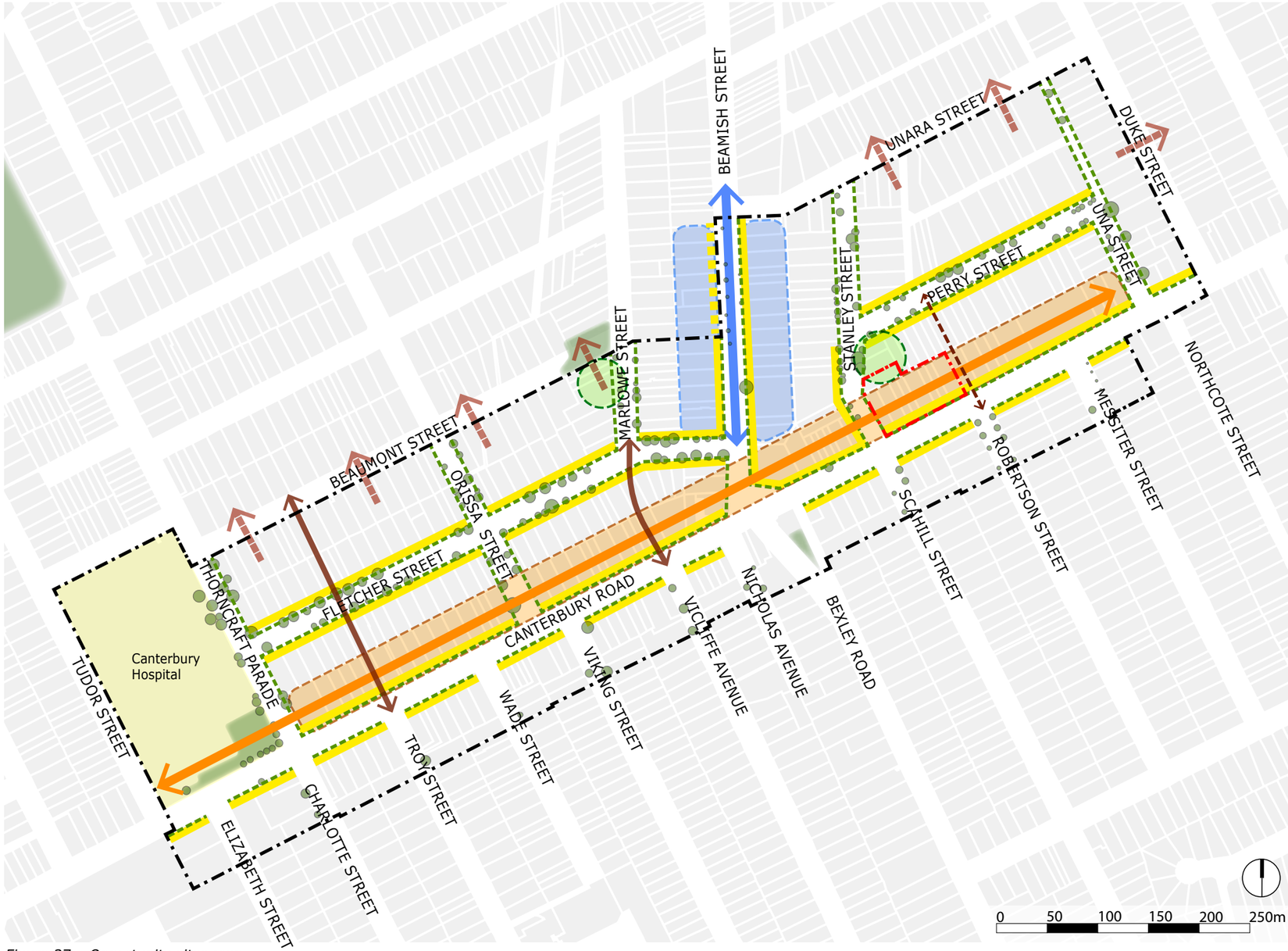


Figure 37. Opportunity sites map

KEY

- Subject site
- Study area boundary
- Improved landscaping and boulevard character
- Existing public hospital
- Enhanced retail uses
- Existing street trees
- Commercial uses
- Active frontages (retail or commercial)
- Transition to low density
- Medical spine
- Shopping street
- Future links
- New open space opportunity

KEY OPPORTUNITY SITES

Redevelopment can be encouraged for this study area by identifying key opportunity sites that act as a catalyst for commercial development. The short term key opportunity sites are larger lots with existing commercial uses and sites potentially suitable for amalgamation.

Based on the information available to GMU, we have identified the sites shown on the adjacent diagram as possible key catalyst sites.

The key opportunity sites within the study area include:

- Larger lots
- Lots with greater lot width
- Amalgamated lots
- Commercial uses

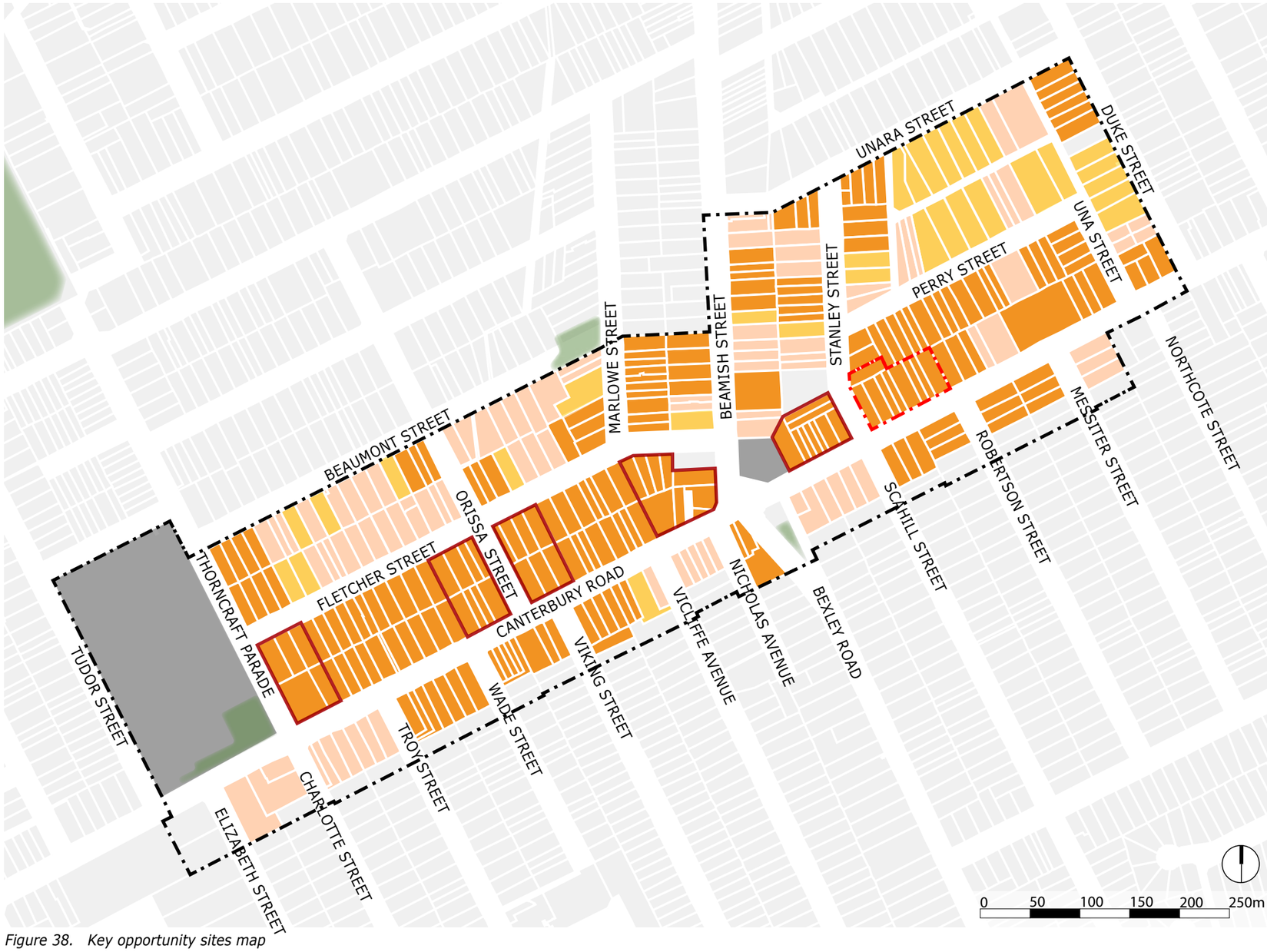
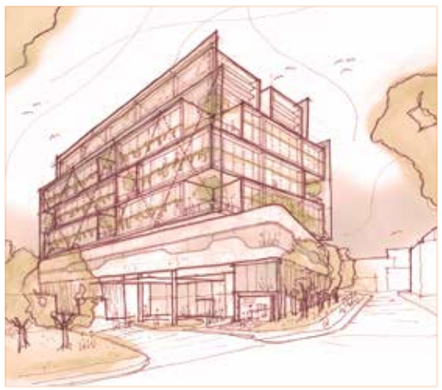


Figure 38. Key opportunity sites map

KEY

Subject site
Study area boundary
Short term opportunity sites
Medium term opportunity sites
Long term opportunity sites
Key opportunity sites
Heritage items

4. A VISION FOR CAMPSIE



4.1 CASE STUDY ON PRIVATE HOSPITALS

PRIVATE HOSPITALS

Based on available catchment and projected population growth for the Campsie Medical and Lifestyle Precinct, there will be an increase in the demand for medical facilities in the area. The Social and Economic Assessment report by Ethos Urban concludes that a Private Hospital on the subject site will assist in addressing the supply constraints within the identified Medical and Lifestyle Precinct.

Private Hospitals vary from Public Hospitals such that they tend to be more specialised and are usually managed by an individual or a private company. Private Hospitals are generally co-located with Public Hospitals and have a number of benefits including:

- Sharing of facilities
- Sharing of staff and increased ability to attract medical specialists
- Provide a degree of choice for the patients
- Increase the potential of teaching services

Acute Private Hospitals generally provide care on the same day or on an overnight basis. Under this classification, the category explored for the subject site is Private Acute Group B Hospitals. These hospitals do not have a 24-hour emergency department. However, they include intensive care units and other specialised services.

Within Sydney, there are 8 Private Acute Group B Hospitals.

Hospital	Operator
Macquarie University Hospital	MQ Health
North Shore Private Hospital	Ramsay
Prince of Wales Private Hospital	Healthscope
St George Private Hospital	Ramsay
St Vincent's Private Hospital Sydney	St. Vincents Health Australia
Strathfield Private Hospital	Ramsay
The Mater	St. Vincents Health Australia
Westmead Private Hospital	Ramsay

Figure 39. 8 Private Acute Group B Hospitals (Source: Hospital Peer Group Analysis by Caldrex Capital)

ANALYSIS

GMU has analysed 6 of the 8 identified hospitals in Sydney. These include:

- Westmead Private Hospital
- North Shore Private Hospital
- St George Private Hospital
- St Vincent's Private Hospital
- Macquarie Private Hospital
- Prince of Wales Private hospital

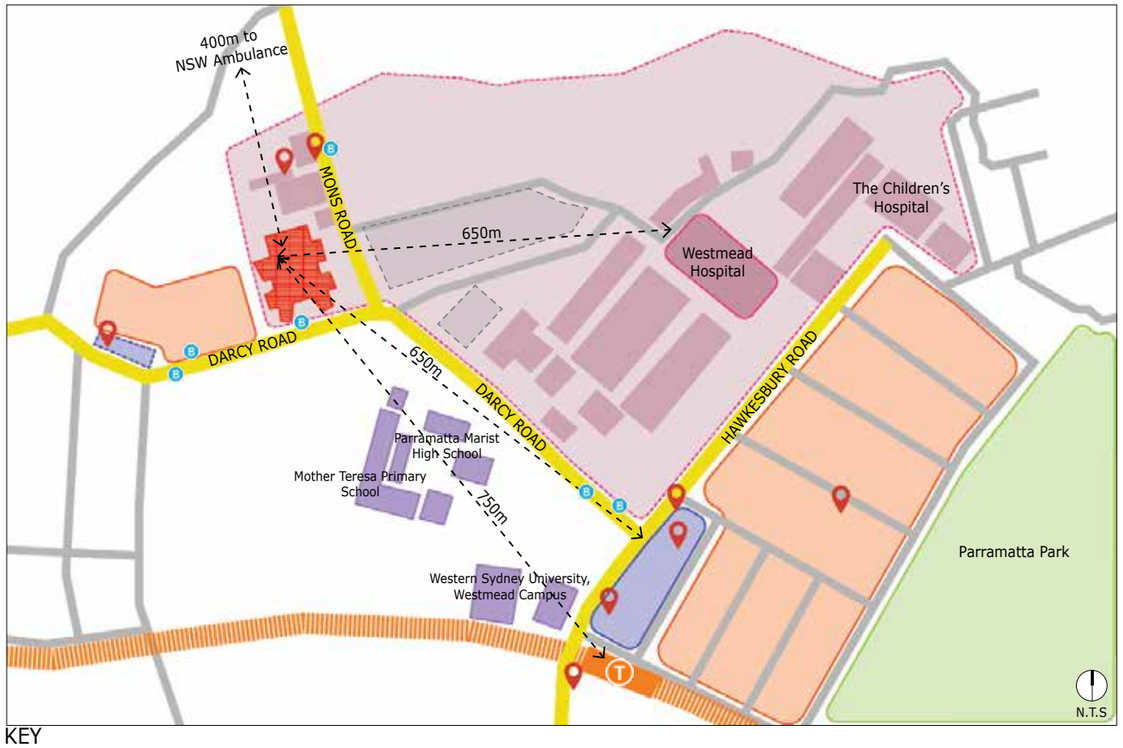
The analysis was conducted to determine the main principles and characteristics of hospital precincts. The parameters included the following:

- Location
- Distance from Public Hospital
- Distance from public transport
- Surrounding ancillary medical facilities
- Surrounding uses

The findings from the analysis have been consolidated to inform the key principles and characteristics of hospital precincts. These key characteristics have informed a potential structure plan for the Medical and Lifestyle Precinct of Campsie, including the subject site. The analysis, findings and precinct structure plan can be seen in the following chapters of this report.

4.2 PRIVATE HOSPITAL PRECINCT ANALYSIS

WESTMEAD PRIVATE HOSPITAL



KEY

- Private Hospital
- Public Hospital
- Train Line
- Arterial/Main Road
- Road Network
- Parking Facilities

The main characteristics of the Westmead Private Hospital are as follows:

- Located at the intersection of 2 main roads, Mons Road and Darcy Road
- Access from both Mons Road and Darcy Road
- Close proximity to public transport and within 750m from the Westmead train station
- Located within a walking distance of 650m from the Town Centre
- Located within a hospital precinct with supporting private medical facilities
- Approximately 650m away from the nearest Public Hospital
- Located in proximity to educational facilities (at distances of 200m to 550m)
- Surrounded by supporting residential uses
- 400m away from the NSW ambulance
- At grade parking facilities located at a distance of approximately 80m

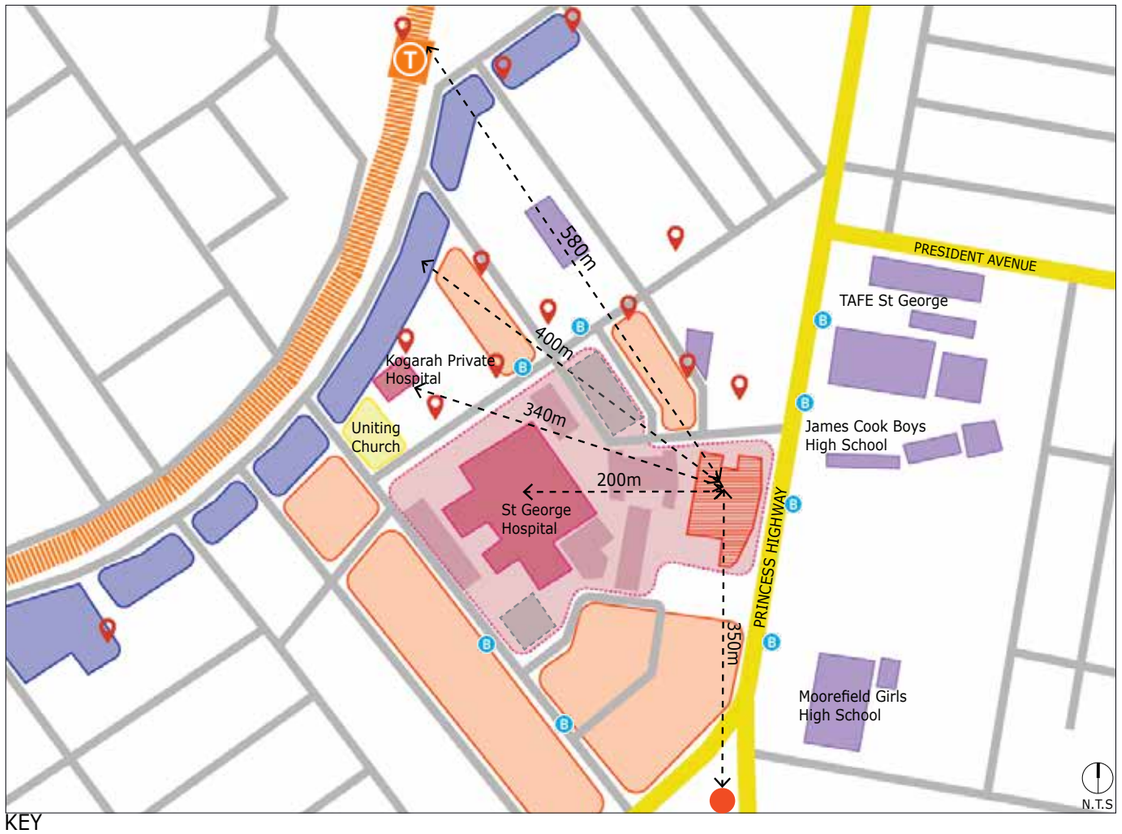
NORTH SHORE PRIVATE HOSPITAL

- Surrounding Medical Facilities/ Clinics
- Town Centre
- Commercial/Retail
- Supporting Residential
- Educational Facilities
- Hospital Precinct

The main characteristics of the North Shore Private Hospital are as follows:

- Located along the main road, Reserve Road
- Within 500m from the St Leonards train station
- Located within a walking distance of 540m from the Town Centre
- 200m away from the nearest Public Hospital
- Located within a large hospital precinct with supporting private medical facilities
- Located in proximity to educational facilities (at a distance of 120m)
- 650m away from the NSW ambulance
- Adjacent to a multi-storey parking facility

ST GEORGE PRIVATE HOSPITAL



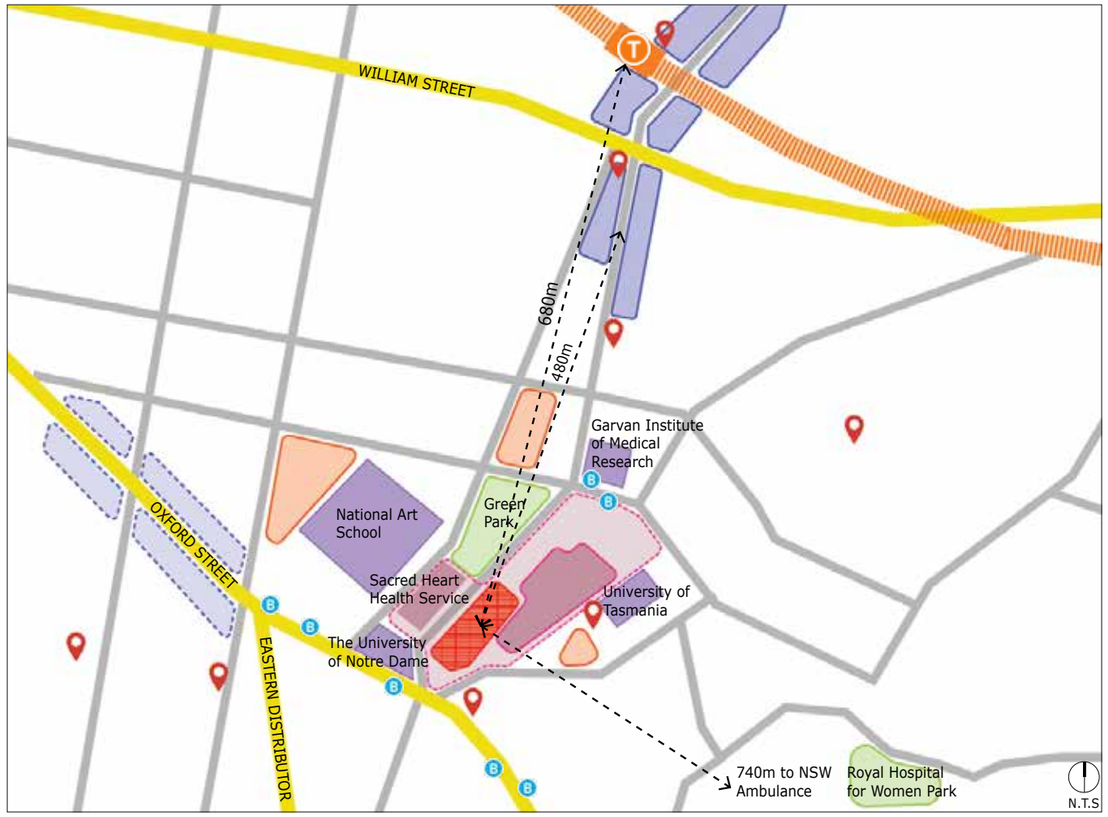
KEY

- Private Hospital
- Public Hospital
- Train Line
- Arterial/Main Road
- Road Network
- Parking Facilities

The main characteristics of the St George Private Hospital are as follows:

- Located along the main road
- Close proximity to public transport and within 580m from the Kogarah train station
- Located within a walking distance of 400m from the Town Centre
- 200m away from the nearest Public Hospital
- Located 340m from Kogarah Private Hospital
- Located within a hospital precinct with supporting private medical facilities
- Located in proximity to educational facilities (at distances of 240m to 260m)
- 350m away from the NSW ambulance
- Multi-storey parking facilities located at a distance of 130m to 240m
- Surrounded by supporting residential uses

ST VINCENT'S PRIVATE HOSPITAL



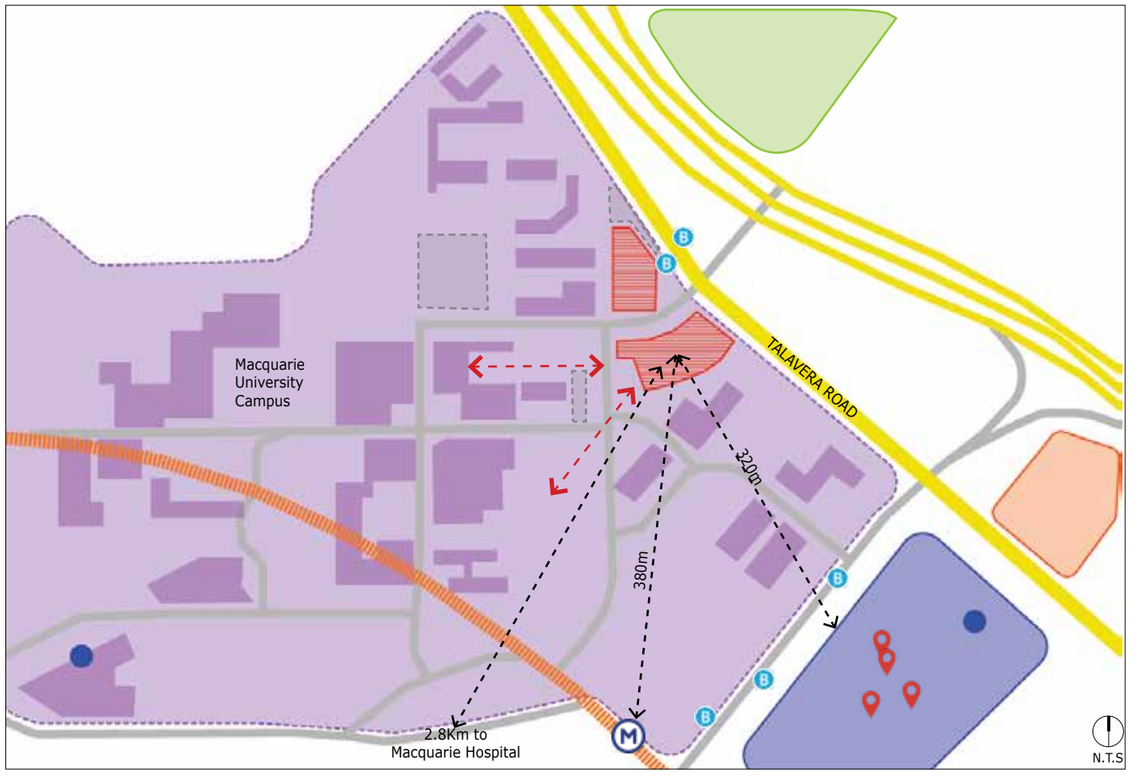
- Surrounding Medical Facilities/ Clinics
- Town Centre
- NSW Ambulance
- Supporting Residential
- Educational Facilities
- Hospital Precinct

The main characteristics of St. Vincent's Private Hospital are as follows:

- Located along the main road
- Close proximity to public transport and within 680m from the Kings Cross train station
- Located within a walking distance of 480m from the Town Centre
- Located adjacent to the Public Hospital
- Located within a hospital precinct with supporting private medical facilities
- Surrounded by educational facilities
- 350m away from the NSW ambulance
- No parking facility for the private hospital. On street parking is available.
- Scattered supporting residential uses

PRIVATE HOSPITAL PRECINCTS WITHIN EDUCATION PRECINCTS

MACQUARIE PRIVATE HOSPITAL



KEY

- Private Hospital
- Public Hospital
- Hospital Precinct
- Public Transport
- Arterial/Main Road
- Educational Facilities
- Road Network
- Parking Facilities
- Supporting Residential

The main characteristics of the Private Hospital are as follows:

- Located along the main road
- Located within a large educational precinct
- Close proximity to public transport and within 380m from the metro station
- Located within a walking distance of 320m from the Town Centre
- 2 childcare centres are located at distances of 400m and 600m
- At grade parking facilities located adjacent and 200m away

PRINCE OF WALES PRIVATE HOSPITAL

- Surrounding Medical Facilities/Clinics
- Town Centre
- NSW Ambulance
- Child Care Centres
- Educational Buildings
- Connections to the Education Precinct
- Parks and Recreation

The main characteristics of the Private Hospital are as follows:

- Close proximity to public transport and within 240m from the light rail stop
- Located within a hospital precinct and is currently undergoing expansion
- Located within a walking distance of 420m from the Town Centre
- 360m away from the NSW Ambulance
- A number of childcare centres are located in the surrounding with distances varying from 190m to 590m
- Surrounded by supporting residential uses
- Multi-storey parking facilities located at a distance of 130m

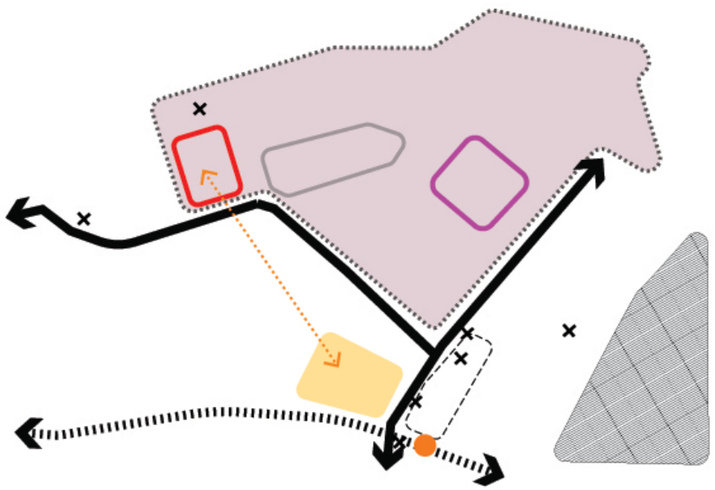


Figure 40. Westmead Private Hospital

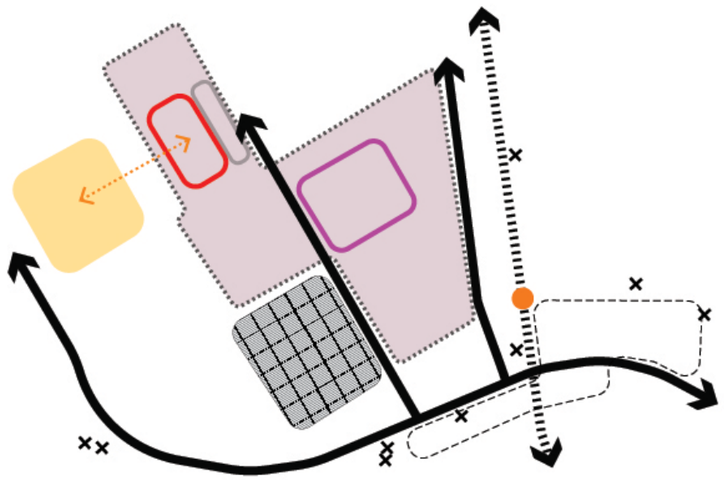


Figure 41. North Shore Private Hospital

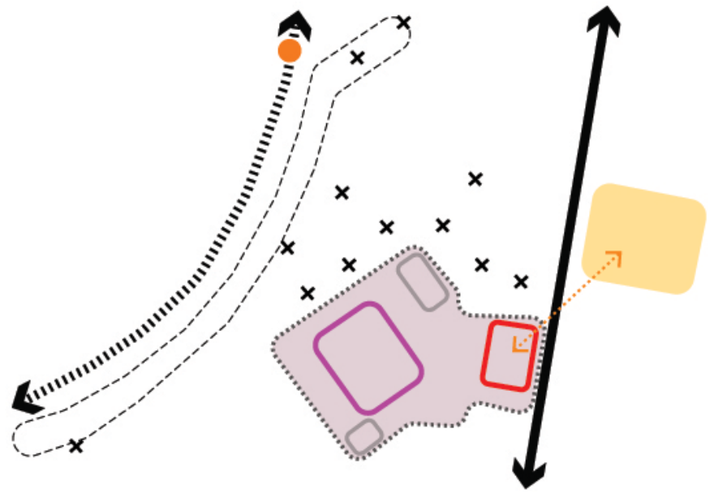


Figure 42. St George Private Hospital

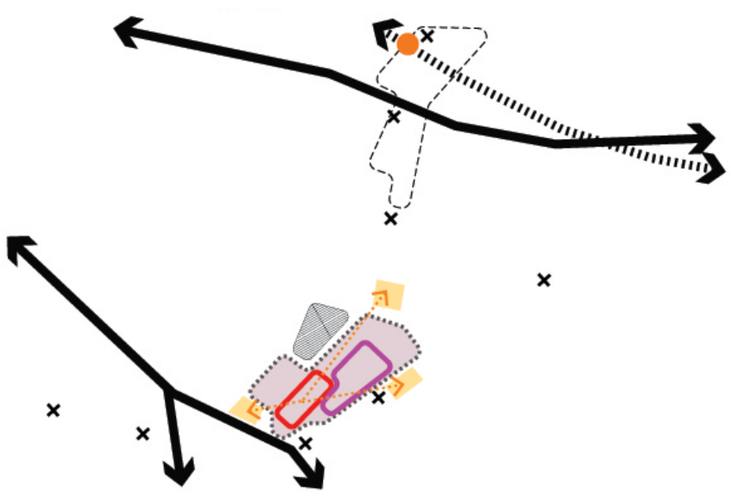


Figure 43. St Vincent's Private Hospital

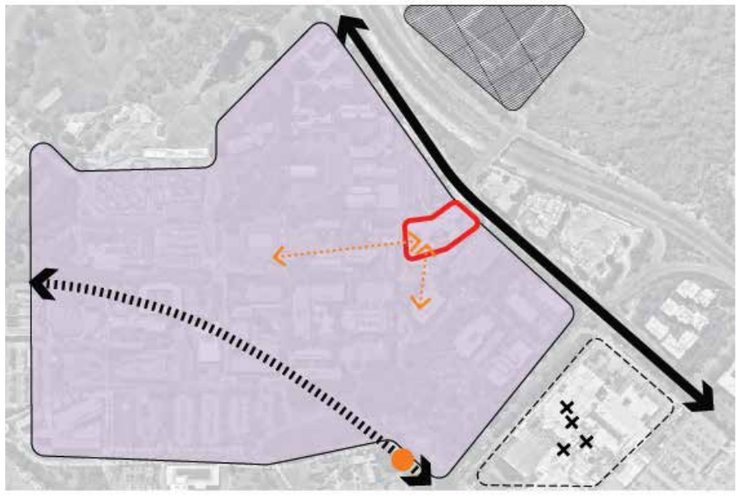


Figure 44. Macquarie Private Hospital

Figure 45. Prince of Wales Private Hospital

KEY

- Private Hospital
- Main Collector
- Public Transport
- Light Rail Station
- Shops
- Educational Facilities
- Hospital Precinct
- Surrounding Medical Facilities
- Public Hospital
- Education Facilities

PHOTOGRAPHIC ILLUSTRATION OF THE HOSPITALS

Figure 46. Westmead Private Hospital

Figure 47. North Shore Private Hospital

Figure 48. St George Private Hospital

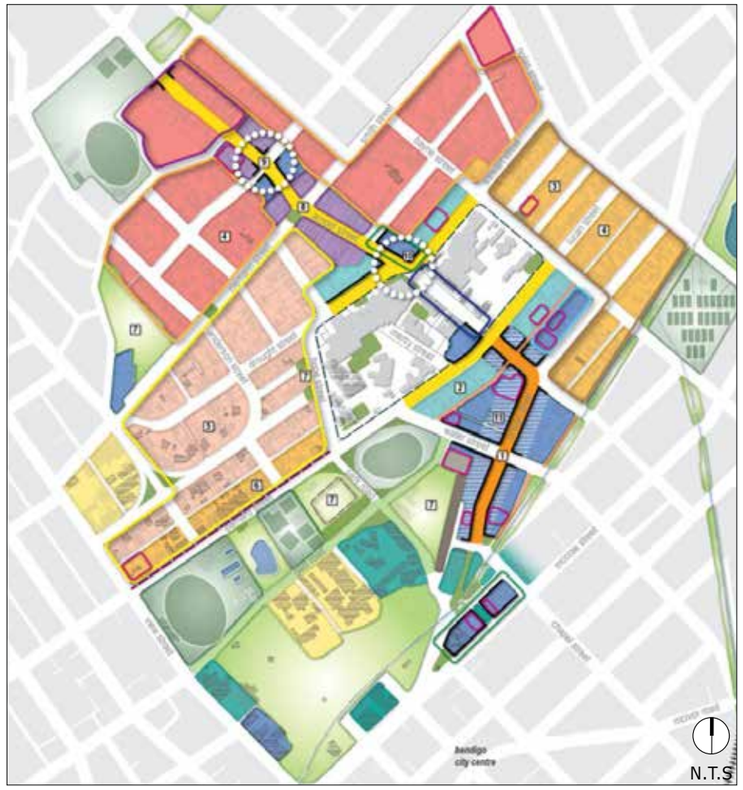
Figure 49. St Vincent's Private Hospital

Figure 50. Macquarie Private Hospital

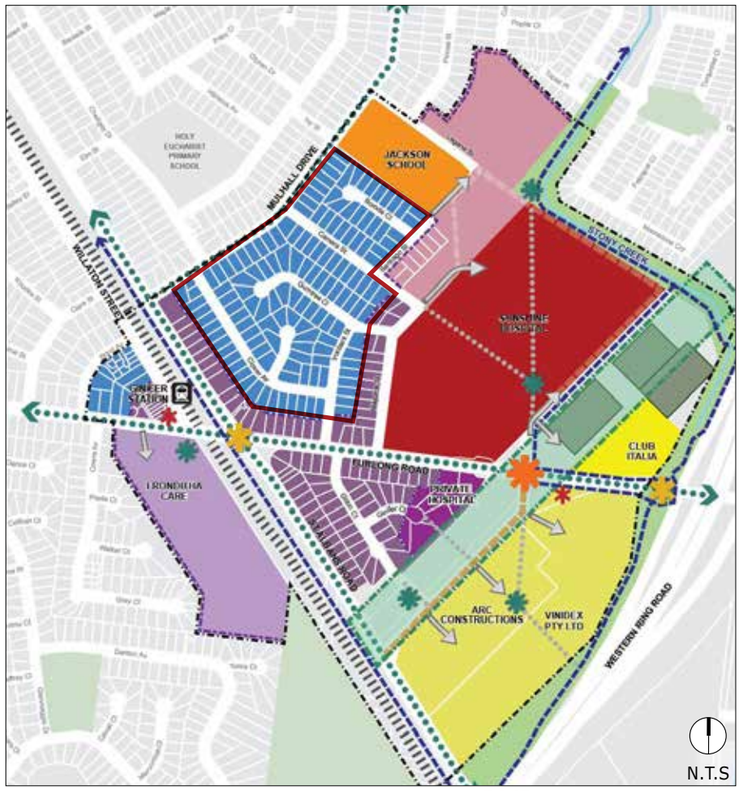
Figure 51. Prince of Wales Private Hospital

HOSPITAL PRECINCT NEW MASTERPLANS

BENDIGO HOSPITAL PRECINCT

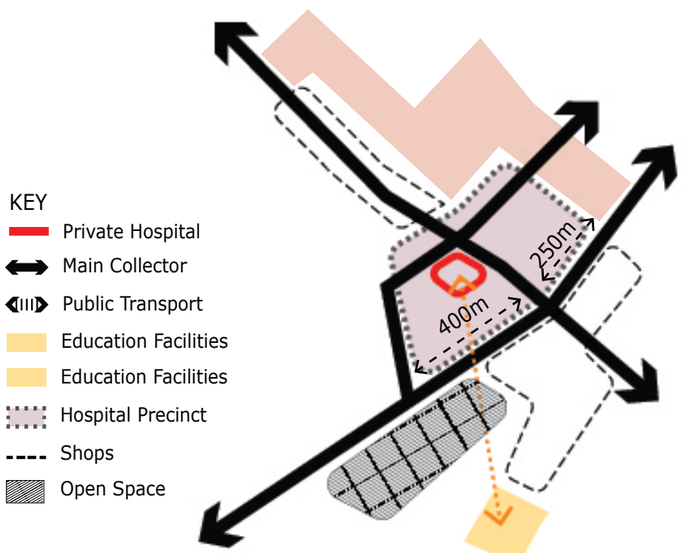


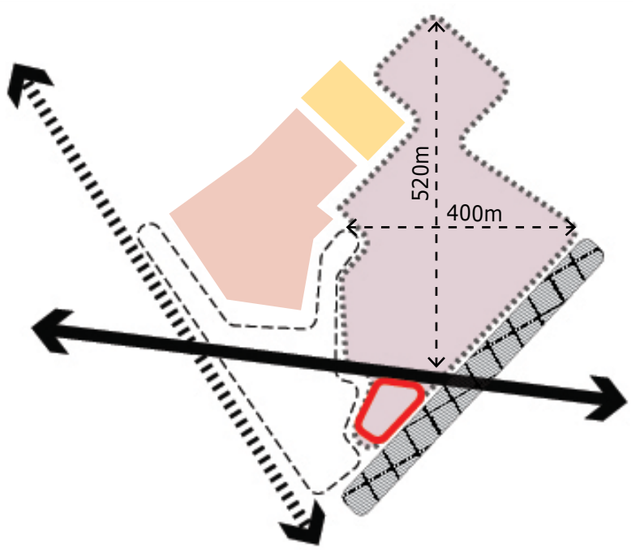
SUNSHINE HEALTH PRECINCT



Bendigo Hospital and Sunshine Health Precinct are some of the newer hospital precincts in Australia. The following are the findings from the analysis of these precincts:

- Located along a major road
- The hospital precinct spans between 520-650m in length
- The private hospital is located either within or in close proximity to the main hospital precinct
- Open spaces are located along the fringe of these precincts
- It is in close proximity to public transport and the Town Centre
- Adjacent to educational facilities
- Surrounded by supporting residential uses





KEY CHARACTERISTICS OF HOSPITAL PRECINCTS

Based on the analysis the main characteristics of health/hospital precincts are:

- Generally located along or very close to an arterial/main road
- Precinct/hospitals within 500m to 750m of the railway station and along the primary bus routes
- Located within walking distances from the Town Centre ranging from 320m to 650m
- Good connectivity in the urban structure
- Medical ancillary/commercial uses between or close to each hospital
- Well integrated road network enhances the connections to the surroundings
- Co-located with the NSW Ambulance (distances ranging between 350m to 740m)
- Provision for decked or underground car parking facilities
- Key workers accommodation adjacent to or within the precinct
- Research facilities encouraged within the precinct
- Scale of surrounding development vary from 3 to 8 storeys in height

Other considerations include:

- Provision of child care centres in the surroundings areas- 2 to 10 in number depending on the requirement
- Proximity to educational facilities

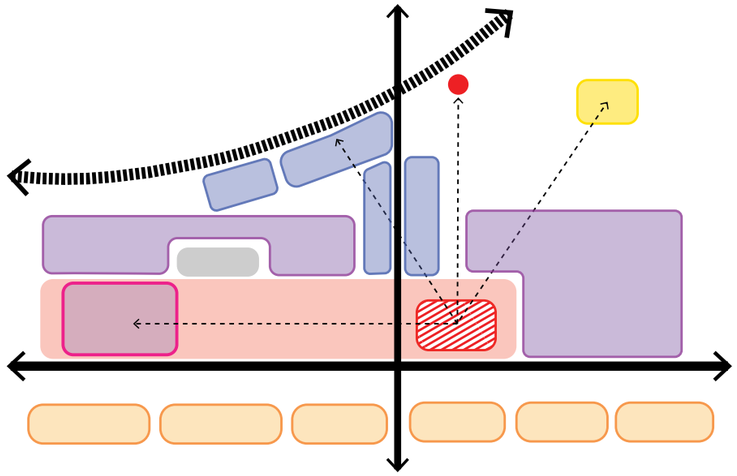


Figure 52. Key principle's

4.3 SITE CONTEXT CHARACTER

The main characteristics of the subject site are as follows:

- Located along the main road (Canterbury Road)
- Approximately 700m away from the nearest Public Hospital (Canterbury Hospital)
- In close proximity to public transport and within 780m from the Campsie Station
- Located within walking distance from the Town Centre and commercial/ retail facilities
- Surrounded by some supporting private medical facilities (pharmacy, dental clinic, nursing home etc.)
- Schools located at a distance of 520m (Campsie Public School and St Mel's Catholic Primary School)
- Located approximately 700m away from the NSW Ambulance

Based on the characteristics of the locality and the position of the subject site in comparison to the key characteristics of other hospital precincts, the site is well suited to a major medical node eg. private hospital and specialist suites.

A clinical report by Mostyn Copper has also found that where a private and public hospital are co-located as part of a medical precinct, the following benefits arise:

- Improved patient experience
- Availability and accessibility to a wider range of services
- Additional choice of health care services
- Meeting the needs of the community
- Financial sustainability and operational efficiency
- Greater convenience for medical staff

KEY

- Subject Site
- Public Hospital
- Town Centre
- Train Line
- Road Network
- Study Area Boundary
- Surrounding Medical Facilities/Clinics
- NSW Ambulance
- Arterial/Main Road

Figure 53. Site context characteristics

4.4 HEIGHT, FSR AND ZONING ANALYSIS FOR HOSPITAL PRECINCTS

To inform the study of appropriate zoning and scale and capacity of medical/hospital precincts, GMU has analysed the following precincts which have similar characteristics and hierarchy.

WESTMEAD

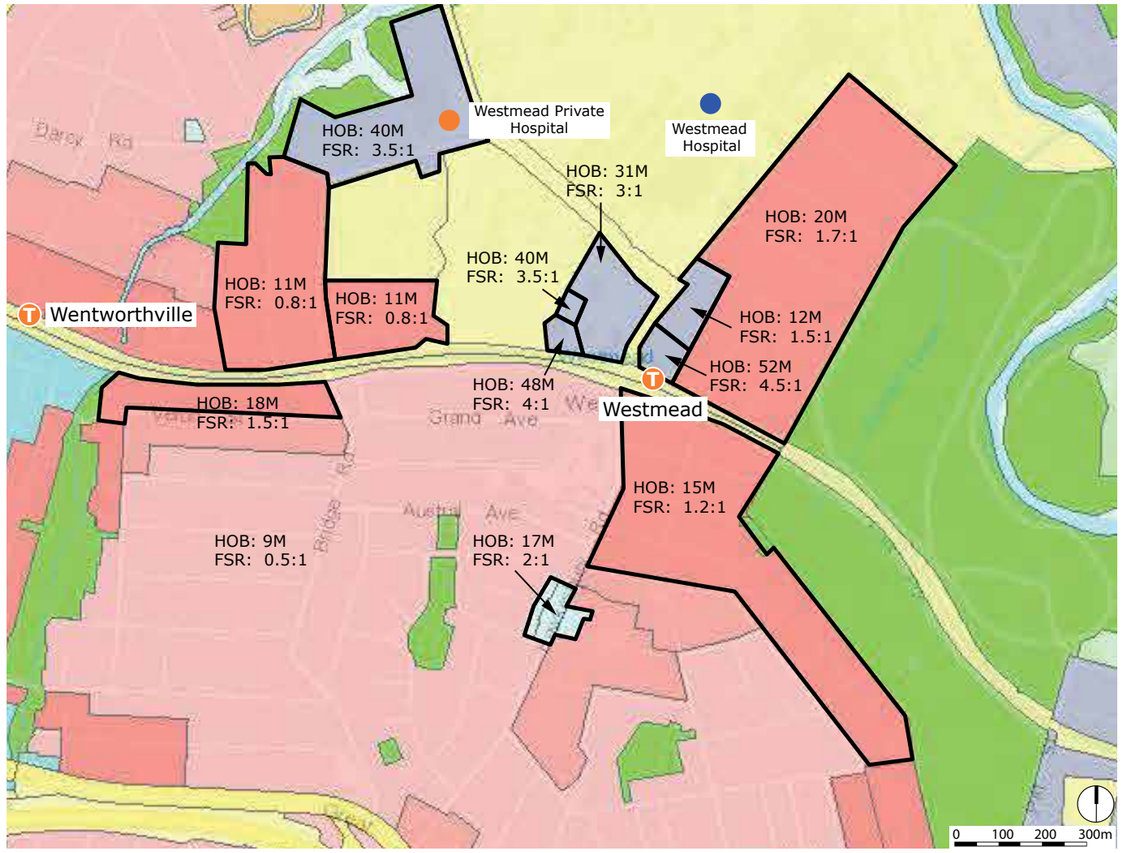


Figure 54. Westmead Private Hospital precinct analysis

KEY

- R2 zone (Low density residential)
- R3 zone (Medium density residential)
- R4 zone (High density residential)
- B1 zone (Neighbourhood centre)
- B4 zone (Mixed use)
- RE1 zone (Public recreation)
- SP2 zone (Infrastructure)

The major uses surrounding the hospital precinct include B4(mixed use), B1(neighbourhood centre), R4(high density residential) and R2(low density residential).

- The heights for the B4 zone varies from 12m to 52m and the FSR varies from 1.5:1 to 4.5:1.
- The height for B1 zone is 17m and the FSR is 2:1.
- The heights for the R4 zone varies from 11m to 20m and the FSR varies from 0.8:1 to 1.7:1.
- The height for the R2 zone is 9m and the FSR is 0.5:1.

ST GEORGE AND KOGARAH

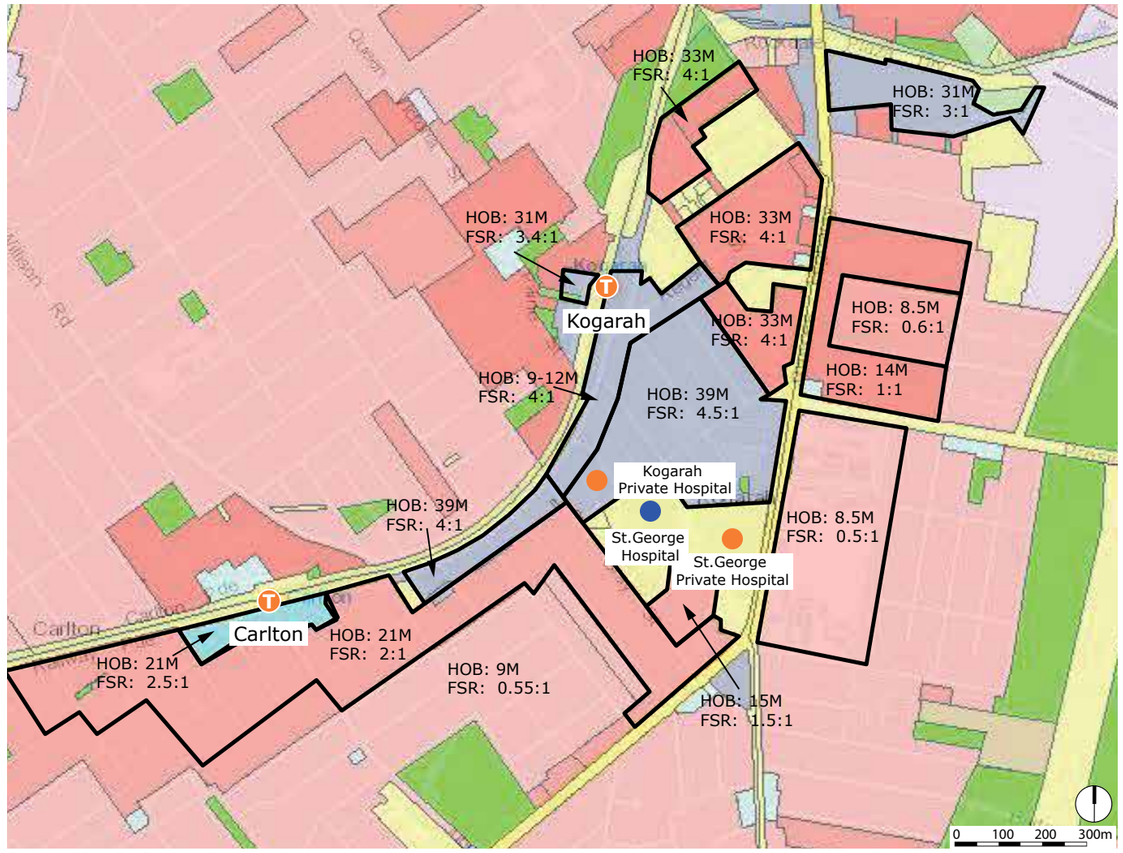


Figure 55. St George Private Hospital precinct analysis

KEY

- R2 zone (Low density residential)
- R3 zone (Medium density residential)
- R4 zone (High density residential)
- B1 zone (Neighbourhood centre)
- B4 zone (Mixed use)
- B2 zone (Local centre)
- SP2 zone (Infrastructure)
- RE1 zone (Public recreation)

The major uses surrounding the hospital precinct include B4(mixed use), B2(local centre), R4(high density residential), R3 (medium density residential) R2(low density residential).

- The heights for the B4 zone varies from 9m to 39m and the FSR varies from 3.4:1 to 4.5:1.
- The height for the B2 zone is 21m and the FSR is 2.5:1.
- The heights for the R4 zone varies from 14m to 33m and the FSR varies from 1:1 to 4:1.
- The height for the R3 zone is 8.5m and the FSR is 0.6:1.
- The heights for the R2 varies from 8.5m to 9m and the FSR varies from 0.5:1 to 0.55:1.

NORTH SHORE

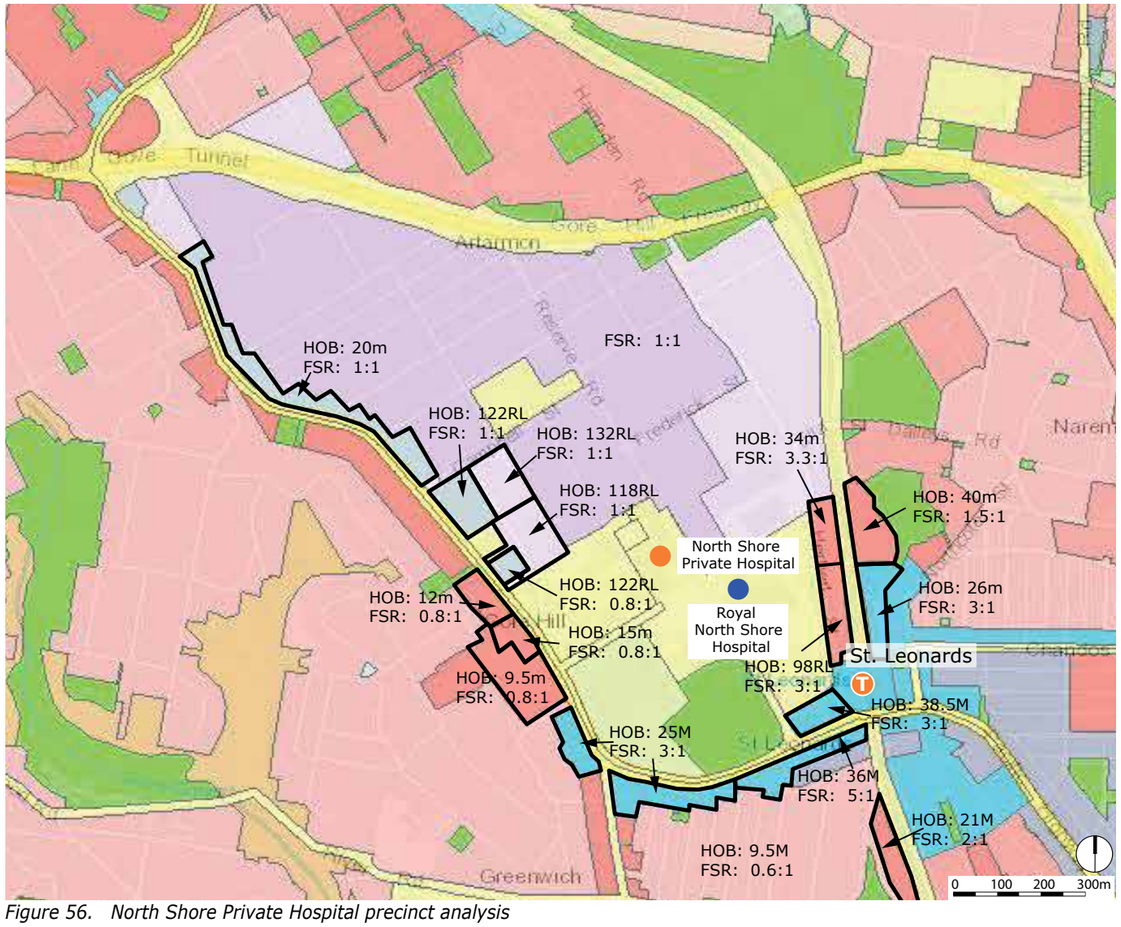


Figure 56. North Shore Private Hospital precinct analysis

KEY

- R2 zone (Low density residential)
- R4 zone (High density residential)
- B3 zone (Commercial core)
- B7 zone (Business park)
- IN1 zone (General industrial)
- IN2 zone (Light centre)
- SP2 zone (Infrastructure)
- RE1 zone (Public recreation)

The major uses surrounding the hospital precinct include B7(commercial core), B7(business core), IN1 (general industrial), IN2 (light industrial) R4(high density residential) and R2(low density residential).

- The height for the B7 zone is 20m and FSR is 1:1.
- The heights for the B3 zone varies from 25m to 38.5m and the FSR varies from 3:1 to 5:1.
- There are no specified heights for the INI and IN2 zone and the FSR is 1:1.
- The heights for the R4 zone varies from 9.5m to 40m and the FSR varies from 0.8:1 to 3.3:1.
- The height for the R2 zone is 9.5m and FSR is 0.6:1.

SUMMARY

Based on the 3 hospital precincts, the main land uses surrounding these precincts include:

- Mixed use
- Low, medium as well as high density residential zones with a predominance of high density residential zones in close proximity to the hospital precinct
- Local centre
- Neighbourhood centre
- Commercial core
- Public recreation
- Light/General industrial
- Infrastructure

The height and FSR range for the zones identified above are shown in the table below.

ZONE	HEIGHT (m)	FSR
B1	17m	2:1
B2	21m	2.5:1
B3	25m - 38.5m	3:1 - 5:1
B4	9m - 52m	1.5:1 - 4.5: 1
B7	20m	1:1
R4	9.5m - 40m	0.8:1 - 3.3:1

The findings from this analysis show the development potential of the areas surrounding hospital precincts. This information has assisted our indicative vision for what could occur for the Campsie Medical and Lifestyle Precinct. It would need to be tested against current land values to determine appropriate density and to ensure regeneration occurs.

4.5 VISION FOR THE CAMPSIE MEDICAL AND LIFESTYLE PRECINCT

"To create a cohesive Medical and Lifestyle Precinct that is recognised as a well-connected centre for health, education, employment and well being with diversified new civic, commercial and residential uses and improved public domain."

The location of the existing private hospital on Canterbury Road provides the basic starting blocks to establish a thriving medial precinct along Canterbury Road. Ideally, this precinct should stretch from the existing hospital to the west, connecting to Beamish Street and linking the centre to the medical area. To create the perfect containment to such a precinct ideally a private hospital and medical facilities would form the other anchor of this area.

The subject site is ideally located close to Beamish Street but without impacting the town centre Main Street character of that street. Between the two hospitals over time a mix of significant commercial/medical or even research hubs could develop. These could occur on key sites that are well positioned for such developments, on corners with access to Canterbury Road. Dispersed between these hubs would then be mixed use developments with a podium of commercial uses and key worker housing above to services nurses, orderlies and other key employees within the hospitals. The surrounding areas could also support mixed use development but with ground level commercial only to provide additional housing opportunities between the two main employment nodes. The peripheral areas would then provide a transition to the existing housing stock moving towards the town centre.

The urban structure of this precinct is ideal for a medical hub. With bus services along Canterbury Road and Beamish Street in addition to the rail line and station to the north the precinct benefits from a high level of connectivity for workers and patients (both walkable and driving) as well as easy access for deliveries and servicing and importantly ambulance access. Some additional north south links can improve connectivity to the north and redevelopment of the blocks to the north also provide opportunities to establish additional open space for workers and residents if lot amalgamation occurs to provide uplift to such sites.

To support this vision GMU propose the following objectives to guide the development of the precinct and subject site:

- Strengthen and revitalise the existing medical uses and provide a focus for supporting medical and health services.
- Concentrate new medical, commercial and mixed uses along Canterbury Road.
- Provide opportunities for the widening and landscaping of Canterbury Road to improve traffic management and amenity.
- Maximise redevelopment opportunities within the precinct.
- Create a transition in scale with higher density development along the main transport spine (Canterbury Road) and locate lower density built form closer to the periphery.
- Mark corners as main destinations with commercial development and higher forms through built form markers or landscape features.
- Improve the sense of arrival and sense of place by providing high quality architecture and strong landscape concepts, widening of streets where required.
- Enhance and revitalise Beamish Street as a shopping street.
- Improve connectivity for the existing road network with the surrounding by providing additional linkages.
- Provide active frontage to all streets within the commercial and mixed use zones.
- Improve pedestrian permeability and accessibility of the area.
- Enhance and improve the public domain and the green character with new parks and landscape.

4.6 POTENTIAL STRUCTURE PLAN

To support the vision, GMU propose the following opportunities for the study area.

PEDESTRIAN AND ROAD NETWORK

Figure 57. Potential pedestrian and road network

KEY

- Subject Site
- Study area boundary
- Existing road network
- Road network linkage
- Laneway
- Pedestrian network

LAND ZONING

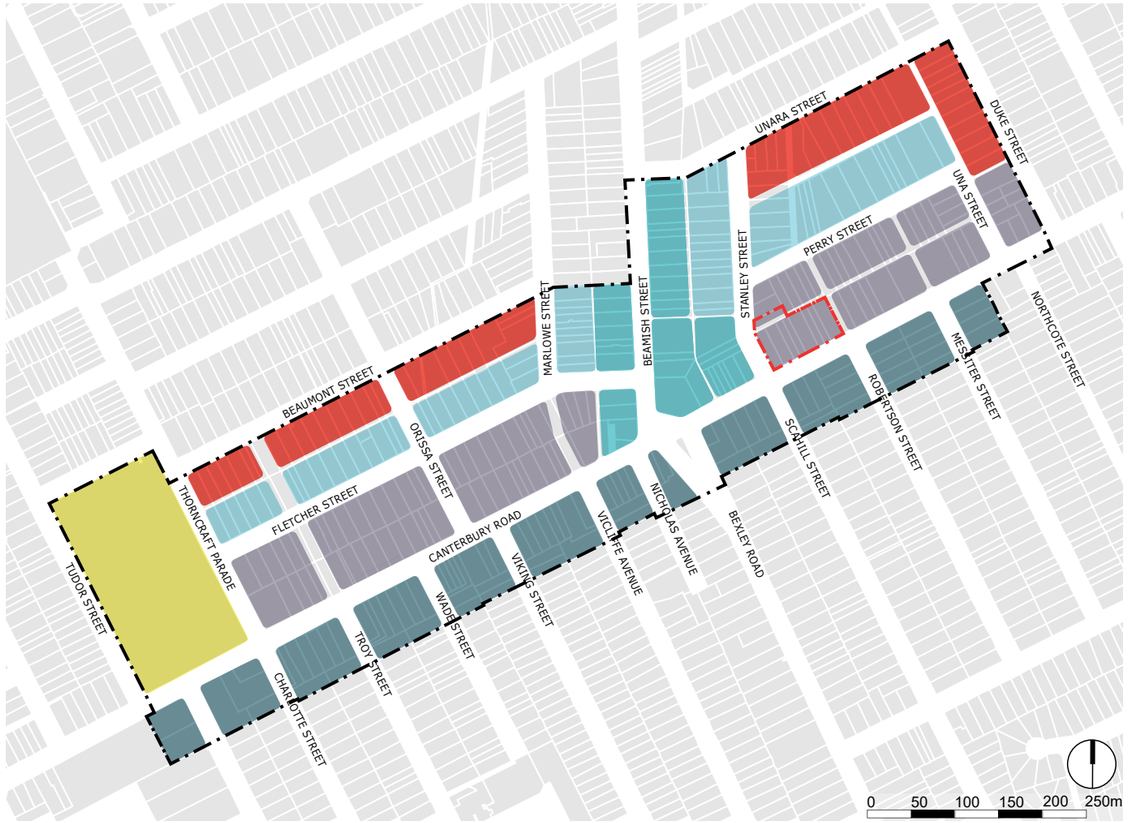


Figure 58. Potential land zoning

KEY

- Subject Site
- Study area boundary
- Existing SP2
- B6
- B5
- B1
- B2
- R4

- Extend the existing road connection from Troy Street to connect with Beaumont Street to increase the permeability of the block.
- Extend the existing road from Vicliffe Avenue to connect with Marlowe Street to increase permeability and provide an uninterrupted connection to the Town Centre.
- Enhance and improve the permeability of the block surrounded by Perry, Una and Stanley Street with the provision of a laneway and pedestrian pathways similar to the block located to the north of Perry Street.

- Extend the existing B5 zone to the south of Canterbury Road for the entirety of the study area. This will enable the redevelopment of all the properties to occur in a similar scale to the most recent mixed use developments.
- Extend the existing B6 zone to the north of Canterbury Road to allow for the provision of medical and commercial uses between Canterbury Hospital and the subject site to meet the projected increase in commercial and key worker floor space required.
- Extend the B2 zone along Beamish Street to assist in enhancing and revitalising the shopping street.
- Transition to B1 zone from the proposed B6 zone to the north of Fletcher and Street and Perry Street to allow for mixed use developments and shop top housing.
- Introduce R4 zones along the fringes to accommodate the additional housing needs and to ensure an appropriate transition to the surrounding residential developments.

HEIGHT OF BUILDING (HOB)

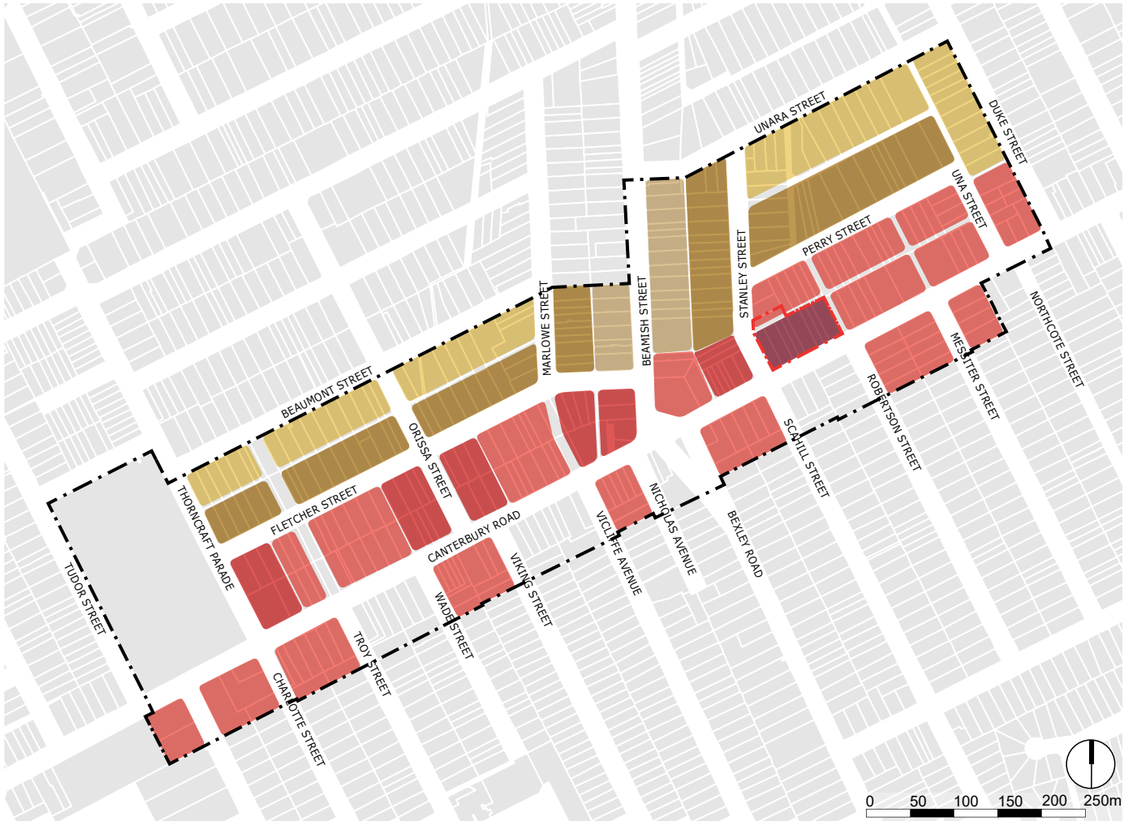


Figure 59. Potential height of building

KEY

- Subject Site
- Study area boundary
- 14m
- 18m
- 21m
- 30m
- 40m (Key sites)
- 56m (Private hospital)

- Subject site at 56m will allow sufficient height for a private medical facility/hospital and create a western node.
- Increase the HOB to 30m to the south and the north of Canterbury Road to maintain a consistent built form and allow for additional commercial as well as residential uses.
- Provide a 40m HOB to the key sites located to the north of Canterbury Road at the junction of the main street and local streets as primary locations for ancillary medical and commercial uses. The strategic location of the increased heights and concentration of commercial uses on the corner sites will reduce the amount of overshadowing to the properties to the south.
- Heights of 21m to the proposed B1 zone and 14m to the proposed R4 zone to ensure appropriate transition to the surrounding developments.
- Maintain and extend the 18m height control for the B2 zone.

SETBACKS TO CANTERBURY ROAD AND ACTIVE FRONTAGE

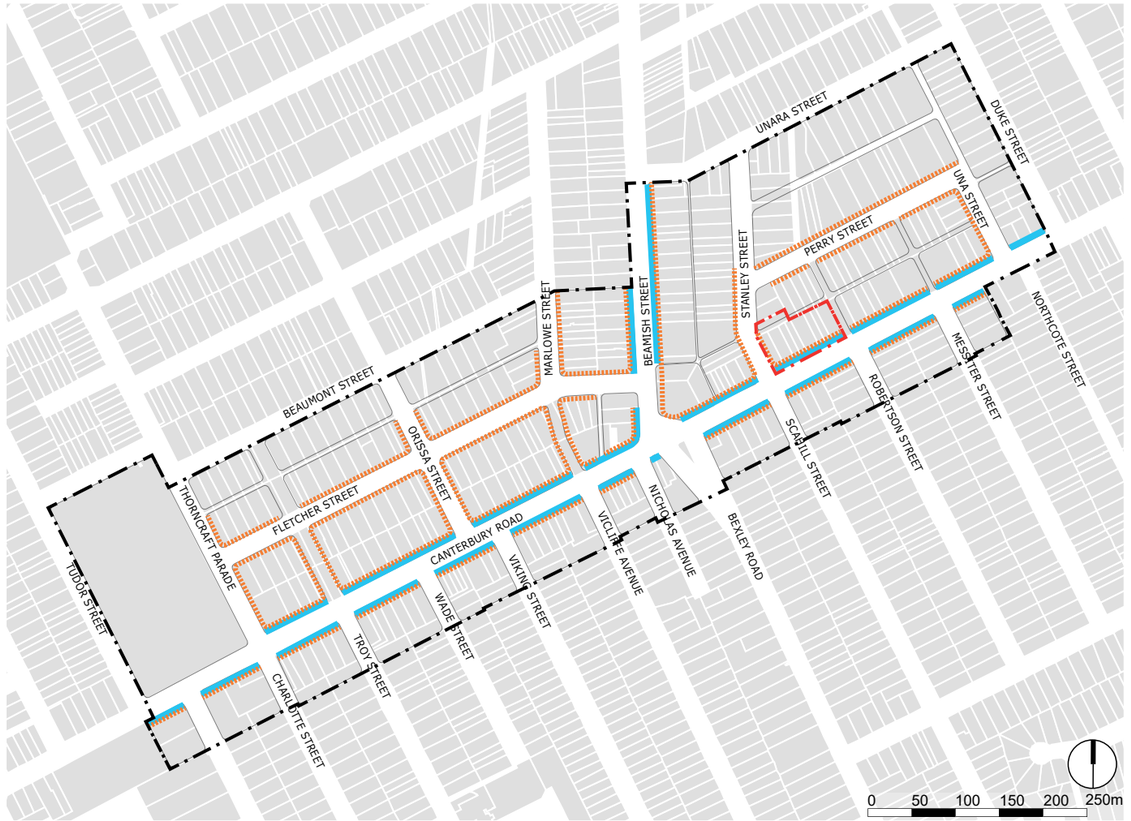


Figure 60. Potential setbacks and active frontages

KEY

- Subject Site
- Study area boundary
- 3m front setback to the podium
- Active frontages

- Provide a 3m setback to the main streets, especially along Canterbury Road to allow for the potential road expansion and traffic management.
- Provide active frontages to main and local streets located within the commercial and mixed use zones to enhance the streetscape activity and character.

STREET WALL HEIGHT AND SECONDARY SETBACKS

Figure 61. Potential streetwall heights and secondary setbacks

KEY

- Subject Site
- Study area boundary
- 12m tertiary setback to the tower upper levels (solar plane)
- 6m secondary setback towers
- 3-4 storey streetwall height

- Maintain and provide a 3-4 storey streetwall height along Canterbury Road and retain the provision of retail/ commercial activity at the ground level.
- Provide a 3-4 storey Streetwall height to Fletcher and Perry Street.
- Provide a secondary streetwall setback of 6m from the front boundary and 3m to the side for the commercial buildings from the podium to the north of Canterbury Road. This will assist in maintaining appropriate separation between buildings as well as maintain the solar access to the buildings to the south.
- Provide a setback of 12m to the upper levels from the front boundary above 6 storeys to ensure that solar access to the residential developments to the south is maintained.

OPEN SPACE AND STREETSCAPE

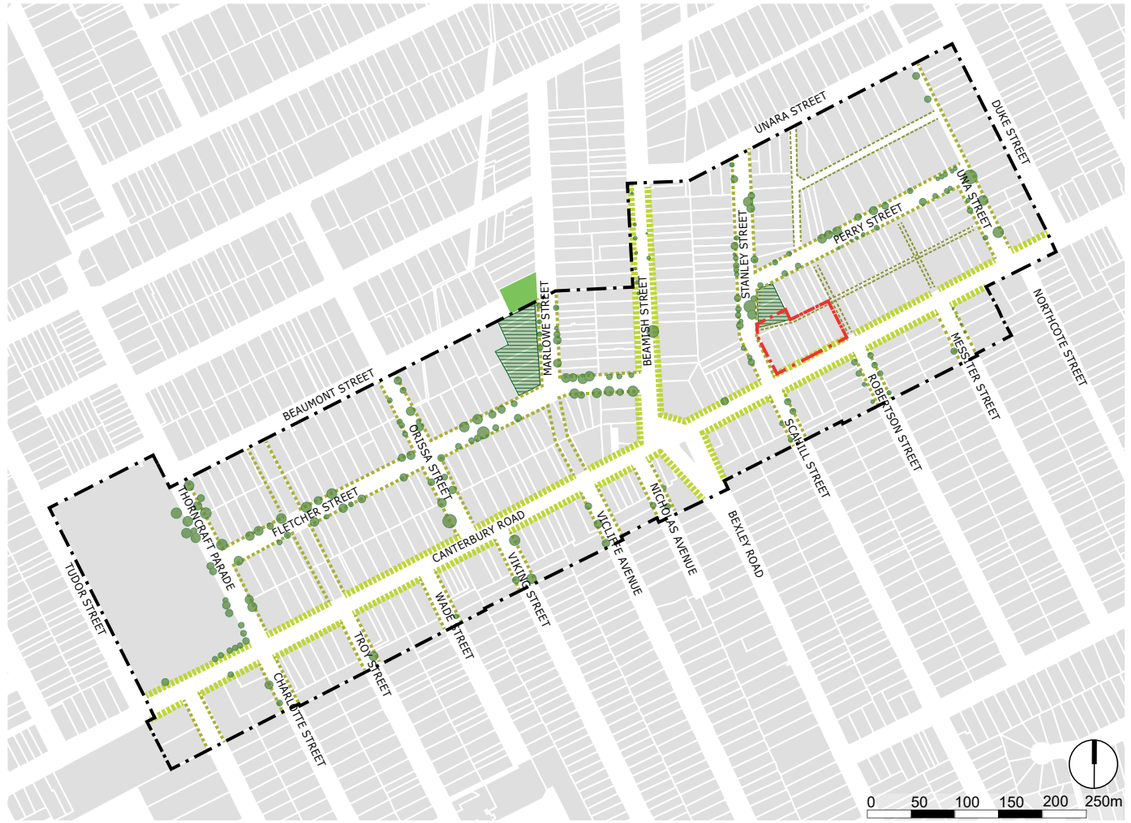


Figure 62. Potential open space and streetscape character

KEY

- Subject Site
- Study area boundary
- Existing open space
- Potential open space
- Potential landscape and streetscape improvements to main streets
- Potential landscape and streetscape improvements to local streets
- Potential landscape improvements to laneways
- Existing street trees

- Extend and enhance the existing open space network by a new open space at the junction of Marlowe Street and Beaumont Street for recreation for the workers and the community.
- Provide open space to the north of the proposed new hospital for workers.
- Plant street trees and enhance the landscaping along Canterbury Road, Beamish Street, Fletcher Street, Perry Street and Thorncraft Parade to improve the pedestrian experience.
- Retain and enhance the existing street trees located along the local streets.
- Provide landscaping along the existing and proposed laneways and pathways.

INDICATIVE MASSING

Figure 63. Bird's eye view looking towards north-west

Figure 64. Bird's eye view looking towards north-east

Adoption of the indicative strategy and vision for the study area would deliver the indicative 3D views above.

- The built form relationship on either side of Canterbury Road.
- The setting of the subject in the broader context.
- The gradual transition in height to the surrounding residential development.

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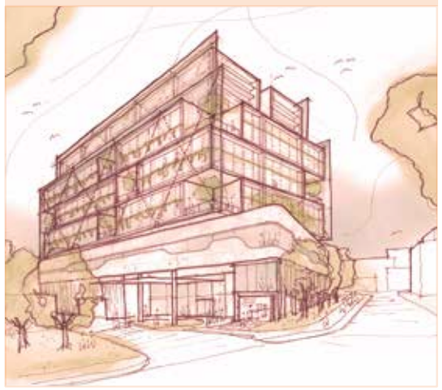
5. BLOCK CHARACTERISTICS



5.1 THE SUBJECT BLOCK

Closer study has been undertaken of the block in which the subject site is located.

The subject block is located within the B6 zone (Enterprise Corridor) as identified by the CLEP 2012. It is bounded by Perry Street to the north, Una Street to the east, Canterbury Road to the south and Stanley Street to the east.

It is approximately 140m away from the junction Canterbury Road and Beamish Street. Along Canterbury Road, there are 2 bus stops which are both located in close proximity to the subject site.

This block has a key role to play in:

- Creation of the medical and lifestyle precinct at Campsie.
- Revitalising and improving the character and public domain along Canterbury Road and Perry Street.
- Responding to its role as part of the enterprise corridor.

EXISTING HEIGHTS

The block contains a mixture of residential and industrial/warehouse uses.

To Canterbury Road, the heights range from 1 to 4 storeys with a recent approval on 433-437 Canterbury Road. The majority of the buildings are 1-2 storey industrial/warehouse buildings except for the 3 residential lots to the east of the subject site.

To Stanley Street and Una Street are predominantly 1 storey residential buildings lots but the potential height under the CLEP is 12m.

The buildings along Perry Street are 1 to 2 storey residential buildings, interspersed with 2 storey industrial/warehouse buildings.

Given the uses and existing scale, the majority of the subject block could redevelop overtime with immediate potential for the lots fronting Canterbury Road.

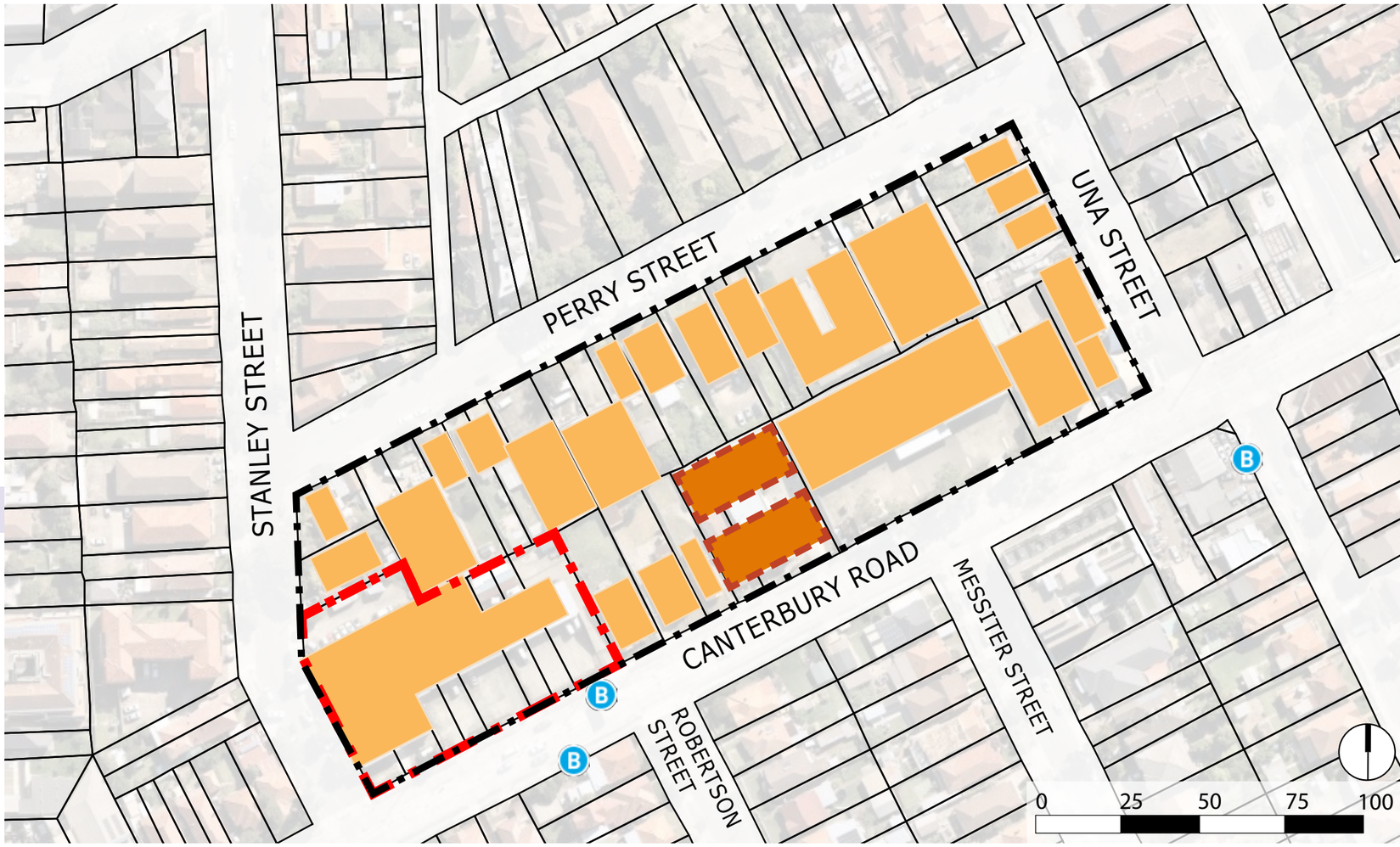


Figure 65. Existing building heights

PHOTOGRAPHIC ILLUSTRATION OF THE BLOCK

Figure 66. Subject site when viewed from Canterbury Road

Figure 67. RFBs along Stanley Street

Figure 68. Warehouse and single detached dwelling to the rear of the subject site

Figure 69. Commercial buildings on Canterbury Road

Figure 70. Commercial developments along Canterbury Road

Figure 71. Single detached dwellings along Canterbury Road

EXISTING ACTIVE FRONTAGES AND VEGETATION

The subject block currently is devoid of any active frontages along both Canterbury Road and Perry Street. With the majority of the uses being either industrial/warehouse or residential, the presentation to the street is sterile and detracts from the quality of the public domain.

There is a lack of street trees and landscaping along Canterbury Road. Currently, the amenity to this road does not encourage pedestrian movement. Stanley Street, Perry Street and Una Street have a few street trees which need to be retained.

There are also a few private open spaces located to the rear of the low density residential buildings with a few trees.

Figure 72. Existing frontages and vegetation

POTENTIAL REDEVELOPMENT SITES

In terms of redevelopment potential, we consider there are the short term opportunities in the block shown in blue in the adjacent diagram (Figure 73). This includes the subject site. Although the sites identified are highly fragmented they have the potential to be amalgamated and redeveloped.

Appropriate heights and density could encourage much of this block to be revitalised, subject to ensuring solar access is maintained to the mixed use buildings to the south of Canterbury Road.

The redevelopment of the lots along Canterbury Road will provide an opportunity for the widening of the footpath with increased potential for landscaping and street planting.

Figure 73. Potential redevelopment sites

5.2 DESIGN GUIDELINES

Site-specific DCP controls will be developed in consultation with Council as a stage of refinement. Potential controls (for further discussion) are indicated in the following figures.

HEIGHT AND DEPTH

The potential heights for the block are:

- Maximum height of 12 storeys for the subject site.
- Maximum height of 8 storeys for all the properties fronting Canterbury Road and Perry Street.
- A 3-4 storey streetwall height along Canterbury Road and Perry Street to respond to the emerging character.

Building depth:

- Maximum building depth of 35m for the commercial and retail developments.

MID-BLOCK CONNECTIONS

The potential mid-block connections include:

- A laneway extending from Stanley Street through to Una Street to allow for services and loading facilities to all developments as well as pedestrian movement.
- Pedestrian pathways from Robertson Street and Messiter Street to Perry Street. The connection from Robertson Street to be provided through a pedestrian laneway and that from Messiter Street through an arcade.
  - The minimum width of the pedestrian link is to be 6m to maintain the visual connection from the street.

Figure 74. Potential building heights

OPEN SPACE AND VEGETATION

- Provide new space partly on the subject site and to the north for the community.
- Plant additional trees and improve the landscape character along Canterbury Road, Stanley Street, Perry Street and Una Street.
- Provide landscaping along the proposed laneway and the pedestrian laneway.
- Provide 3m front setback to the entire length of the block to Canterbury Road to allow for street trees to create a green boulevard.

Figure 75. Potential open space and vegetation

KEY

Subject Site
Block boundary
Existing street trees
Proposed open space
Street trees and improved landscaping
Landscaping opportunities
Boulevard trees

SETBACKS

Street setbacks:

- All developments along the street frontage could have a minimum setback of 3m to allow for wider footpaths and additional street trees.

Above Streetwall -

- Minimum 3m secondary setback from the podium.
- Minimum 9m setback to the upper levels above 6 storeys to allow solar access to the properties to the south.
- Minimum 9m rear setback for the properties fronting Canterbury Road to accommodate the laneway and new footpath.
- Minimum 3m rear setback for the properties fronting Perry Street to allow for landscaping opportunities to the laneway.

Separation:

- Minimum 6m separation distance between the commercial buildings above the street wall.
- Minimum 12m separation distance between the buildings to the north and south to accommodate the new laneway including the footpath.

ACTIVE FRONTAGE

Active frontages can be provided at ground floor level to Canterbury Road, Una Street and Perry Street to enhance and promote retail activity.

SHADOW IMPACTS

Any new development is to maintain a minimum of 2 hours of solar access between 9am and 3pm on the 21st of June as per the Apartment Design Guideline to the residential developments to the south of this block.

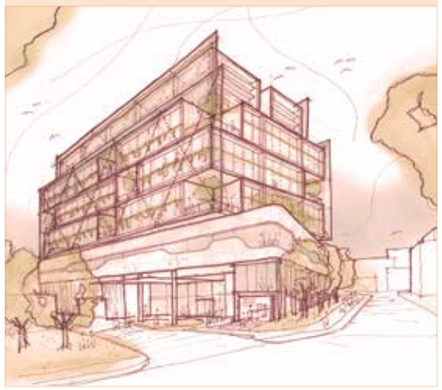
Detail solar and shadow analysis/studies will be undertaken as part of the site-specific DCP controls.

Figure 76. Potential setbacks and active frontages

KEY

Subject Site
Block boundary
Potential 8 storeys
Proposed 12 storeys
Active frontage

6. PREFERRED MASTERPLAN



6.1 THE SUBJECT SITE

The subject site is a consolidated site with a site area of 4417.4 sqm. It is located to the south east of the local centre and to the north of Canterbury Road is known as 445-459 Canterbury Road, Campsie. It has frontages to both Canterbury Road as well as Stanley Street with the provision of footpaths along both these roads.

The subject site currently has 4 commercial tenancies that serve the local community. Of these, 3 out of 4 are located with frontages to Canterbury Road and one along Stanley Street.

GMU has analysed the immediate context as well as the subject site. The main characteristics as follows:

- Canterbury Road is the main access road to the subject site, connecting the site to the Sydney CBD as well as Bankstown with secondary access provision along Stanley Street.
- Existing views into the subject site from Canterbury Road as well as Stanley Street.
- Bus stops are located along Canterbury Road, adjacent to the subject site increasing connectivity to Rockdale and Balmain.
- There are 3 medium sized street trees located on Stanley Street along the site boundary.
- To the east of the subject site and west of Stanley Road are single storey detached dwellings.
- The boundary to the north is shared with single storey detached dwellings as well as 2 storey warehouse buildings.
- The surrounding area is characterised by a 'fine-grain' pattern of small lot configurations with a variety of buildings ranging from 1 to 4 storeys. The lots along Canterbury Road are larger amalgamated lots interspersed in between the predominant 'fine-grain' pattern with mixed use buildings located to the south and commercial/retail buildings mainly located to the north ranging from 1 - 6 storeys.
- The subject site slopes down in a southwest to northeast direction with the higher topography being located along Canterbury Road.

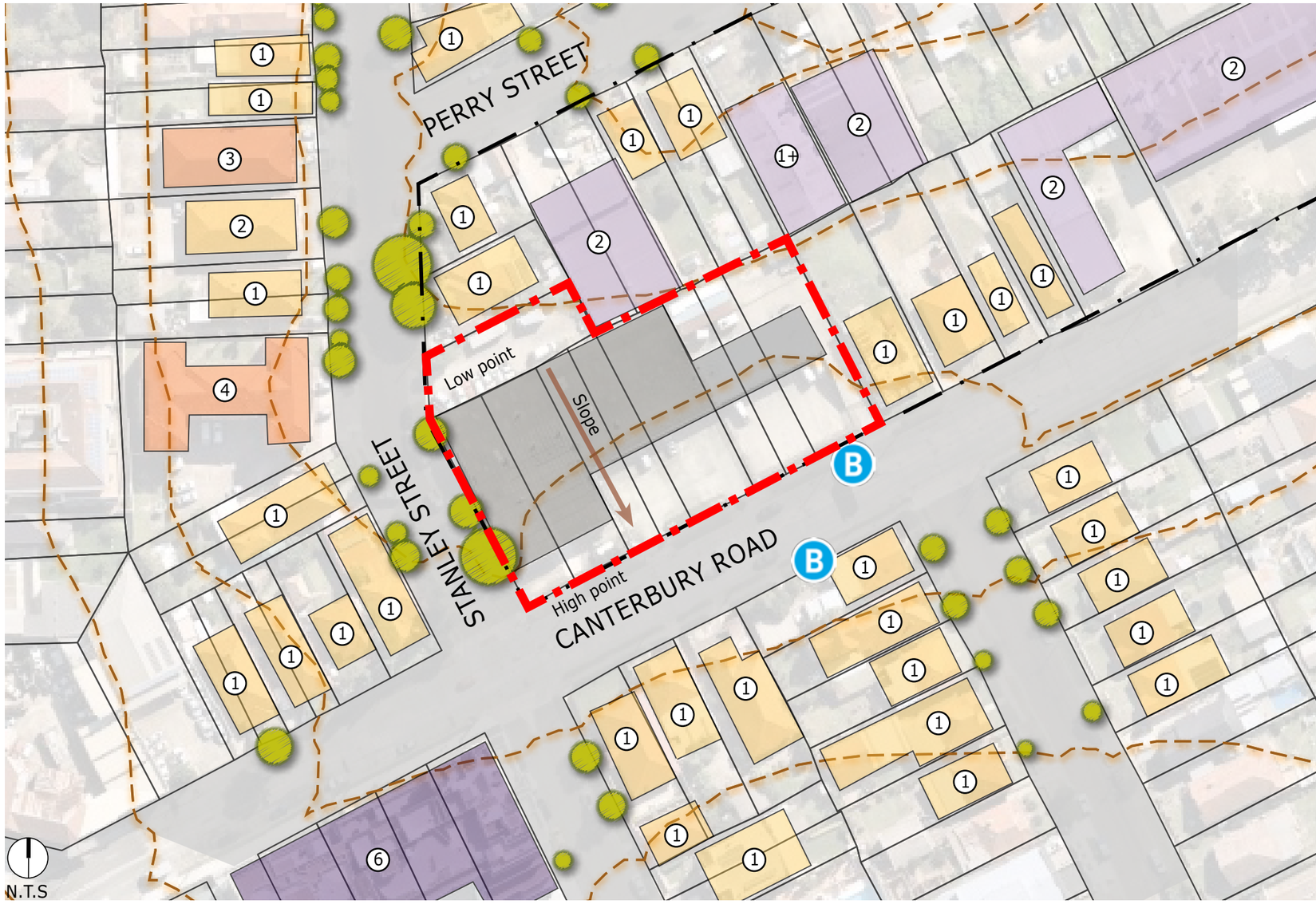


Figure 77. Site context map

PHOTOGRAPHIC ILLUSTRATION OF THE SUBJECT SITE

Figure 78. Subject site when viewed from Stanley Street

Figure 79. Subject site when viewed from Canterbury Road

6.2 CURRENT PLANNING CONTROLS

CANTERBURY LEP 2012

ZONING

- The subject site is currently zoned as B6 (Enterprise Corridor)
- The lands immediately around are zoned as R4 (High Density Residential) to the north, R3 (Medium Density Residential) to the south and a partial B2 (Local Centre) to the west
- Majority of the B2 (Local Centre) is located to the north around the train station

HEIGHT OF BUILDING (HOB)

- The subject site has a permissible height of 12m
- The height to the north of the subject site is 11.5m and to the south the height is 8.5m
- To the east of the subject site, the height remains at 12m and to the west the height steps up to 18m
- A significant concentration of height is located towards the west and around the train station and local centre

FLOOR SPACE RATIO (FSR)

- There are no applicable FSR controls for the subject site
- The sites to the east and west are also devoid of any applicable controls
- To the north the sites have an FSR of 0.9:1 and to the south the FSR is 0.5:1

Suggested modifications to the applicable LEP controls have been discussed in Chapter 4 of this report.

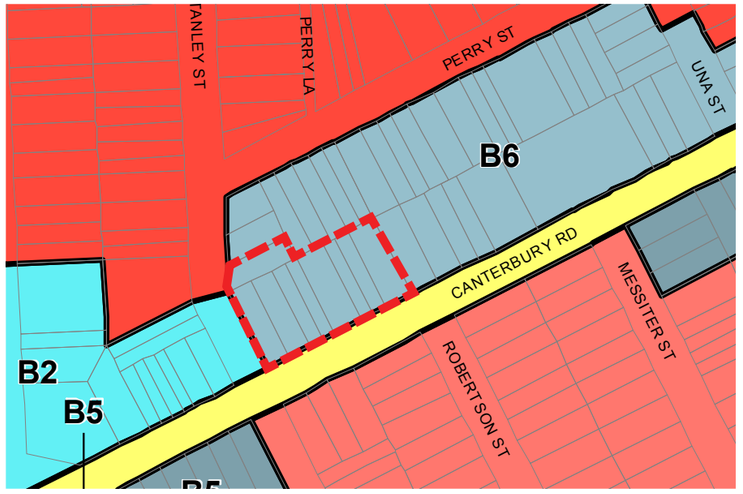


Figure 80. Zoning map (Source: Canterbury LEP 2012)

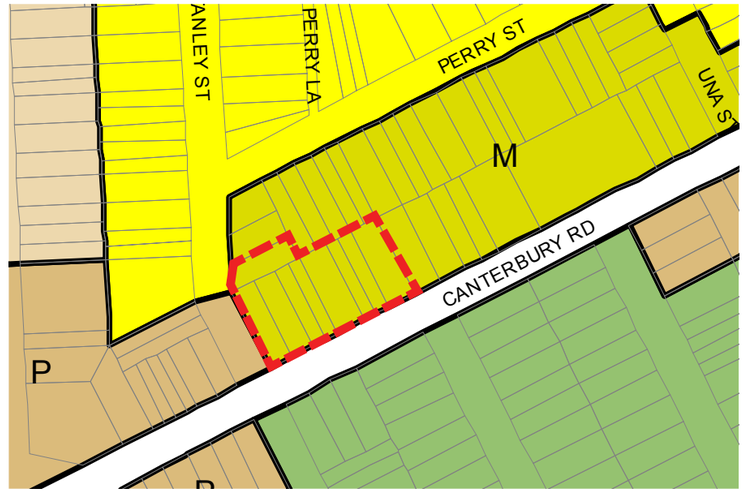


Figure 81. HOB map (Source: Canterbury LEP 2012)

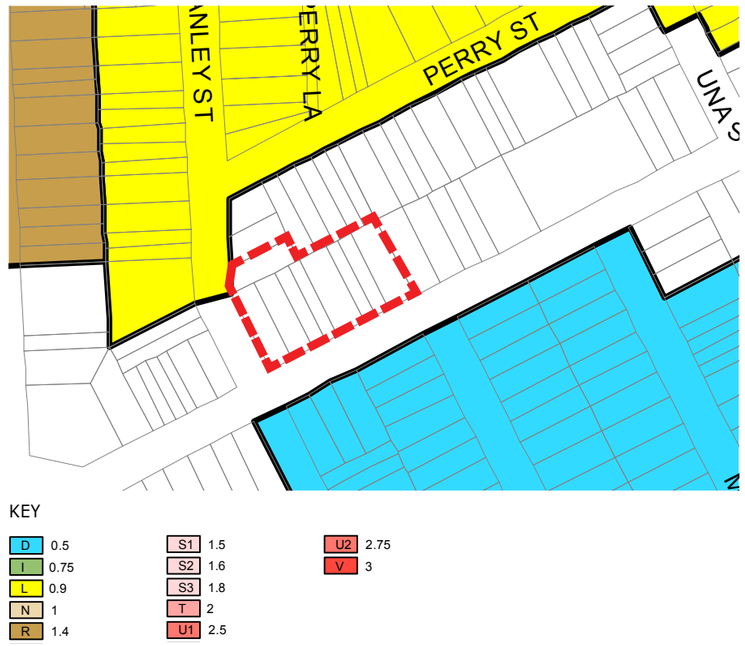


Figure 82. FSR map (Source: Canterbury LEP 2012)

CANTERBURY DCP 2012

New site-specific DCP controls will be developed in consultation with Council for the subject site. The following existing controls apply to the business centres within the Canterbury LGA:

SETBACKS AND SEPARATION

- The number of storeys at the street and the minimum front setback along Canterbury Road are as follows:
  - *1-3 storeys minimum setback of 3m from street boundary*
  - *Basements to be 3m from street boundary*
- Side setback on the boundary with the residential zone is as follows:
  - *Establish a 45 degree height plane projected at 1.5m from the residential boundary.*
  - *Provide minimum 1.5m setback to the residential zone boundary*
  - *A two-storey limit on the boundary with residential zone applies*

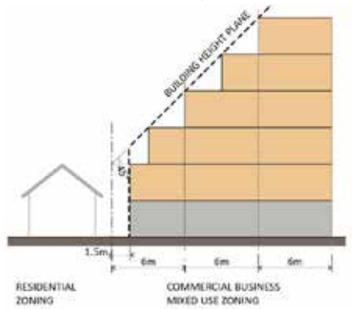


Figure 83. Building height plane - side (Source: Canterbury DCP 2012)

- Rear setback on the boundary with the residential zone is as follows:
- *Establish a 45 degree height plane projected at 6m from the residential zone boundary*
- *A two-storey limit on the boundary with residential zone applies*
- *A setback to a rear lane is not required*

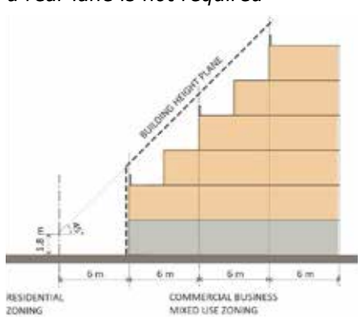


Figure 84. Building height plane - rear (Source: Canterbury DCP 2012)

HEIGHT AND DEPTH

- *Floor to ceiling heights must:*
  - *Provide a minimum 3.3m floor to ceiling height for the ground floor*
  - *Provide a minimum 3m floor to ceiling height per storey for development in the B6 Enterprise Corridor Zone*
  - *Car parking is required to have a floor to ceiling height in accordance to Australian Standard AS 2890.1*
  - *The floor to ceiling height may need to be increased to meet the requirements of the intended use, however, the maximum building height will still need to be complied with*
- *Building depth for commercial premises must be in accordance with the following requirements:*
  - *Minimum depth of 10m*
  - *Maximum street frontage wall length of 50m*
- *Street frontages greater than 50m in length may be considered if a 9m x 9m landscaped deep soil indent is provided*

BUILDING DESIGN

- *Design and orient development to maximise solar access and natural light, without unduly increasing the building's heat load*
- *Design and site development to avoid casting shadows onto neighbouring dwelling's primary living area, private open space and solar cells*

BUILDING APPEARANCE

- *New building forms and design features shall not mimic traditional features, but should reflect these in a contemporary design*
- *Avoid long spans of blank walls along street frontages and address both street frontages with facade treatment, and articulation of elevations on corner sites*
- *Incorporate contrasting elements in facades*
- *Emphasise corner sites by using treatments to make the sites visually prominent. Retention of traditional facades will be given precedence over emphasising corner sites*
- *Use a harmonious range of high quality materials, finishes and detailing*

ACCESS AND PARKING

- *Development must provide the number of car spaces, bicycle spaces and car wash bays*
- *Design and integrate basement parking so as not to accentuate the scale or bulk of a building, or detract from the streetscape or front setback character*
- *Optimise opportunities for deep soil, active street frontages, and good streetscape design, and minimise loss of street parking*
- *Maintain pedestrian safety by minimising the potential for vehicular and pedestrian conflict, and in particular limit the number of vehicular access points*

LANDSCAPING

- *New landscaping is to complement the existing street landscaping and improve the quality of the streetscape*
- *The design of proposed landscaping is to contribute to and take advantage of the site's characteristics*
- *Integrate landscape design with the overall design of the development*
- *Improve the amenity of private and communal open space with landscape design*

6.3 SITE CONSTRAINTS

The constraints of the subject site are as follows:

- The site fronts Canterbury Road which is a main road with significant traffic volumes and associated acoustic impacts. There is a degree of acoustic impacts from Stanley Street as well.
- 'Fine-grain' buildings and lot pattern in the surrounding area.
- The northern and eastern boundaries share an interface with low density detached dwellings.
- Low density detached dwellings are also located to the south and west across the streets.
- The topography results in a sloping land to the north.
- No active frontages are provided to Canterbury Road and Stanley Street.
- Poor connectivity across the block.
- Potential overshadowing to the properties to the south.
- Lack of street planting and vegetation along Canterbury Road.
- Canterbury Road is dominated by a number of vehicular entries.
- The existing developments on the site do not contribute to the visual catchment.

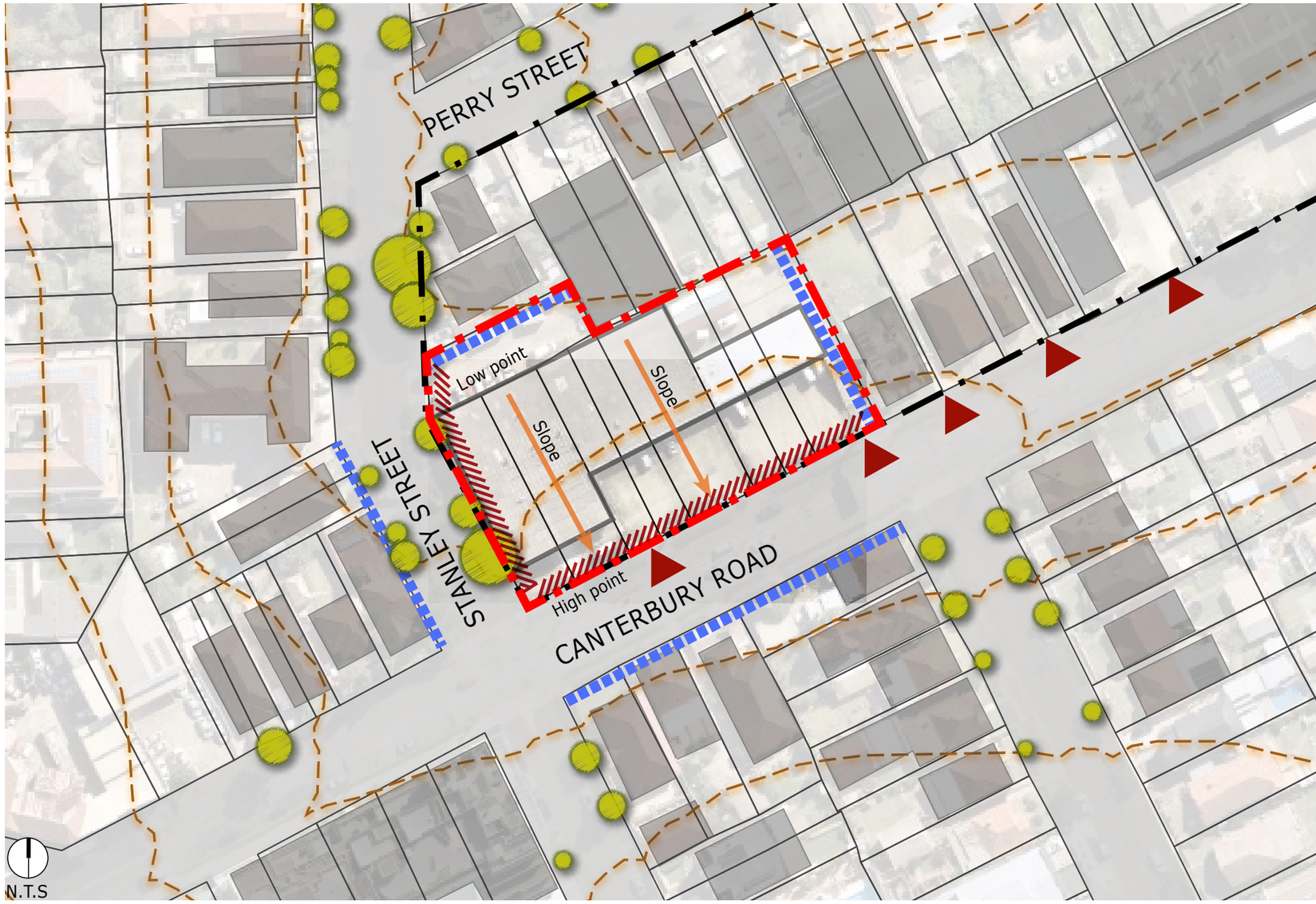


Figure 85. Constraints map

6.4 SITE OPPORTUNITIES

Subject to discussion and agreement with Council regarding controls in a site-specific DCP, GMU consider that the subject site has the following opportunities:

- Improve the activation and quality of the main street with improved landscaping.
- Provide a pedestrian connection along the western boundary.
- Capture and utilise the view opportunities available to the city skyline and the district views.
- Consolidate and provide vehicular entry from Stanley Street.
- Elevate the architectural quality and presentation along Canterbury Road.
- Provide an appropriate scale that will respond to the emerging and future desired character for the area.
- Improve the activation at the ground level with the provision of retail uses along the streets.
- Test various built form configurations to minimise the views impacts.
- Take advantage of the irregular shape of the subject site to provide an open space to the north.
- Provide a laneway to the north along the northern boundary.

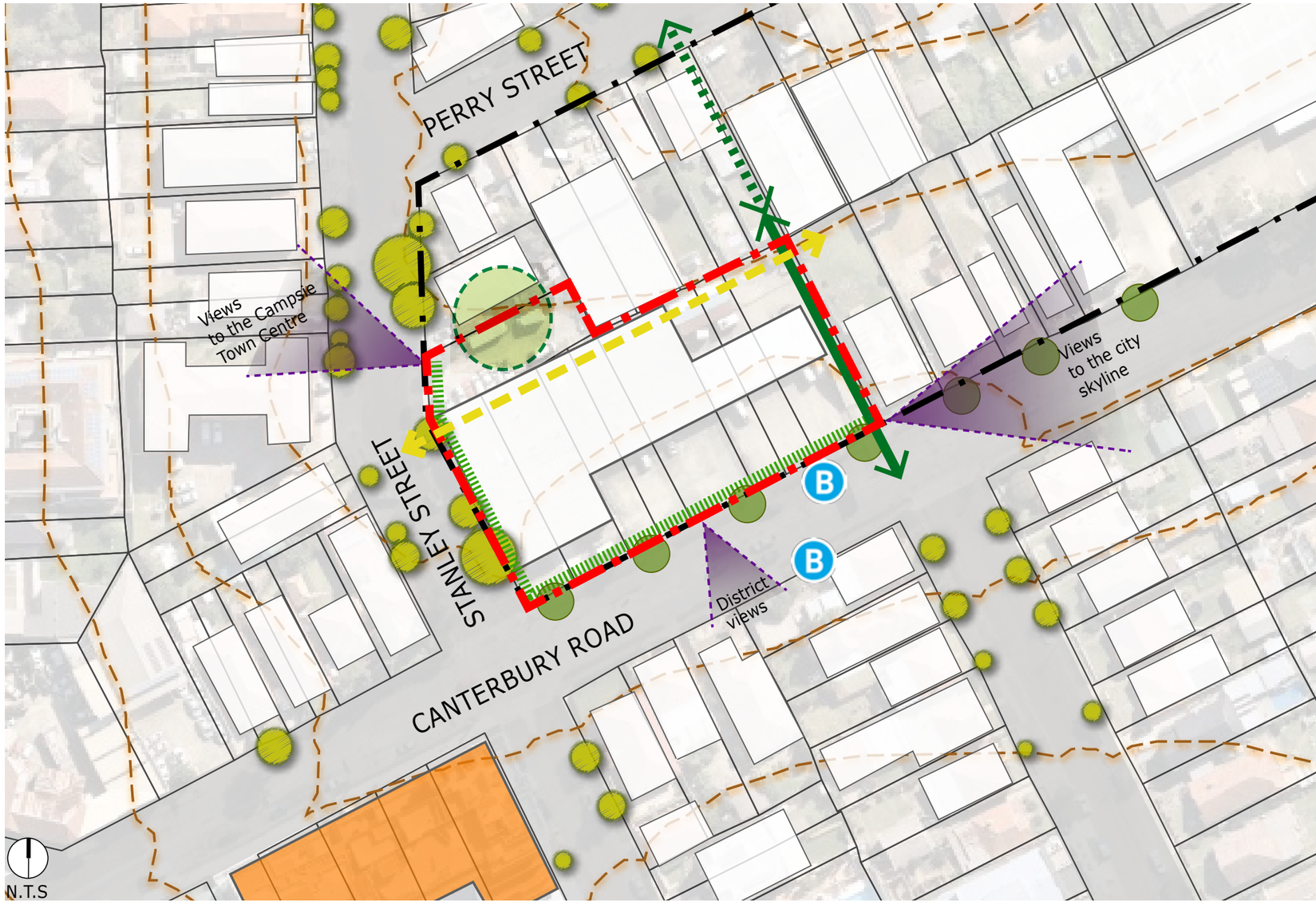


Figure 86. Opportunities map

6.5 DESIGN EVOLUTION

Following the analysis of the opportunities for the site, Team 2 have developed 2 options testing the site.

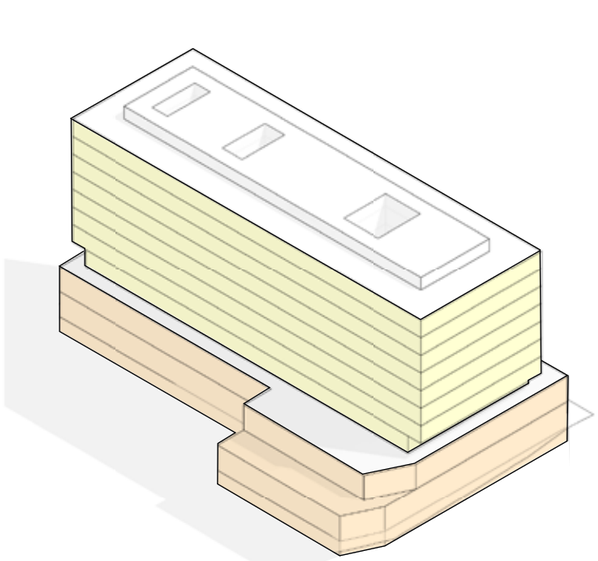


Figure 87. Option A (Adopted from Team 2 Architects)

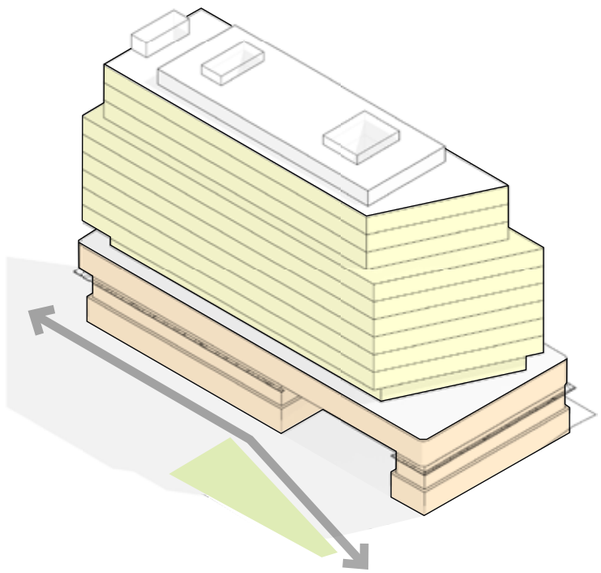


Figure 88. Option B (Adopted from Team 2 Architects)

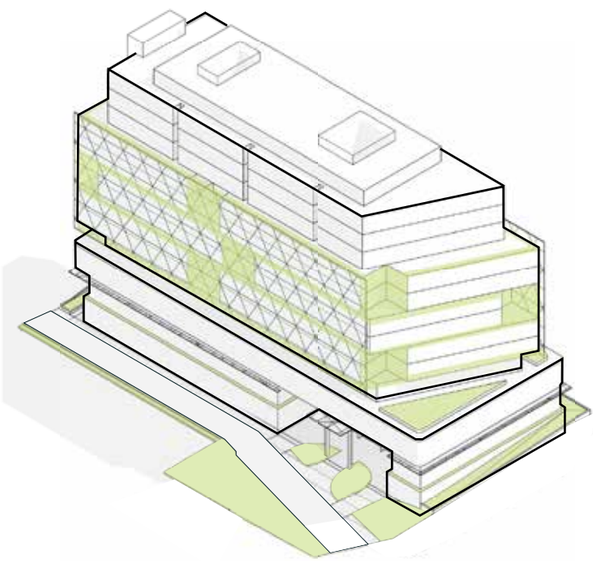


Figure 89. Preferred option (Adopted from Team 2 Architects)

Pros

- Lower height of building
- The larger floorplates potentially allow a slightly more efficient build-cost

Cons

- No provision for a rear laneway
- The larger floor plates will have compromised solar access
- Reduced opportunity to provide a through site link from Canterbury Road

Pros

- Provision of a laneway to the rear from Stanley Street
- Configuration of the floor plate allows improved amenity in terms of solar access
- Provision of a through site pedestrian link from Canterbury Road
- Increased setbacks and provision of open space to the north
- Reduction in the perceived bulk with better building proportions
- The reduced floor plate size assists in an efficient staffing model

Cons

- Potential overshadowing impacts to the properties to the south

The preferred option has an articulated form which can be used for break out spaces, planting and acoustic treatments. Horizontally is emphasised with insets in the massing. This will assist in reducing the perceived bulk along both Canterbury Road as well as Stanley Street.

6.6 INDICATIVE SCHEME

The proposed masterplan is an evolution of the various options. The proposed development has the potential to integrate with the surrounding future context through its balanced built form massing and public domain improvements.

The indicative scheme includes the following attributes:

- Provision of a laneway from Stanley Street to the rear of the site for vehicular and loading access
- Improved visual connection through the provision of double height entries by taking advantage of the existing topography
- Greater height concentrated along Canterbury Road
- High quality open space provided to the north of the proposed laneway
- Improvements to the streetscape along both Canterbury Road and Stanley Street
- Retail/commercial activities along Canterbury Road
- Part provision of a pedestrian laneway to the west of the development that can help achieve the overall vision for the block
- Reduced noise impacts through the acoustic panelling provided along the southern and northern facades
- Efficient floor plates due to the narrow built forms
- Recreational areas for the patients through the provision of sky gardens at the in-patient unit levels

Refer to the architectural package by Team 2 Architects for the indicative layouts illustrating this scheme.

Figure 90. Preferred Masterplan (Source: Distinctive)

6.7 INDICATIVE SECTIONAL STUDIES AND USES

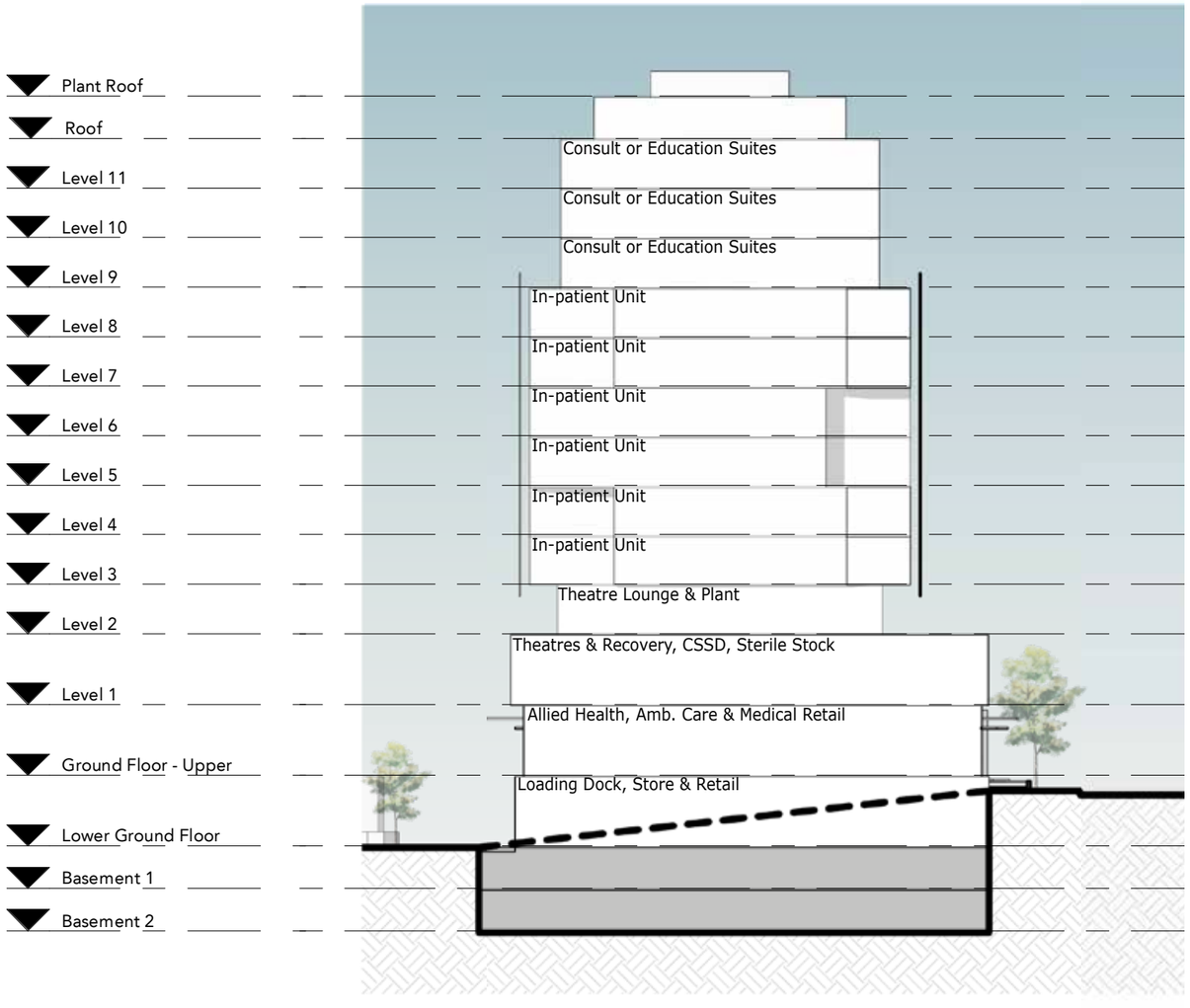


Figure 91. Indicative building section (Adopted from Team 2 Architects)

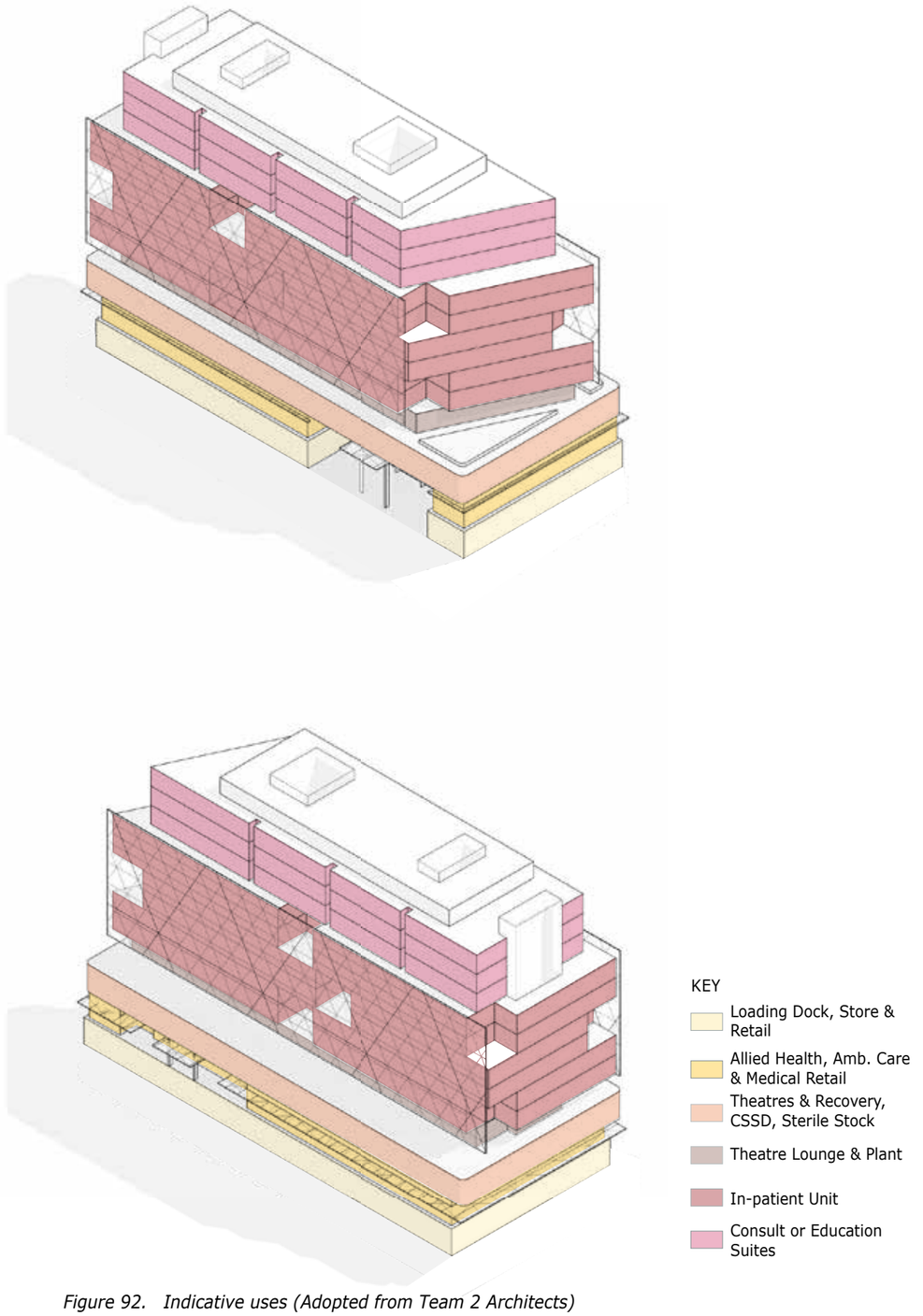


Figure 92. Indicative uses (Adopted from Team 2 Architects)

Figure 93. Artist's impression (Source: Team 2 Architects)

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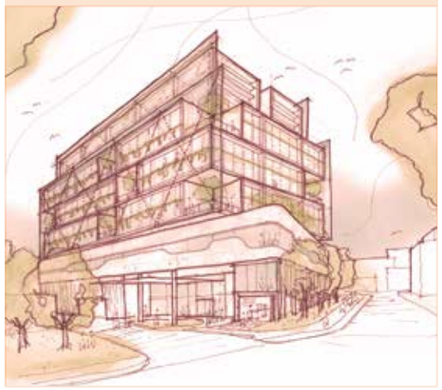
7. CONCLUSION



7.1 CONCLUSION

This report has considered the potential for Campsie as a Medical and Lifestyle precinct as envisioned by the LSPS.

The precinct currently has controls that do not recognise this new role in the region or the need to maximise the liveability of the area given this role and its future provision of jobs and opportunities to live and work in the precinct. The study area identified as part of this report needs revitalising and is ideally placed to create this precinct whilst creating a sense of place and positive experience for workers, visitors and residents alike.

GMU's sieving process and urban design analysis concludes that there are a number of potential opportunity sites within the identified precinct to accommodate the projected growth in the short term.

The subject site is a key site in realising this potential and can act as a catalyst site. It is proposed to be redeveloped for a private hospital and will provide a unique opportunity to realise real change for the precinct and to encourage landowners to consider redevelopment if Council reviews the precinct controls.

The spatial requirements of a private hospital is often driven by the needs of the operator. A vertical hospital proves to be an efficient built form and assists in establishing a symbiotic relationship between the clinical and educational functions of the proposed facility.

The proposed laneway to the rear will assist in improving connectivity and servicing of the subject block. Additionally, the open space to the north will provide the much needed public domain improvements. The proposal also reinforces the street edge along Canterbury Road and Stanley Street with improved street amenities.

Based on the 3D massing studies undertaken, it is reasonable and appropriate to consider increasing the height for the subject site located in the B6 zone. GMU recommends that Council consider up-zoning the B6 block to maximum heights of 8-12 storeys to acknowledge the role of the subject block.

GMU also recommends Council consider the amendment of controls applying to this block and the broader precinct.

Figure 94. Artist's impression (Source: Team 2 Architects)

GMU
Urban Design & Architecture

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