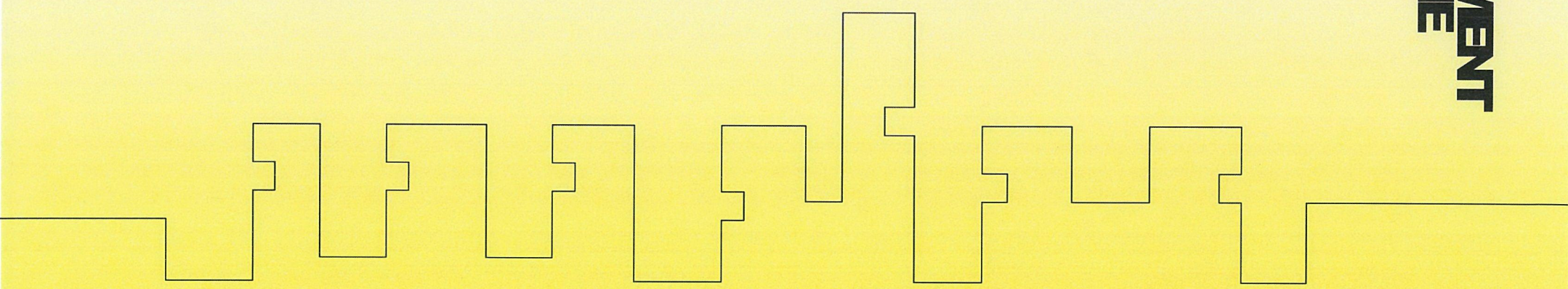


Appendix 1: Urban Design Report

**URBAN DESIGN REPORT
FOR A MIXED USE DEVELOPMENT
124-142 BEAMISH ST CAMPSIE
FOR CANEDO MANAGEMENT
22 DECEMBER 2015**



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1.0 INTRODUCTION

This Urban Design Report has been prepared by Stanisic Architects on behalf of Canedo Management Pty Ltd as part of the Planning Proposal for 124 – 142 Beamish Street, Campsie.

The subject site is located in the Campsie Town Centre and is within 200m of Campsie train station. The newly announced Sydney Metro (previously known as Sydney Rapid Transit) will pass through Campsie Railway Station making the Campsie Town Centre a significant location for increased density and urban renewal in line with the Sydney Metropolitan Strategy.

This Report explores the opportunities and constraints within the Campsie Town Centre and assesses three options for development of the 'subject site'.



2 LOCATION

The subject site is located in the Campsie Town Centre, within 200m of Campsie Railway Station and opposite the Civic Centre that houses Canterbury City Council.

The subject site is nominally rectangular in shape, and encompasses a street block of 3833m². It has three streets frontages: Ninth Avenue to the north, Beamish Street to the east and Campsie Street to the south. It sits in the Campsie shopping strip, close to grocery stores, eateries and services and is 1.0km from the parkland along the Cooks River.

There are several heritage items of local significance within the vicinity of the site and the State significant Campsie Railway Station listed with the Heritage Council of NSW.

Currently the subject site is occupied by two storey retail and commercial buildings with on site parking. The buildings match the height of the parapet shopping strip to the south of Campsie Street, are post-1950 and generally of poor architectural quality.

To the north of the site on Ninth Avenue are mixed use developments, 3 - 6 storeys in height. Directly opposite on Beamish Street is two storey strip shopping and the heritage listed Orion Theatre. Directly to the west of the site on Campsie Street is a 8-9 storey mixed use development.

Due to its large amalgamated area, and its central location within the Town Centre the subject site is a key site for meeting Canterbury Council's density and urban renewal targets.

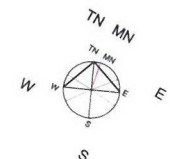


- A** CAMPSIE RAILWAY STATION (HERITAGE ITEM STATE)
- B** CANTEBURY CITY COUNCIL (CIVIC CENTRE)
- C** CAMPSIE CENTRE
- D** CAMPSIE PUBLIC SCHOOL

- E** ANZAC SQUARE
- F** HARCOURT PUBLIC SCHOOL
- G** INTER WAR THEATRE (HERITAGE)

—→ SHOPS

— CAMPSIE TOWN CENTRE
— SITE



3.1 CANTERBURY LOCAL ENVIRONMENT PLAN 2012

The primary planning instrument that controls the mass and scale of a development are contained within the Canterbury Local Environment Plan 2012 (CLEP 2012).

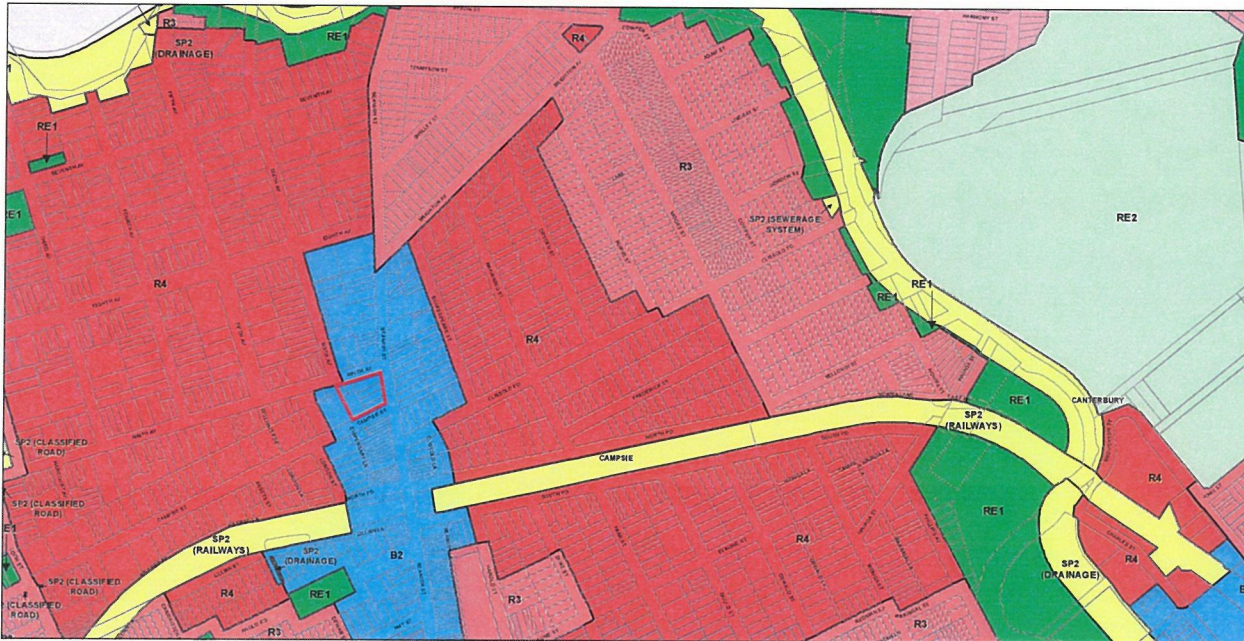
The key controls that apply to the subject site are detailed below and on the following pages:

- Land Zoning
- Floor Space Ratio
- Height of Buildings
- Heritage
- Acid Sulphate Soil
- Land Reservation Acquisition

Source:

Canterbury Local Environment Plan 2012

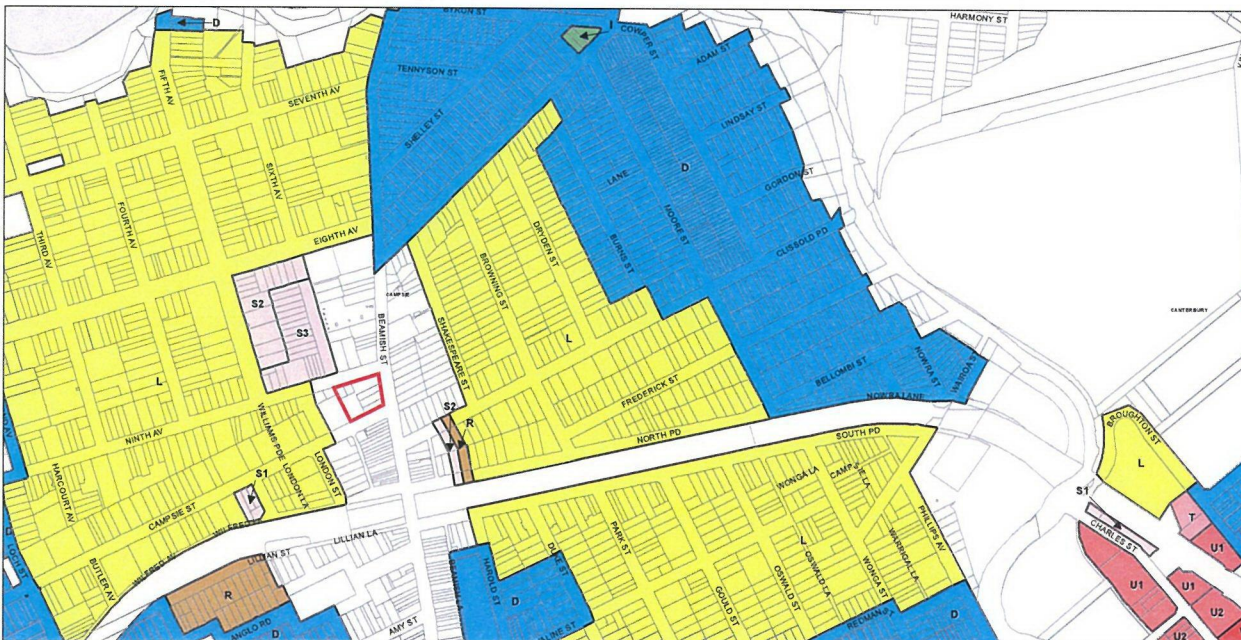
Prepared by Canterbury City Council



LAND ZONING

The site is zoned B2 - Local Centre

B2	LOCAL CENTRE
B5	BUSINESS DEVELOPMENT
RE1	PUBLIC RECREATION
RE2	PRIVATE RECREATION
SP2	INFRASTRUCTURE
	CIVIC PLACE
	SITE



FLOOR SPACE RATIO

The site is not subject to an FSR control.

MAXIMUM FLOOR SPACE RATIO (N:1)

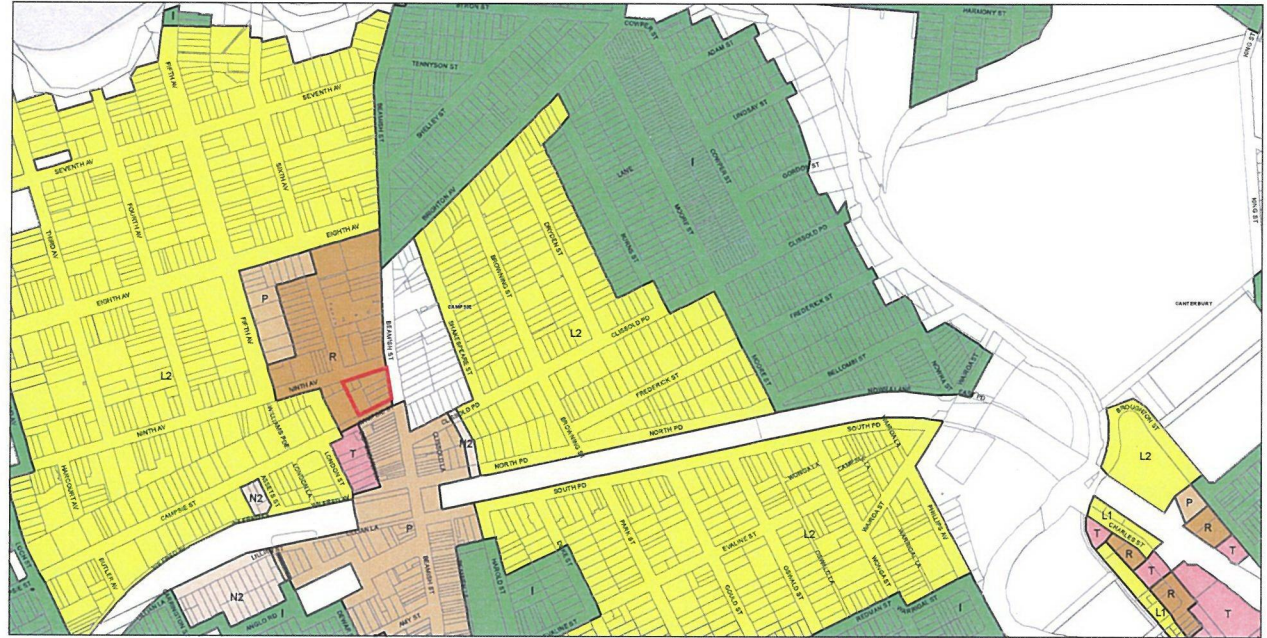
D	0.5	S3	1.8
I	0.75	T	2.0
L	0.9	U1	2.5
R	1.4	U2	2.75
S1	1.5	V	3.0
S2	1.6		
			SITE

HEIGHT OF BUILDINGS

The site is permitted to have a building height of 21m (R). The site opposite to the southwest is permitted to have a building height of 27m (T).

MAXIMUM BUILDING HEIGHT (M)

I	8.5	T	27
J	9.5	U	30
K	10		
M	12		
N1	13.5		
N2	14		
P	18		
R	21		
			SITE



HERITAGE

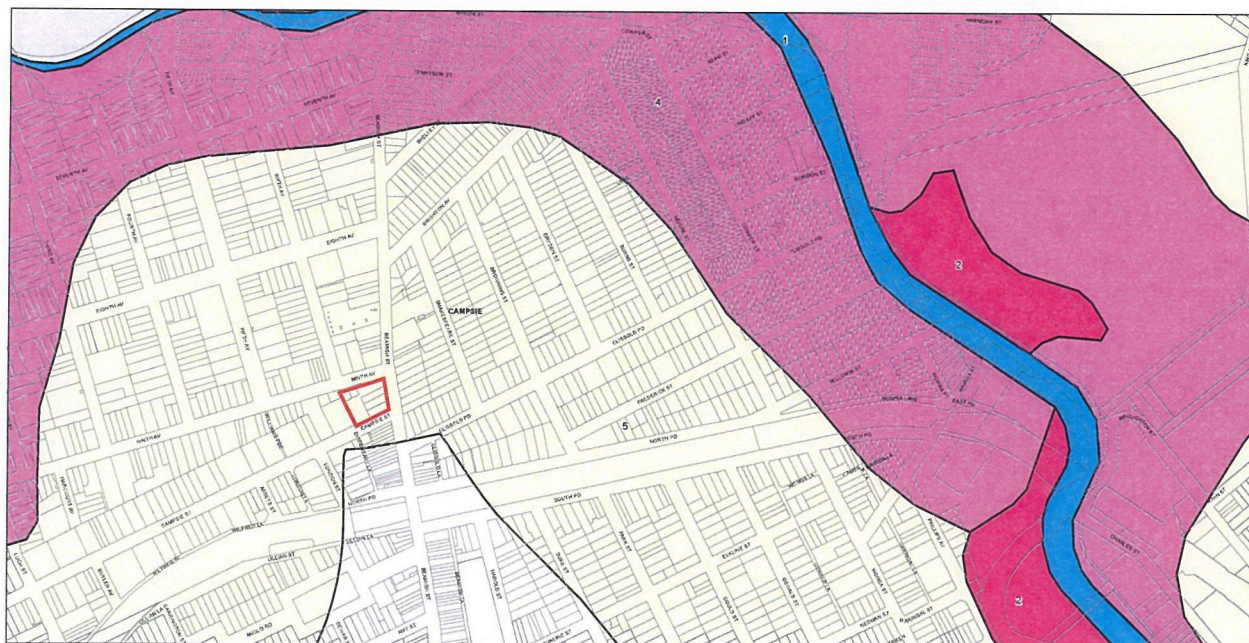
There are no heritage items located on the site.

The following heritage items are located within the immediate vicinity of the subject site:

- Item I37 Inter war theatre (local)
- Item I38 Interwar shop with dwelling (local)
- Item I39 Interwar shop with dwelling (local)
- Item I40 Federation railway station building (state)
- Item I41 Federation commercial building (local)

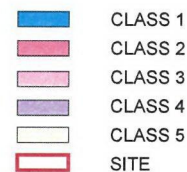
	ITEMS - GENERAL
	SITE





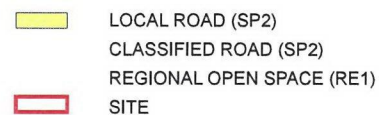
ACID SULFATE SOILS

The site has an acid sulfate soil classification of part Class 5 which means that the watertable below 1m AHD on adjacent Class 1,2,3 or 4 land.



LAND RESERVATION ACQUISITION

The is no land reservation acquisition applicable to the site.



3.2 CANTERBURY DEVELOPMENT CONTROL PLAN 2012

The provisions which affect the building form and the interface with the public domain are contained within the Canterbury Development Control Plan (CDCP 2012). This instrument outlines the strategic direction of Council.

Key provisions that affect development on the site are detailed in Part 3 - Business Zones of the CDCP2012 and detailed in the Campsie Structure Plan (Appendices)

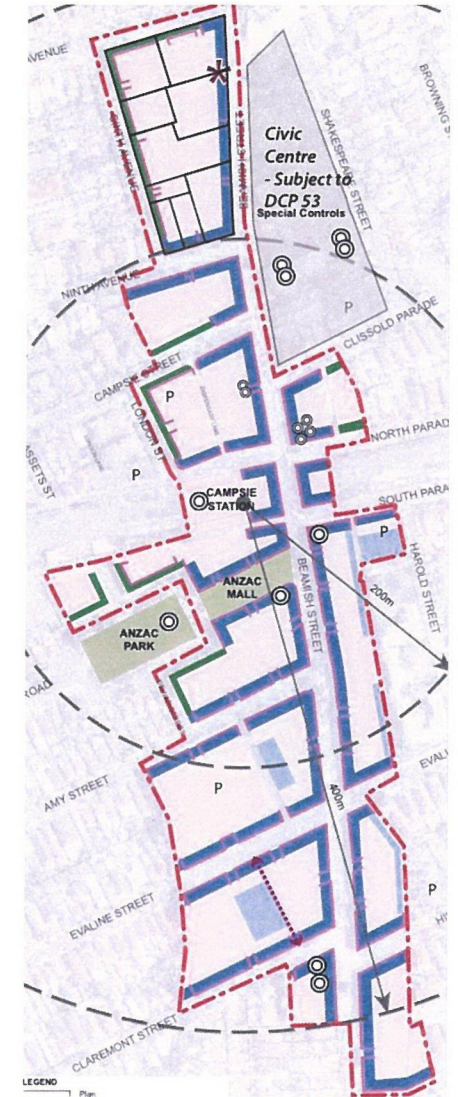
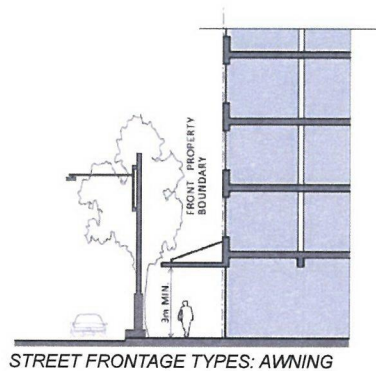
- Setbacks
- Major development sites
- Traditional shop fronts
- Building height
- Vehicle entries
- Above ground parking

Source:

Canterbury Development Control Plan 2012

3.2.1 CAMPSIE TOWN CENTRE STRUCTURE PLAN

- Subject site amalgamation: 3833m²
- No street level and upper level setbacks required.
- Rear 6m setback required.
- Provide continuous awning to retail activation zone.
- Roof terraces acceptable.



CAMPSIE TOWN CENTRE STRUCTURE PLAN

3.3 SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR STRATEGY

The Sydenham to Bankstown Urban Renewal Corridor Strategy covers 13 km of the Bankstown Rail Line and includes 11 train stations through three local government areas.

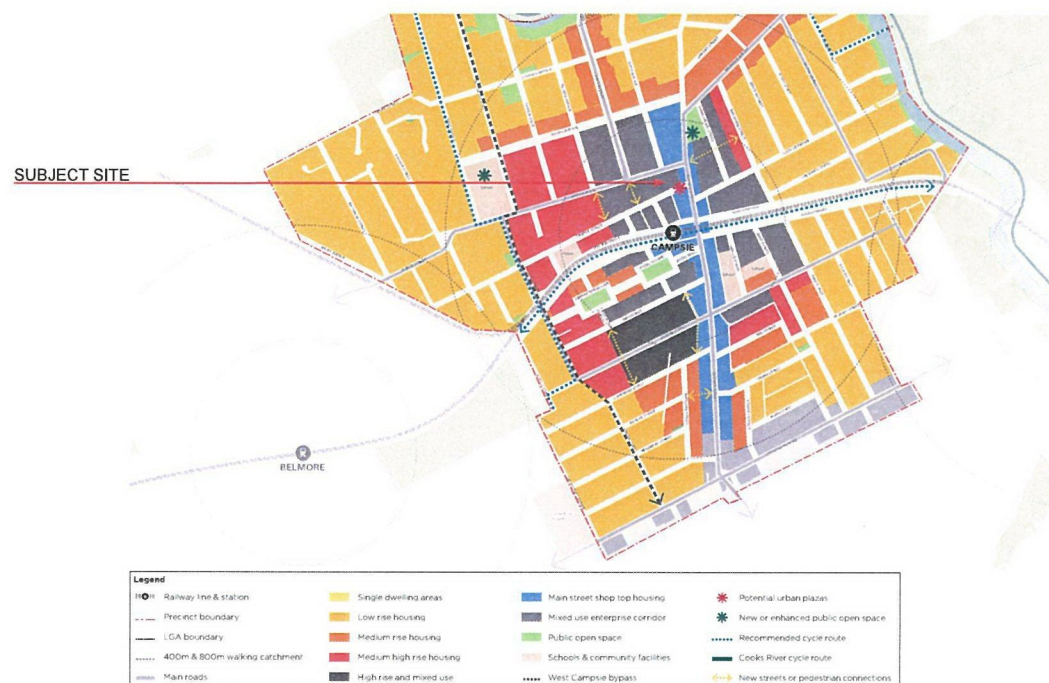
The Strategy establishes a planning framework for future development and infrastructure along the corridor for the next 20 years.

Campsie precinct has been nominated for an increase of housing from the current 7,629 homes to 11,200 by 2026 and 14,800 by 2036, with the majority of housing concentrated within 400m of the Rail station. The Campsie town centre is supported as a destination centre for retail, local business and community functions.

In the Draft Land Use and Infrastructure Plan the subject site is nominated as 'high rise and mixed use' with 'main street shop top housing' to Beamish Street, a potential urban plaza is identified at the intersection of Beamish Street and Campsie Street.

- High Rise and Mixed Use: 9+ storeys 3.1-5.1 FSR
- Main street shop top housing: 3-5 storeys 1.1-2.1 FSR

The recently released Urban Growth draft New Parramatta Road Strategy Urban Design Guidelines imposes a maximum storey height of 25 storeys for high rise zones.



SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR STRATEGY SITE SPECIFIC ANALYSIS

The subject site presents a unique redevelopment opportunity within 400m of the Campsie Railway Station; large amalgamated site with three street frontages in the town centre. The concept proposal for the site seeks to achieve design excellence with street wall buildings to the three frontages and preference for tower forms on the prime corners.

The *urban future projection* and *concept plan* for the subject site are both compatible with the 'Vision' as set out in the Land Use and Infrastructure Analysis for the Campsie Precinct:

Built Form

Retain the character of the lower scale buildings fronting Beamish Street with apartments above 5 storeys are setback to maintain sunlight to the streets - NOT COMPLY

The urban future projection developed for the northern end of Campsie Town Centre is similar to the Vision; 3-5 storeys along Beamish Street with 5 -12 storeys set back from the street edge. Retail and commercial uses at the ground and first floor.

The concept plan for the subject site, in contrast, uses the built form to highlight its unique position; visually terminating the Beamish Street shopping strip, turning the development into Ninth Avenue, respecting its position opposite the Civic Centre and at the key transport intersection of Beamish Street and Ninth Avenue. This results in a built form that holds the street edge on three frontages with 4 - 8 storey street walls and 25 storey tower form at the Beamish Street - Ninth Avenue corner. Setback are introduced above 4 storeys on Campsie Street in line with previous Council intentions.

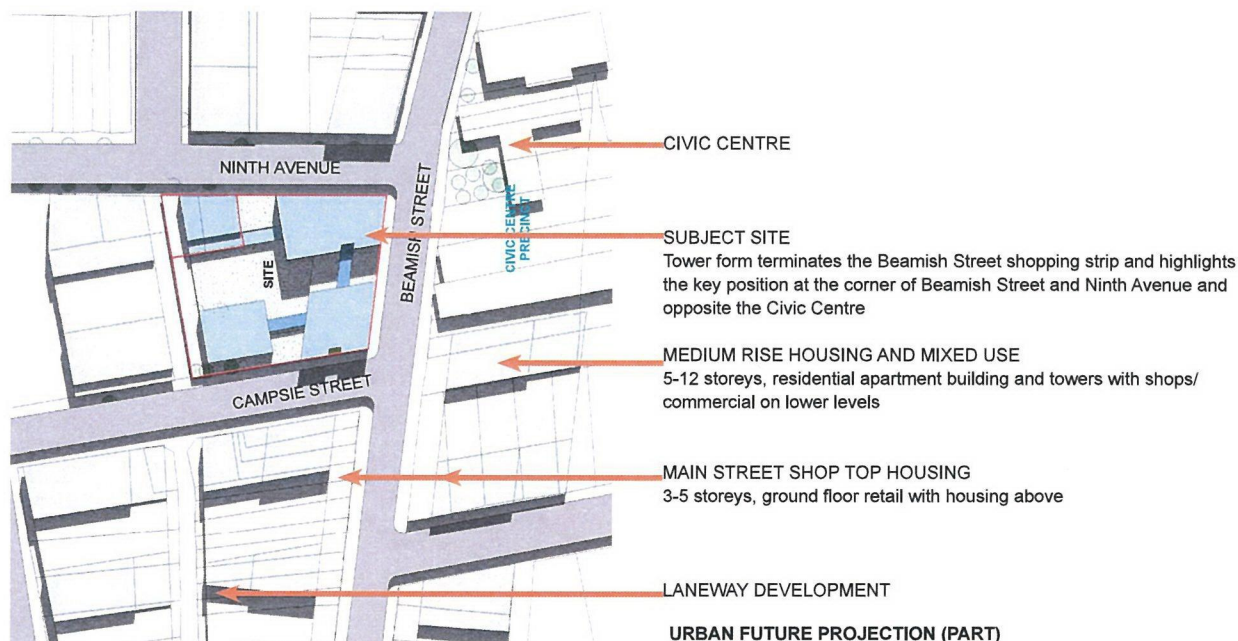
Accommodate a mix of medium-high, high rise residential and mixed use developments generally within 400m of the rail station - COMPLY

Proposal is for mixed use with high rise residential

Housing

Provide housing opportunities within 600m walking distance around Campsie Station and along key routes into the precinct to allow more people to live close to good public transport and amenity. - COMPLY

The site is located within 600m of the rail and bus interchange and the proposal is for a mixed use development with residential towers.



Open Space and Public Domain

Establish quality public domain and investigate opportunities for new urban plazas along Beamish Street as part of future developments - COMPLY

The proposal will improve the public domain and can be integrated at ground floor and first floor level with the proposed urban plaza at Campsie Street and Beamish Street.

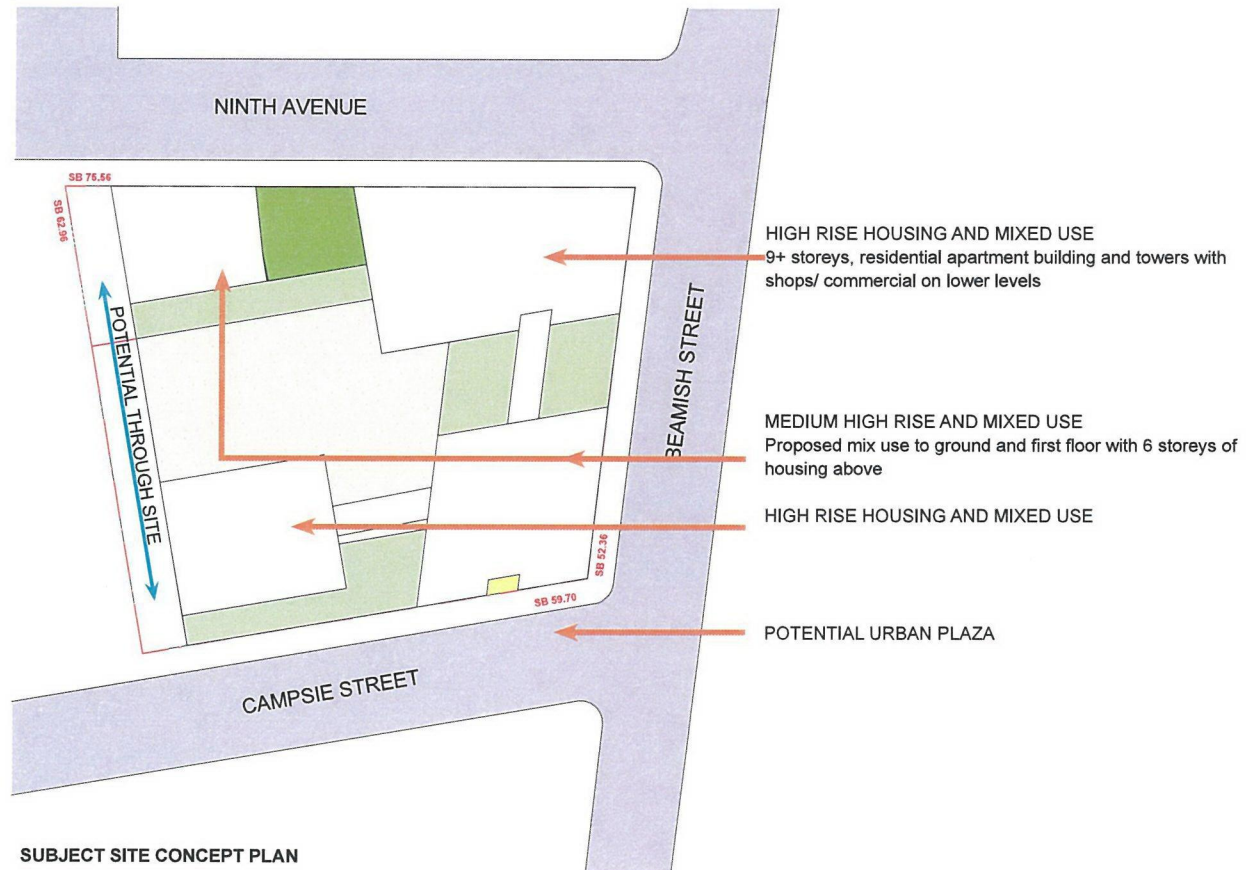
Jobs

Reinforce Beamish Street as a vibrant commercial centre with strong jobs growth in retail, business and services to support the surrounding community. COMPLY

The proposal is for ground floor retail with the option for first floor commercial in a similar shopfront setout as Beamish Street.

Extend the commercial area for a short distance along the secondary east-west roads that intersect Beamish Street and encourage activation of rear laneways. COMPLY

The proposal seeks to extend the ground floor retail the secondary streets, Campsie Street and Ninth Avenue, this will also encourage movement in to neighbouring laneways.



4.1 BEAMISH STREET



1 BEAMISH STREET LOOKING SOUTH



3 BEAMISH STREET LOOKING NORTH



5 ORION CENTRE (HERITAGE) OPPOSITE SITE



2 CORNER BEAMISH + CAMPSIE STREETS LOOKING NORTH



4 CORNER BEAMISH STREET + NINTH AVENUE LOOKING SOUTH



6 CITY OF CANTERBURY CIVIC CENTRE DIAGONAL OPPOSITE SITE



7 SITE EXISTING BEAMISH STREET

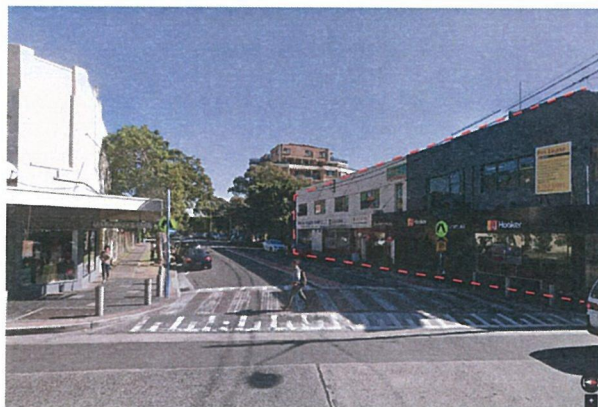


VIEW KEY

4.2 CAMPSIE STREET



1 CAMPSIE STREET WITH EXISTING PARKING ENTRY



2 CORNER BEAMISH STREET + CAMPSIE STREET LOOKING WEST

4.3 NINTH AVENUE



3 NINTH AVENUE LOOKING EAST



4 CORNER BEAMISH STREET + NINTH AVENUE LOOKING WEST



VIEW KEY

5.1 CONTEXTUAL ANALYSIS

TOPOGRAPHY

The subject site is generally flat with a shallow fall from the corner of Beamish Street and Ninth Avenue to Campsie Street western boundary.

The site sits along the spine of Beamish Street at the high point of the Campsie Town Centre.

ENVIRONMENT

The subject site has good northern and eastern solar access. It receives cooling breezes from the north-east and the Cooks River Valley.

The site has access to views to the north and the east along the Cooks River and district views to the city CBD.

SURROUNDING BUILDINGS AND HEIGHTS

The site sits within the Beamish Street shopping strip. The shopping strip primarily comprises of two storey 'parapet' shops with ground floor retail and first floor commercial or housing.

The Civic Centre directly opposite the site on Beamish Street houses the Council Chambers, Library, community buildings, on-grade parking and open space.

On Ninth Avenue opposite the site are 3 - 6 storey mixed use developments. Campsie Street is a mix of 2-3 storey retail and apartment buildings with a larger 8-9 storey development directly to the west of the subject site.

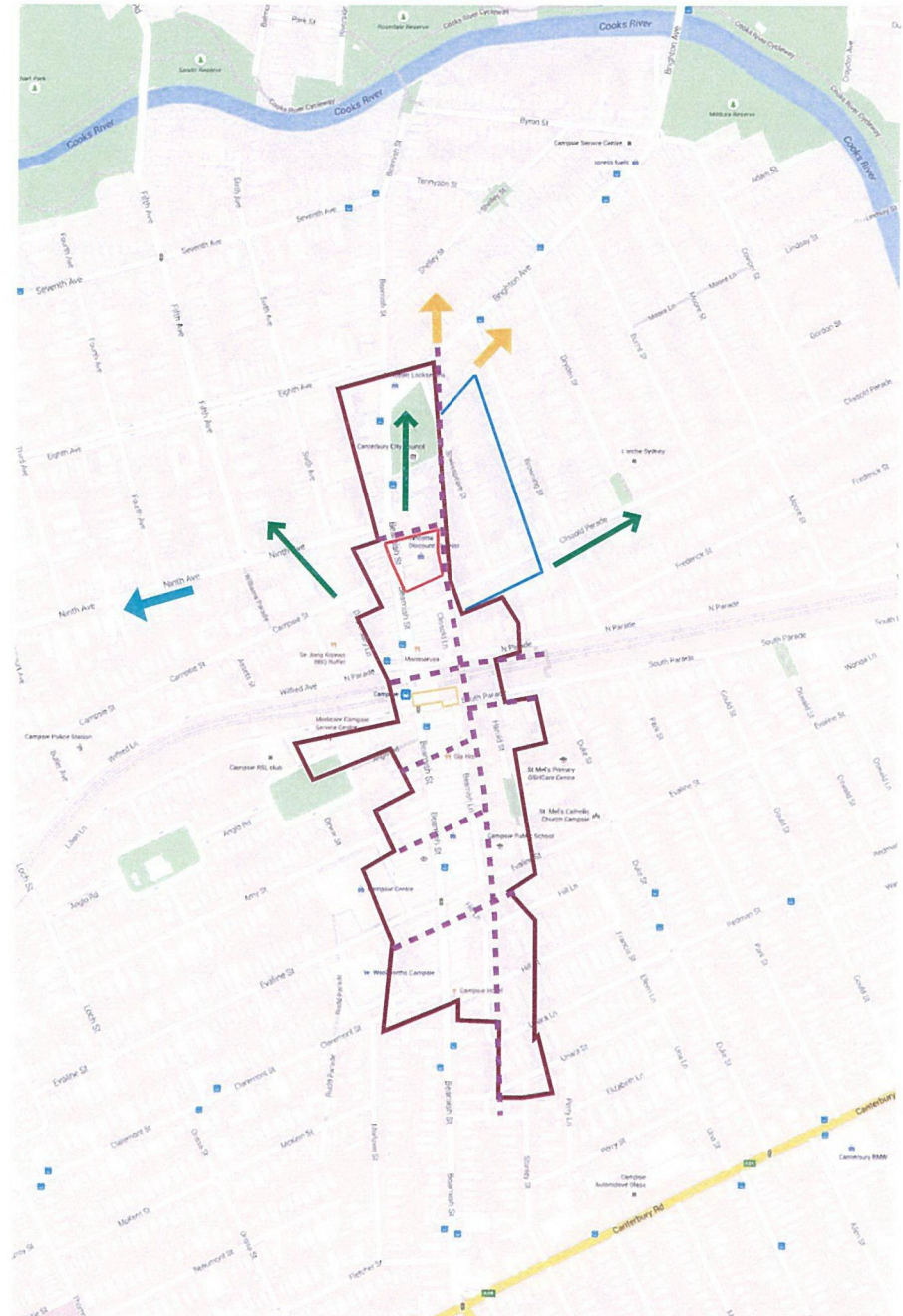
Currently the Campsie Town Centre is predominantly 2 storey in height with some recent 6 storeys developments. The height for the Centre is primarily 18 - 21m.

SETBACKS

There are no required setbacks within the Town Centre. The Town Centre Structure Plan requires zero ground floor building line and weather protection to encourage retail activation.

PEDESTRIAN MOVEMENTS

Beamish Street in the Town Centre is pedestrian friendly strip shopping, with pedestrian movement is encouraged through out the Town Centre.



5.2 OPPORTUNITY SITES

Within 400m of Campsie Railway station there are limited choices for consolidates sites. The existing land subdivision; small, individually owned holdings and extensive strata lots frustrate the options for amalgamation of lots for development.

The subject site presents a unique opportunity within the Campsie town centre. The site is over 3000m², has three street frontages including Beamish Street and has a northern and eastern exposure. It is strategically located opposite the Civic Centre and at a key intersection; the corner of Beamish Street and Ninth Avenue.



5.3 TOWN CENTRE ANALYSIS

Campsie Town Centre is the largest Town Centre within the Canterbury local government area. It is home to Canterbury Council administrative and services centre as well as the central library and Canterbury Hospital. It is located 12km from the Sydney CBD and accessible by both train and bus services.

Campsie railway station is located in the heart of the Town Centre, accessed off the retail strip of Beamish Street. The Sydenham to Bankstown Urban Renewal Corridor Strategy recognises Campsie as an opportunity for increased density within 600m of the railway station, seeking to double the number of homes within 20 years and develop Beamish Street and surrounding local streets as a vibrant commercial centre.

An analysis of Town Centres with similar qualities; within 12-16km of Sydney CBD, home to Council administrative centre and a train station, shows the acceptance of increased building height and density around train stations.

BURWOOD

Burwood is 12 km from Sydney CBD and is the administrative centre for Burwood local government area. Density and building height has been concentrated around Burwood train station.

CAMPSIE

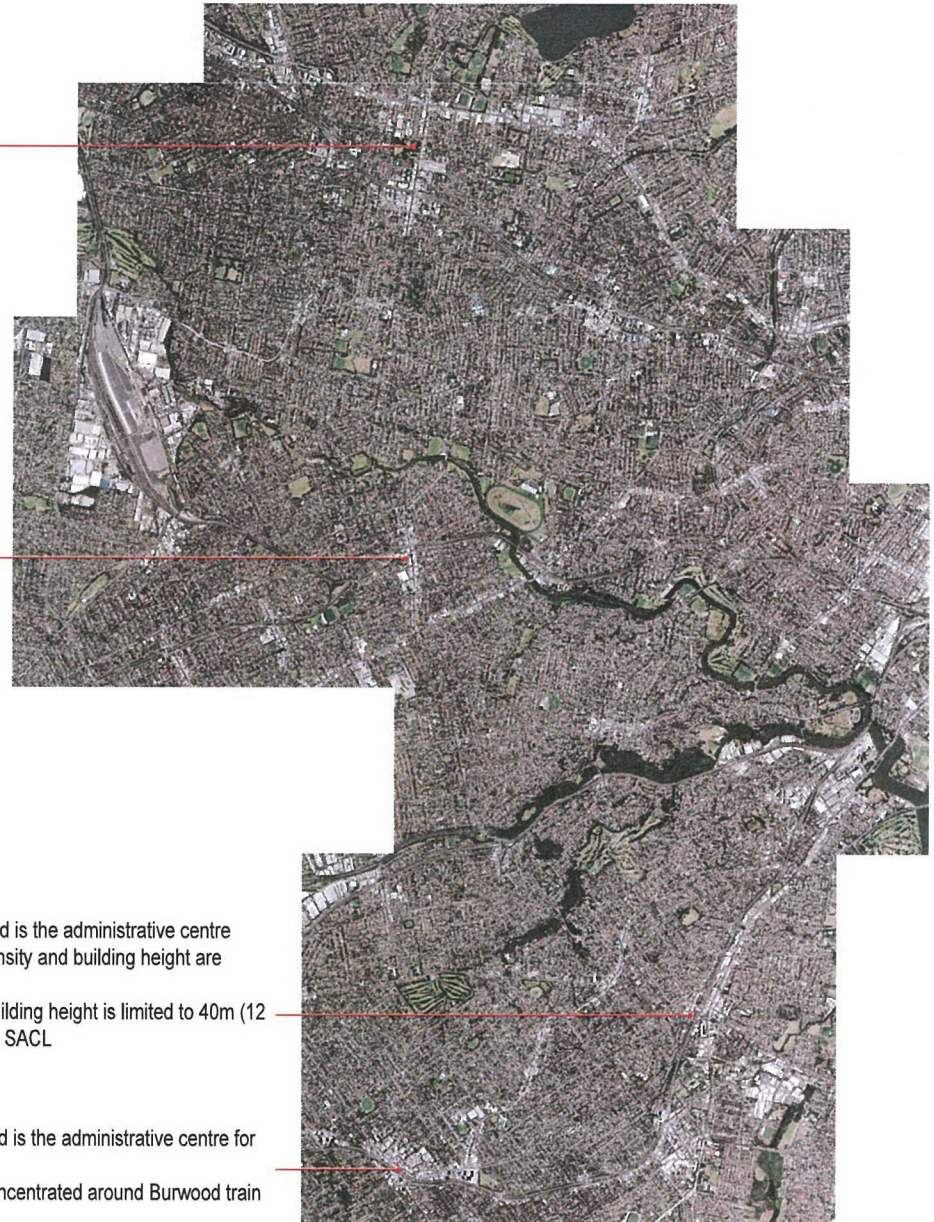
Campsie is 12 km from Sydney CBD and is the administrative centre for Canterbury local government area. There is no FSR for the Town Centre, building height is limited to 21m (6 storeys)

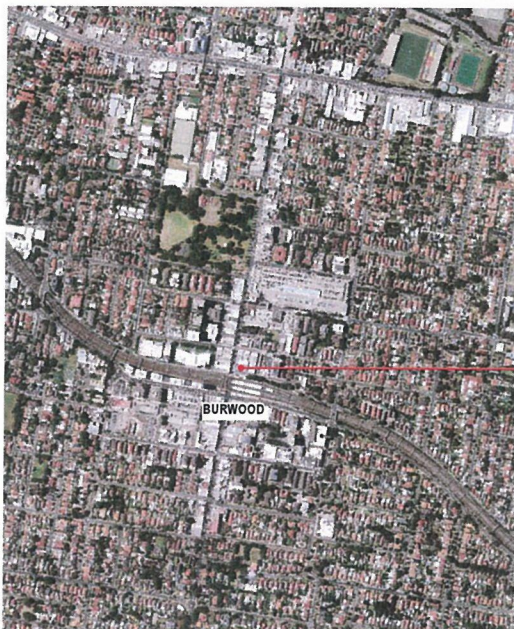
ROCKDALE

Rockdale is 12 km from Sydney CBD and is the administrative centre for Rockdale local government area. Density and building height are concentrated at the railway station. There is no FSR for the Town Centre, building height is limited to 40m (12 storeys), height has been capped due to SACL

HURSTVILLE

Hurstville is 16 km from Sydney CBD and is the administrative centre for Hurstville local government area. Density and building height has been concentrated around Burwood train station.



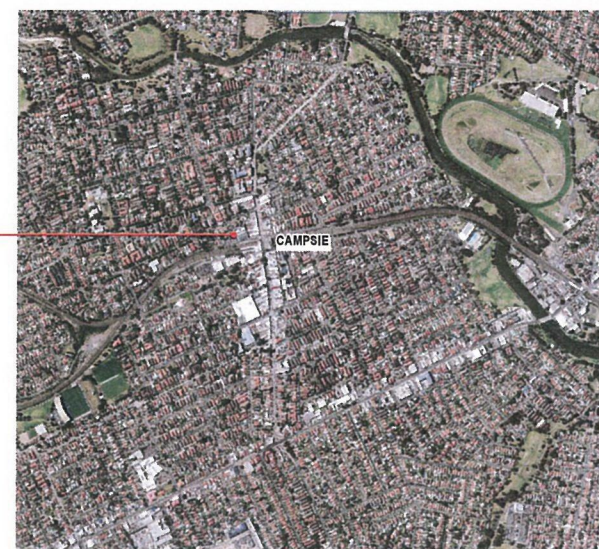


CAMPSIE

- BUILDING HEIGHT - 18-21m (5-6 storeys)
- FSR - No FSR Control

BURWOOD

- BUILDING HEIGHT - 70m (23storeys)
- FSR - 6:1

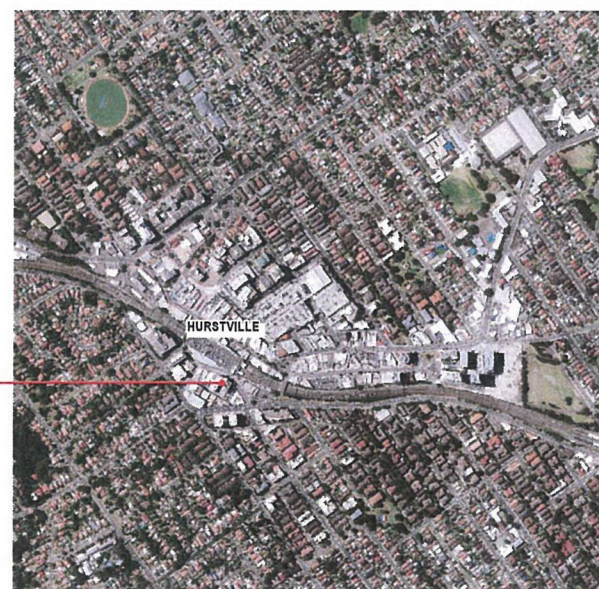


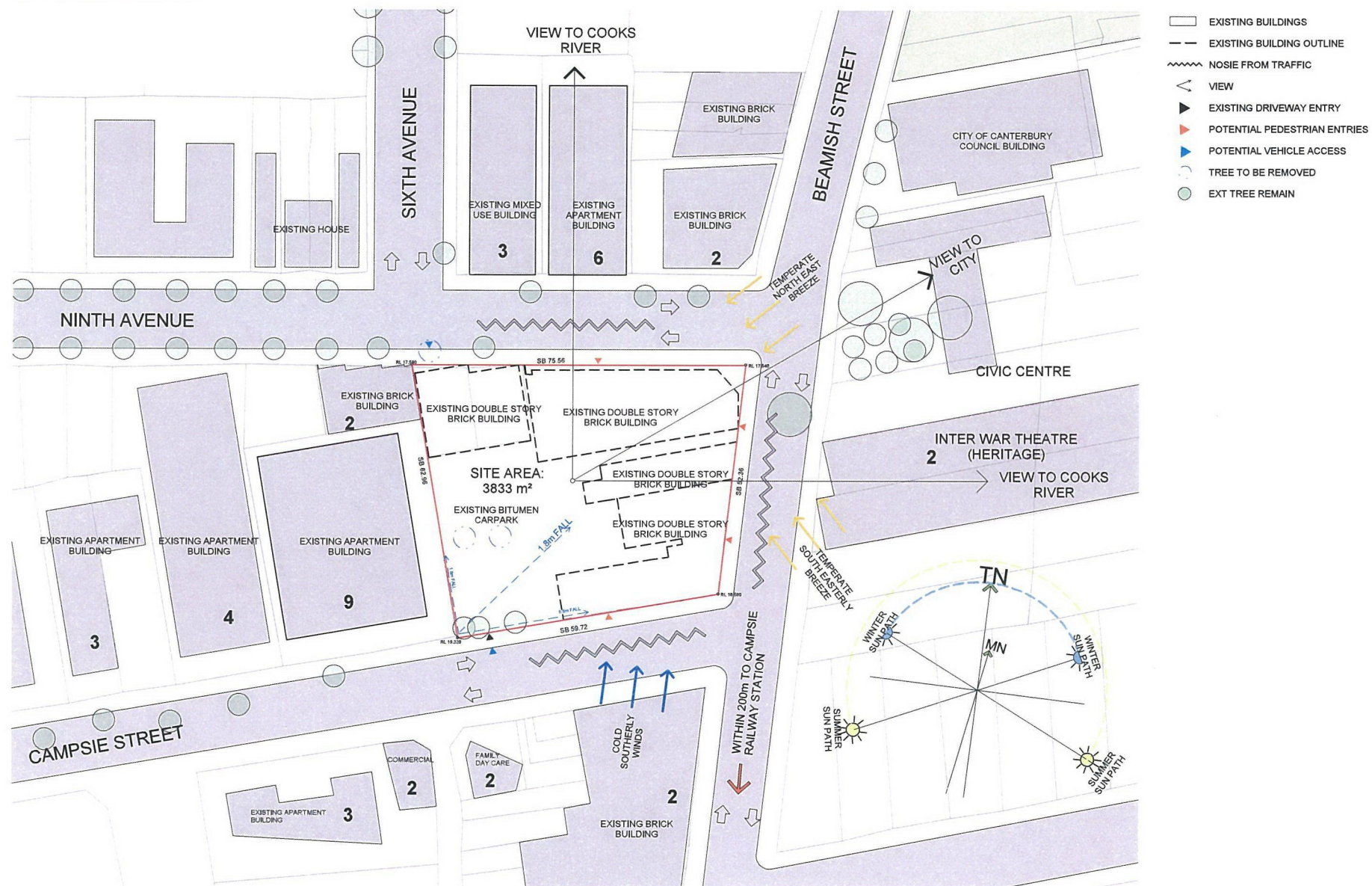
ROCKDALE

- BUILDING HEIGHT - 40m (12storeys)
- FSR - No FSR Control

HURSTVILLE

- BUILDING HEIGHT - 60m (20storeys)
- FSR - 9:1





5.5 OPPORTUNITIES + CONSTRAINTS

- Large consolidated site
- Centrally located in the Campsie Town Centre
- Diverse multi-cultural community
- Encompasses two street corners and has three street frontages
- Key site within the Town Centre; opposite the Civic Centre and the corner of two prominent streets: Beamish Street and Ninth Avenue
- Strong retail and commercial exposure
- Located opposite the Civic Centre
- 75m+ wide northern elevation to Ninth Avenue
- Good solar access to Ninth Avenue to the north and Beamish Street to the east
- City views to the East
- Relatively flat site; 2.5% fall from north-eastern corner to south-western corner
- Pedestrian access from three street frontages
- Potential through site link
- Carpark access off Ninth Avenue and Campsie Street
- Existing use: modern 2 storey retail and commercial with on-site parking
- Original built form, parapet shop fronts, previously demolished
- Existing built form along Beamish Street: 2 storey with ground floor narrow fronted retail and first floor commercial with 'market-like' feel
- Beamish Street has 'night-time' economy
- 6 storey mixed use development opposite along Ninth Avenue
- Within 200m of Campsie Railway Station
- Campsie Town Centre currently assessed as under-developed: existing controls providing only limited incentive for development
- Currently limited and poor quality medium density housing choices in Campsie town centre
- Opportunity to increase density and housing choice in the Town

Centre in accordance with the Sydney Metropolitan Strategy and Sydenham to Bankstown Urban Renewal Corridor Strategy

- No DCP setbacks for B2 zone in the Campsie Town Centre
- Zero setback to Beamish Street and Ninth Avenue and to the corner of Beamish and Campsie Street
- 18-21m height limit within the Town Centre: opportunity for greater density by introducing greater building height
- Consider transition from retail/ commercial levels to residential towers
- Consider Council's Structure Plan for '*garden court mixed use*' along Campsie Street
- Potential shadowing to residential buildings and Family Day Care Centre along Campsie Street
- Potential shadowing of State and Local Heritage items

6.1 PRECEDENCE

Beamish Street, Campsie has a well deserved reputation as a culturally diverse shopping and eating district. The spine of strip shopping has a 'market-like' feel with narrow shop fronts and stairs up to second storey commercial premises easily accessible to pedestrian traffic. Any development that fronts Beamish Street should enhance and develop this model.



6.2 DESIGN PRINCIPLES

1. Perimeter buildings to clearly define 'street walls' reinforcing the Town Centre street hierarchy
2. Perimeter buildings to create a courtyard arrangement providing building separation and communal open space
3. Addition of a tower to the primary street corner provides a landmark element to this key site
4. Take advantage of solar access to the north and east and city views to the east
5. Orientation of perimeter building and tower to maximise solar access to the north and east
6. Provide a variety of building heights for visual articulation, maximise solar access and still provide significant increase in density
7. Provide the site wide framework for future design development to comply with the objectives of the Apartment Design Guide
8. Respond to existing streetscape by providing two levels of retail and commercial spaces
9. Create a ground floor podium with large central court entered from the two corners
10. Ground floor retail shopfronts to the streets to match the existing narrow shop front setbacks
11. Opportunity for second storey restaurants and bars overlooking Beamish Street and Ninth Avenue to enhance the vibrant multicultural streetscape
12. Provide second level professional suites with a range of floor plates sizes to encourage local business development
13. Street awning to Ninth Avenue, Beamish Street and the corner of Campsie Street frontages
14. Provide a datum line at four storeys to respond to the existing streetscape between 2 – 4 storeys
15. One setback for higher levels to avoid 'wedding cake' effect
16. Provide fine grain detailing to the building base by using narrow shopfronts, vertical detailing and continuous awning
17. Setback to Campsie Street above 4 storeys to respond to street hierarchy
18. Pedestrian access from cores located on three separate frontages and from the street corners encouraging pedestrian movement around the perimeter
19. Opportunity for through site link along west boundary to work with existing lane network.
20. Access to the underground carparking and services along the western boundary to avoid conflict between pedestrian and vehicles
21. Provide communal open space at podium level and on roofs of perimeter buildings
22. Provide a range of apartment types to respond to different needs and lifestyles

7.1 OPTION A

Option A comprises perimeter buildings to the three street frontages creating a courtyard. Each building has zero setback to its respective street frontage with building modelling set to the internal courtyard face.

HEIGHT

- 2 storey podium across the site
- 5 buildings ranging in height from 10 - 20 storeys
- 20 storey element in the form of a tower at the corner of Beamish Street and Ninth Avenue
- 5 x basement parking levels,
- Communal open space on roof of Building C and courtyard

SETBACKS

Beamish Street:

- Nil setback
- Corner articulation for public entries to ground and L2 floor retail podium

Ninth Avenue:

- Nil setbacks

Campsie Street:

- Nil setbacks

BUILDING FLOOR PLATE

- Ground floor - full site coverage for internal court or anchor tenant.
- First Floor and above - 'horse shoe' plan, maximum 22m depth, stepped profile to internal face

SCALE

- Continuous awning to Ninth Avenue, Beamish Street and the corner (Building B) of Campsie Street
- Building bulk articulated by variety of building heights; 10, 15 & 20 storeys

ACCOMMODATION

- 5,055m² retail and commercial space
- 275 dwellings (@95m²/ per unit)

FSR

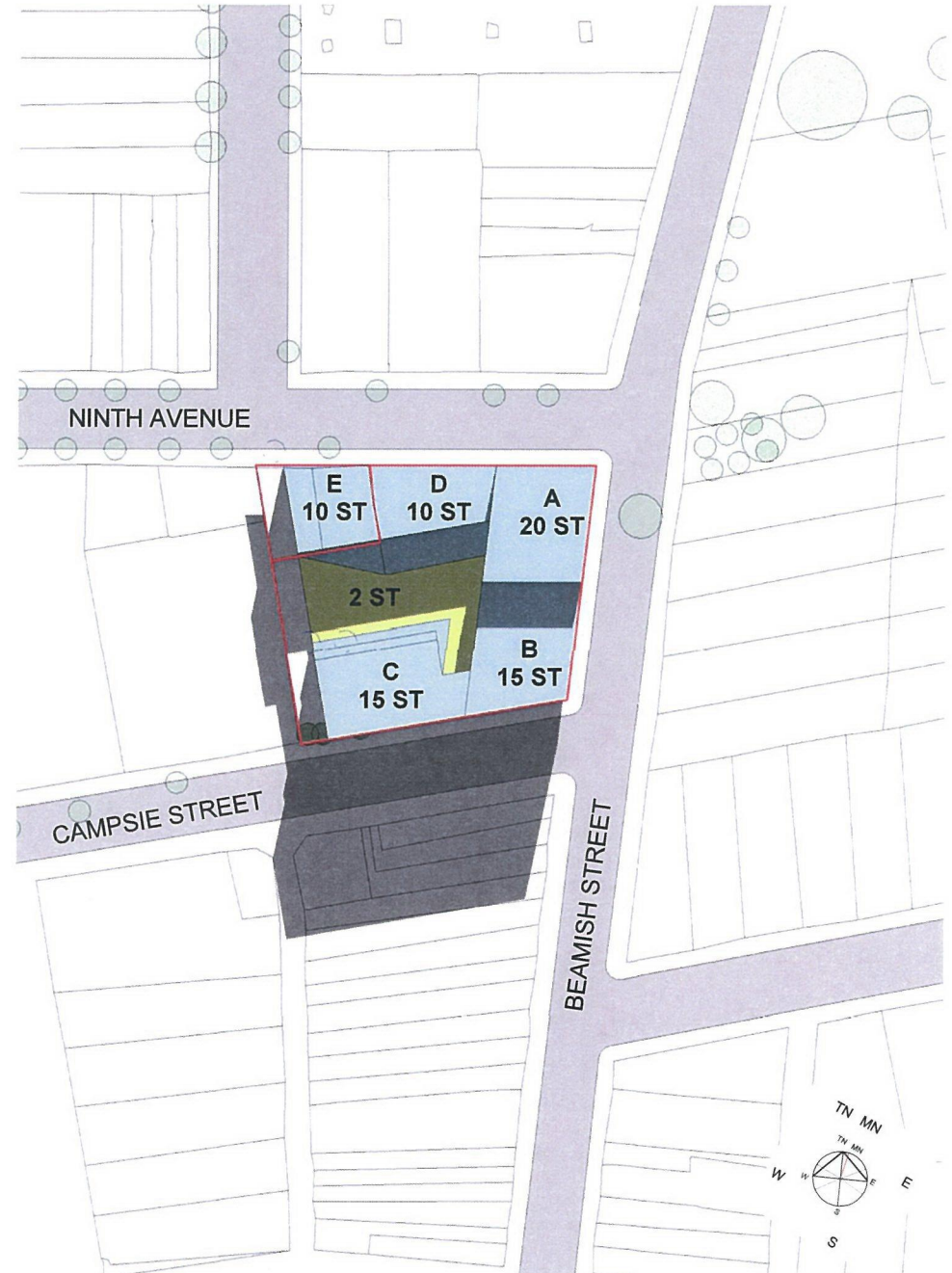
- Floor space ratio is 8.13:1 (GFA: 31,130m²)
- Comprising: 5,055m² retail/ commercial and 26,075m² residential.

CONCLUSION

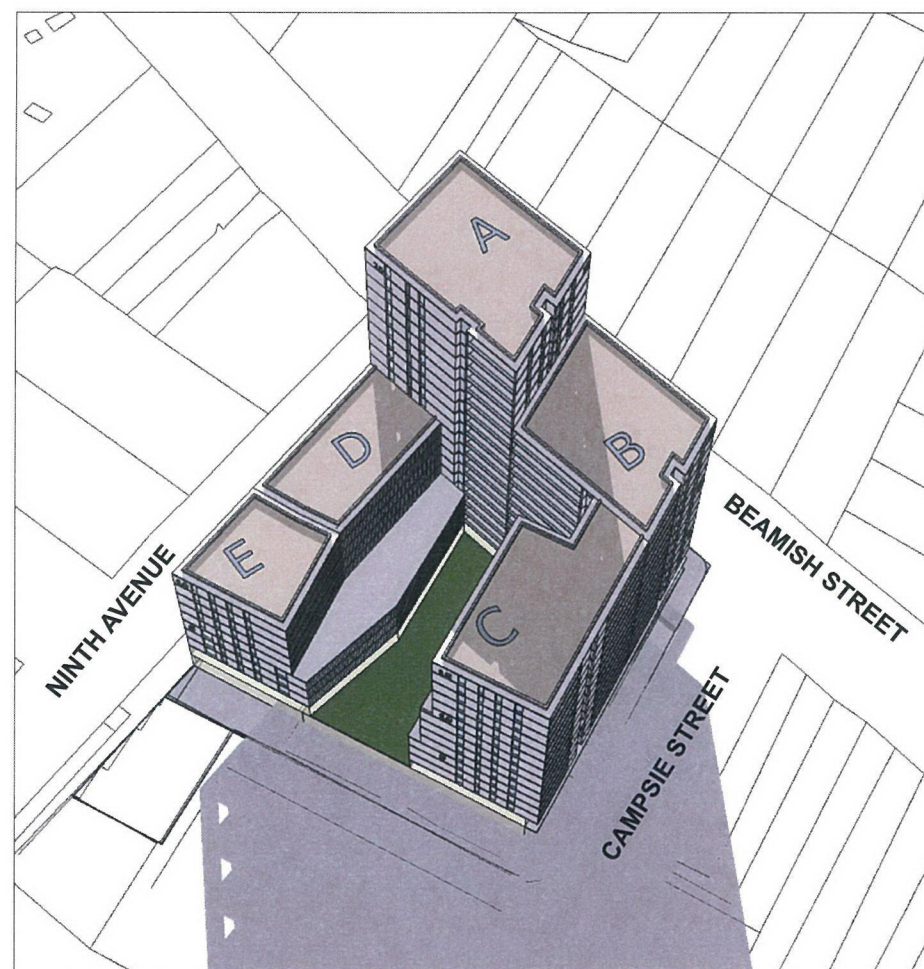
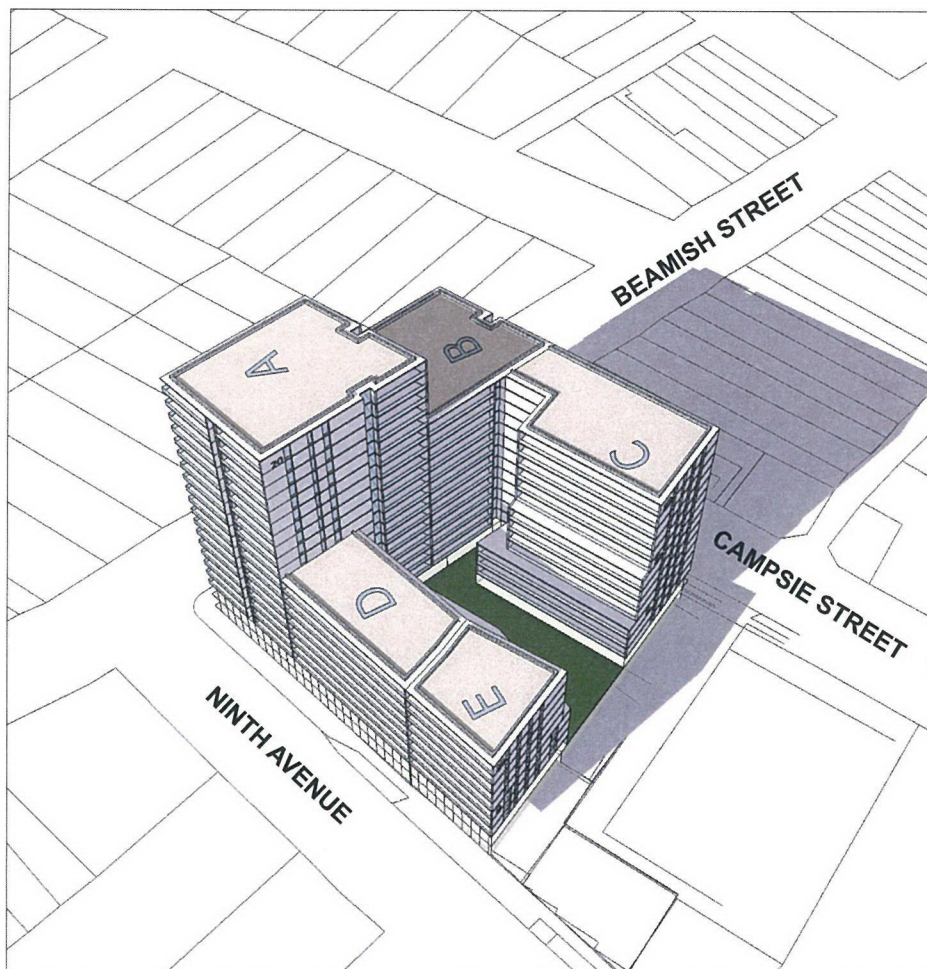
Option A increases the residential density in this key location taking advantage of its close proximity to Campsie Railway Station.

The building height and bulk creates a continuous perimeter wall to the three street frontages with the tower element 'marking' the key corner.

The proposal appears bulky due high street wall buildings. There will be shadowing of properties to the south of the site.



7.1 OPTION A

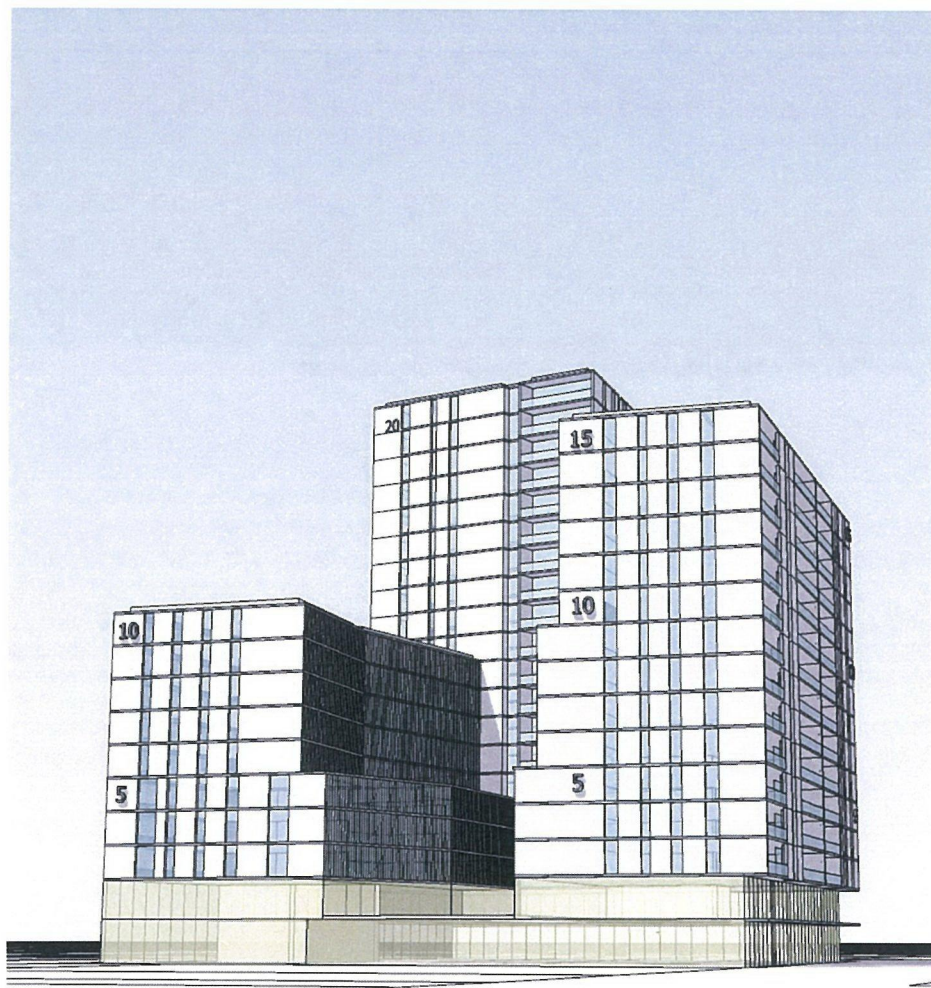


AERIAL VIEW LOOKING FROM NORTH WEST

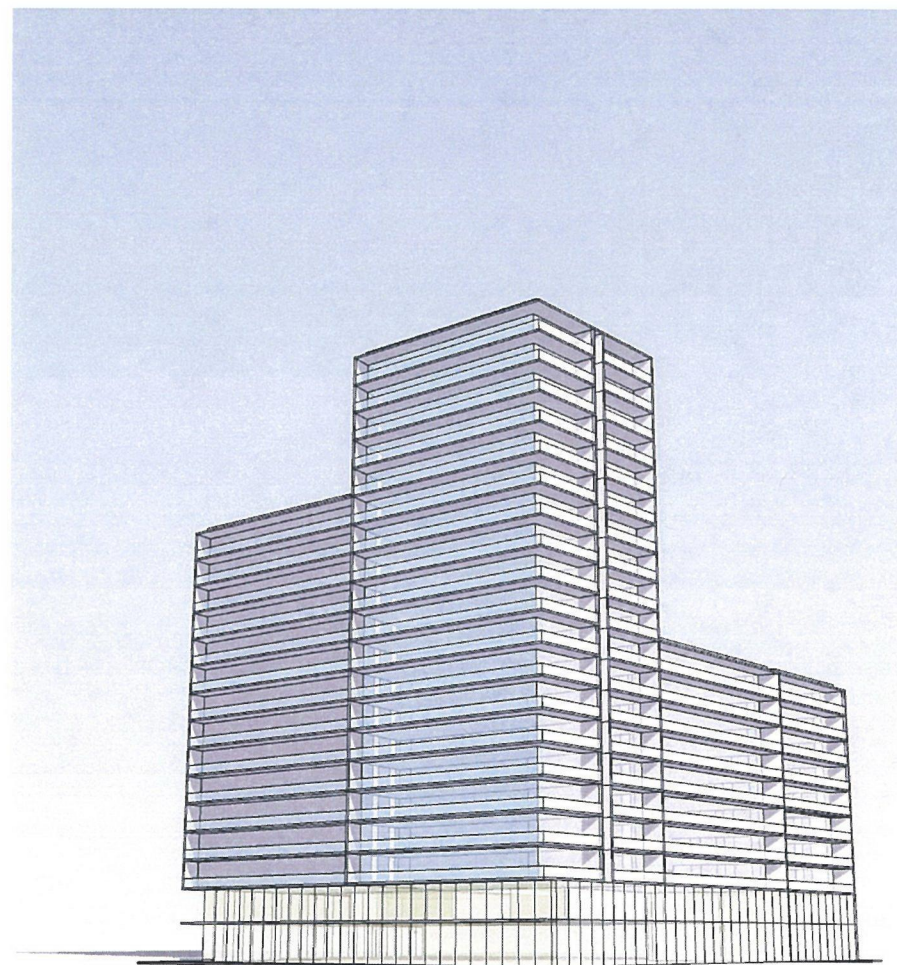
AERIAL VIEW LOOKING FROM SOUTH WEST

7.1 OPTION A

SOUTH-WEST CORNER / COURTYARD



CORNER OF BEAMISH STREET + NINTH AVENUE



7.2 OPTION B

Option B comprises perimeter buildings to the three street frontages creating a central courtyard. Each building has zero setback to its respective street frontage with buildings, creating street walls. Building C is setback above 4 storeys to respond to the residential streetscape of Campsie Street.

HEIGHT

- 2 storey podium across the site
- 5 buildings ranging in height from 12 - 28 storeys
- 28 storey element in the form of a tower at the corner of Beamish Street and Ninth Avenue
- 5 x basement parking levels
- Communal open space on roof of Building C and courtyard

SETBACKS

Beamish Street:

- Nil setback
- Corner articulation for public entries to ground and L2 floor retail podium

Ninth Avenue:

- Nil setbacks

Campsie Street:

- Nil setback L1 - L4
- 4m setback L5 - L14

FLOOR PLATE

- Ground floor - full site coverage for internal court or anchor tenant.
- First Floor and above - 'horse shoe' plan, maximum 22m depth

SCALE

- Continuous awning to Ninth Avenue, Beamish Street and the corner (Building B) of Campsie Street
- Lower scale buildings, 12 storeys, set back from Beamish Street to address Campsie Street and Ninth Avenue
- Additional 4 metre street setback to upper storeys on Campsie Street

ACCOMMODATION

- 4,850m² retail and commercial space
- 303 dwellings (@ 95m² / unit approximate)

FSR

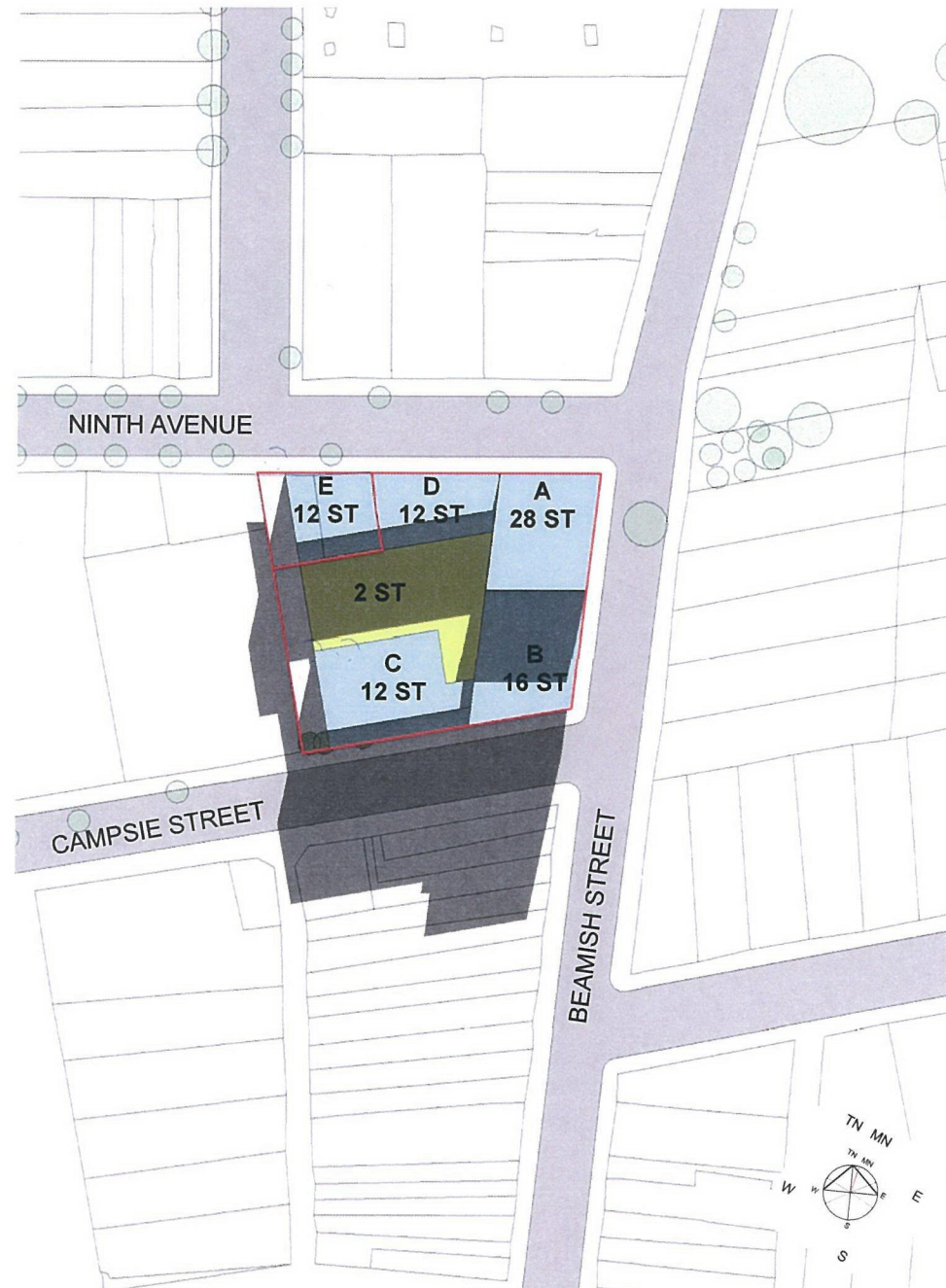
- Floor space ratio is 8.77:1 (33,605sqm GFA)
- Comprising: 4,850m² retail/ commercial and 28,755m² residential.

CONCLUSION

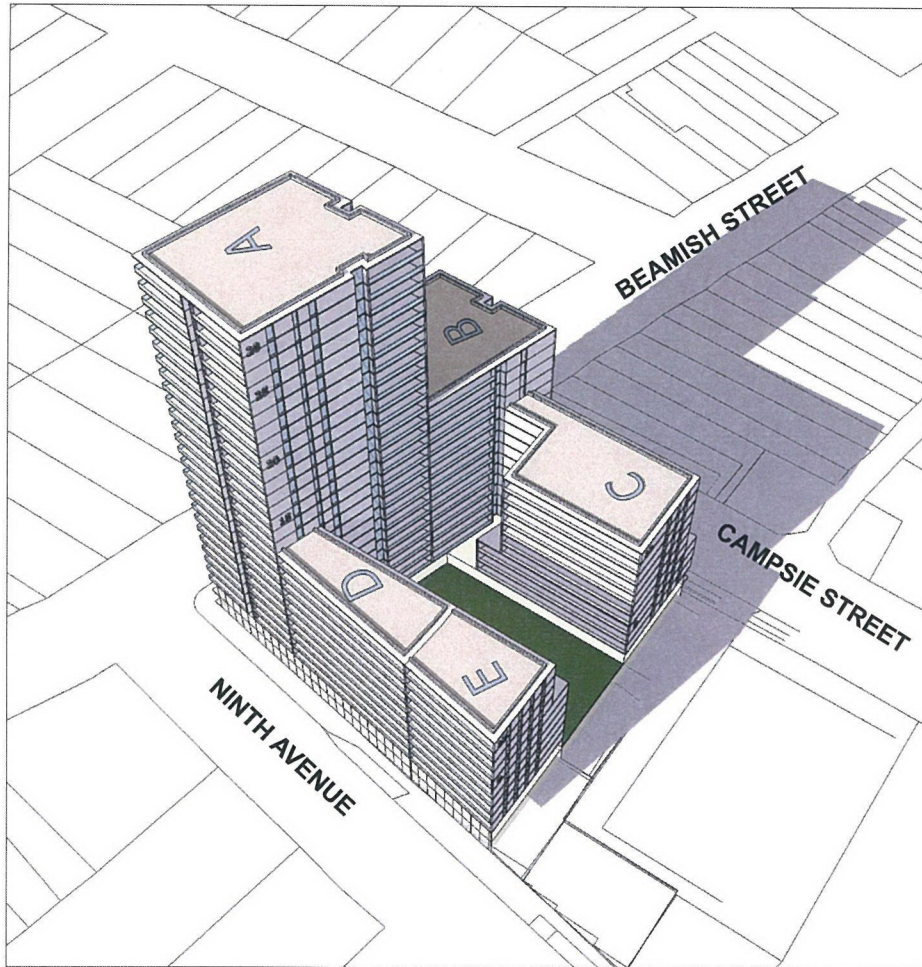
Option B increases the residential density in this key location taking advantage of its close proximity to the Campsie Railway Station.

The building height and bulk creates a continuous perimeter block wall to the three street frontages with the tower element marking the key corner. Higher buildings address Beamish Street and the two street corners. Lower scaled buildings address Campsie Street and Ninth Avenue creating the transition to the neighbouring residential zone.

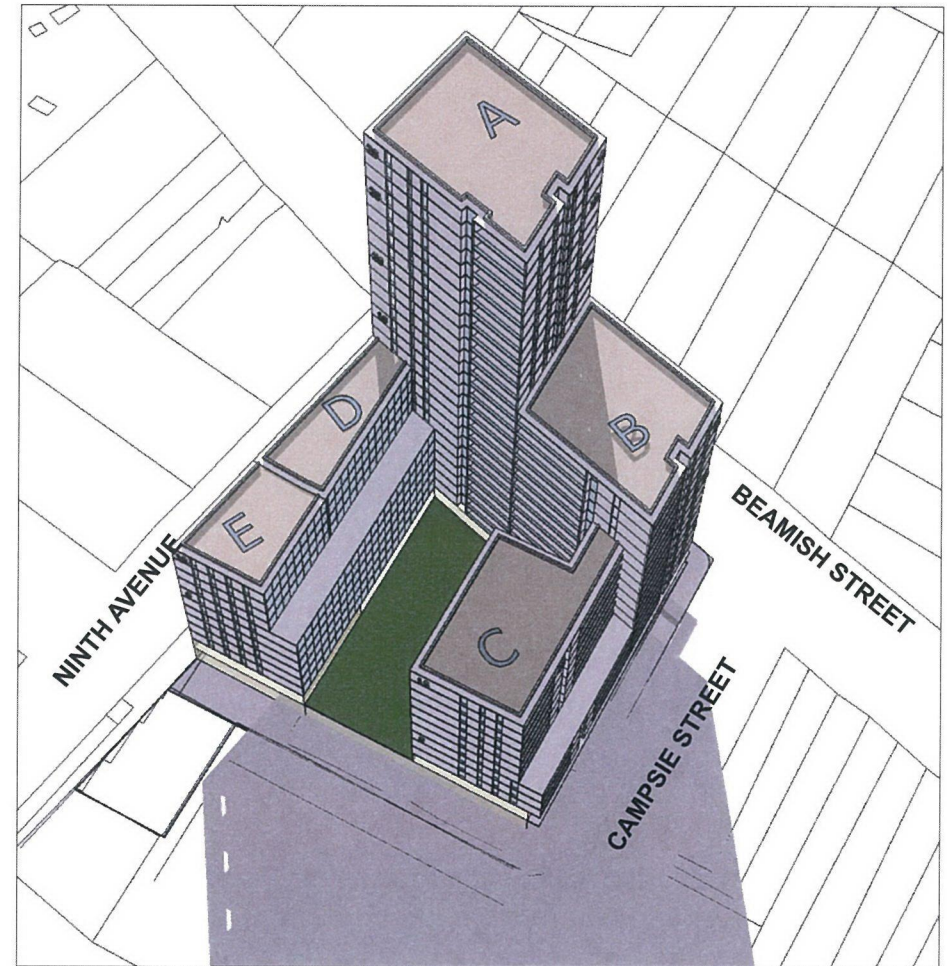
The lower scaled buildings and the setback of Block C reduces the impact of shadowing the properties to the south of the site.



7.2 OPTION B



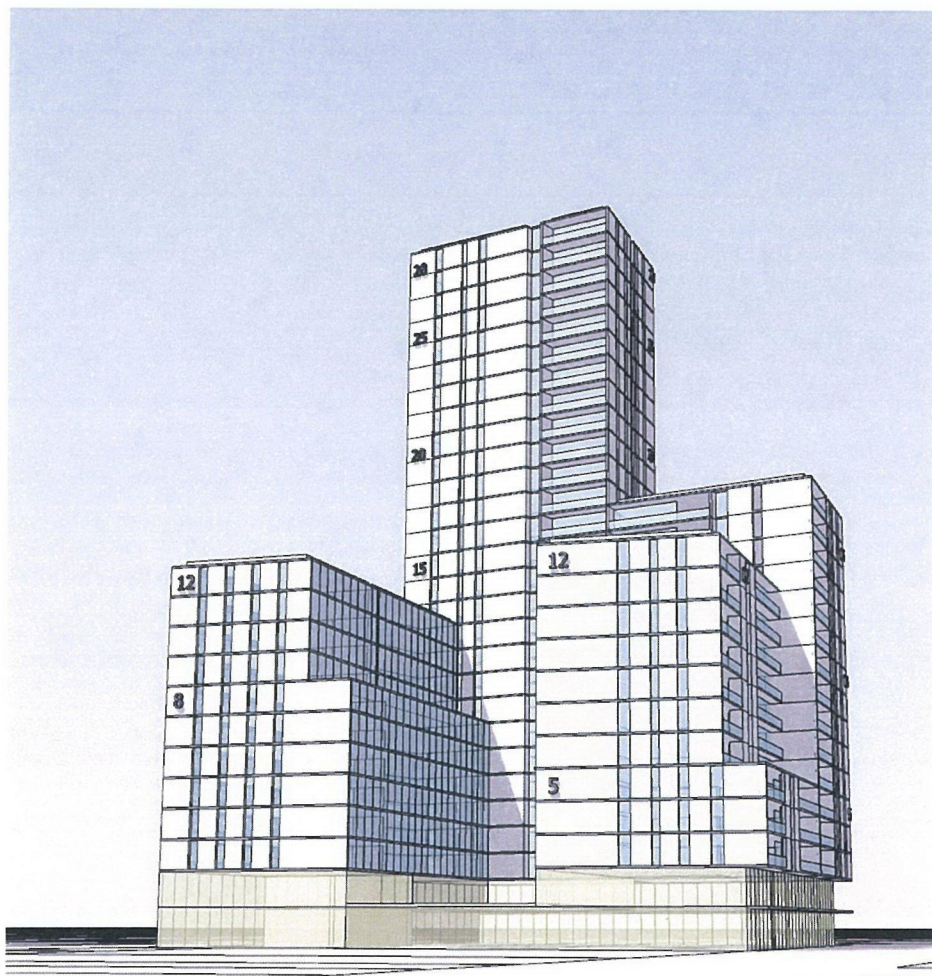
AERIAL VIEW LOOKING FROM NORTH WEST



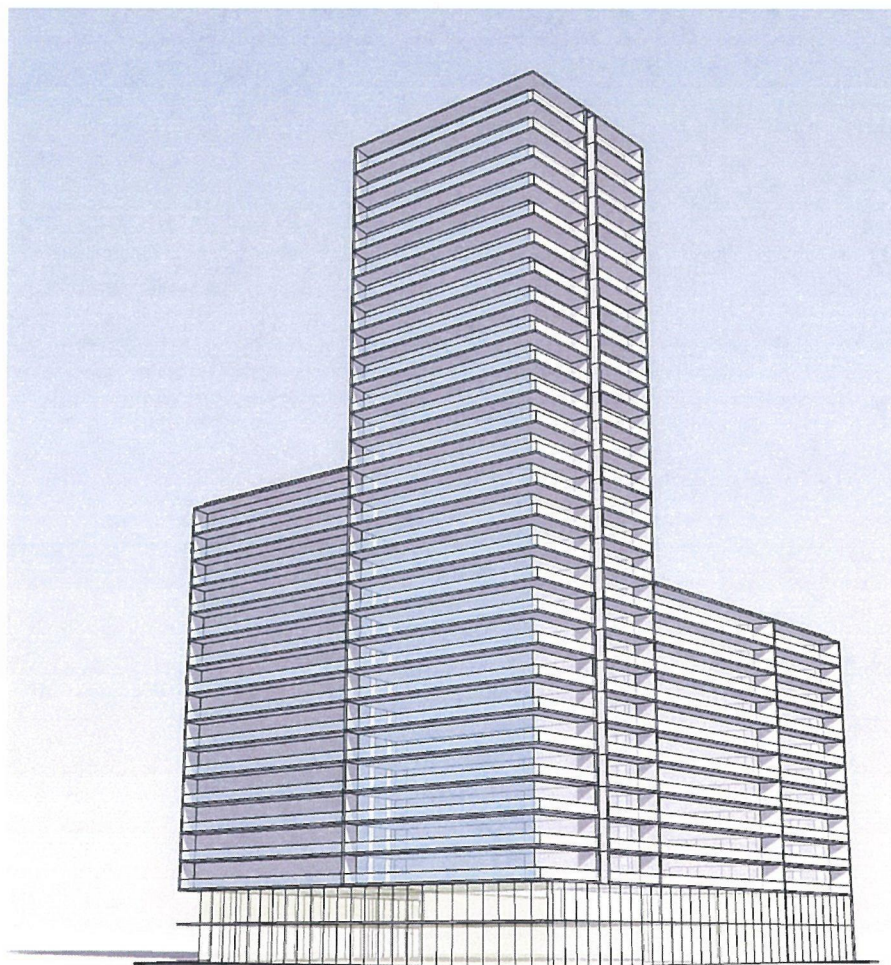
AERIAL VIEW LOOKING FROM SOUTH WEST

7.2 OPTION B

SOUTH-WEST CORNER / COURTYARD



CORNER OF BEAMISH STREET+ NINTH AVENUE



7.2 OPTION C (PREFERRED)

Option C comprises streets walls to the three street frontages forming a central courtyard. Building forms fragment into individual buildings above 4 storeys allowing daylight and solar access through the site. A tower element at the corner of Beamish Street and Ninth Avenue highlights the key corner.

HEIGHT

- 2 storey podium across the site
- 5 building ranging in height from 8-25 storeys
- 28 storey element in the form of a tower at the corner of Beamish Street and Ninth Avenue
- Communal open space on roof of Building D and podium courtyard.

SETBACKS

Beamish Street:

- Nil setback
- Corner articulation for public entries to ground floor and L2 retail podium

Ninth Avenue:

- Nil setbacks

Campsie Street:

- Nil setback L1 - L4
- 4m setback L5 - L12

FLOOR PLATE

- Ground floor and Level 2 - full site coverage for internal court or anchor tenant
- Level 3 and above - 'horse shoe' plan, maximum 22m depth

SCALE

- Continuous awning to Ninth Avenue, Beamish Street and the corner (Building B) of Campsie Street
- Building bulk articulated by variety of building heights 8, 14, 19 & 25 storeys
- Openings between buildings to allow daylight and views through site

ACCOMMODATION

- 6,900m² retail and commercial space
- 310 dwellings (@95m²/unit approximate)

FSR

- Floor space ratio is 9.5:1 (36,299m² GFA)
- Comprising: 6,900m² retail/ commercial and 29,400m² residential.

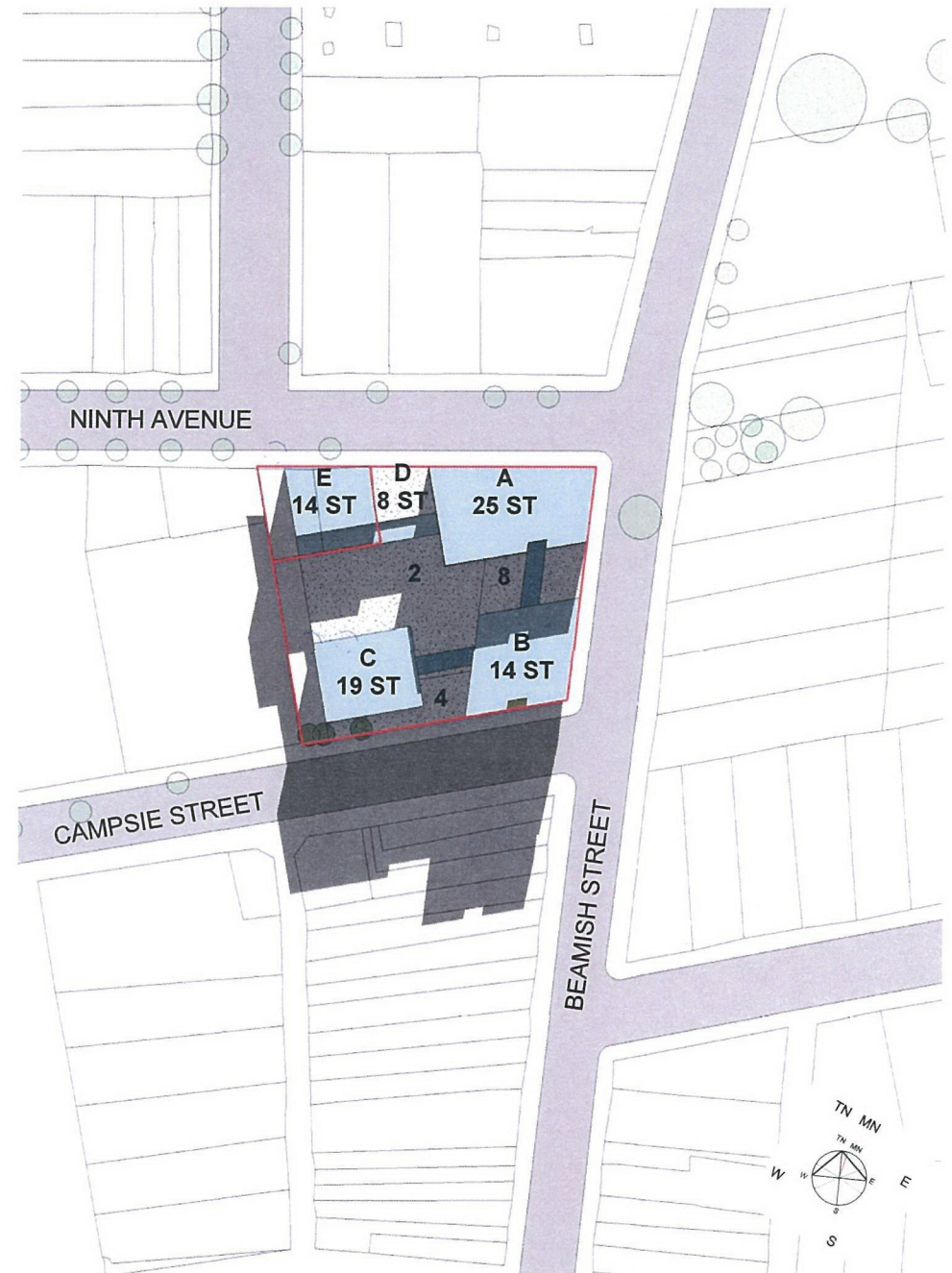
CONCLUSION

Option C increases the residential density in this key location taking advantage of its close proximity to the Campsie Railway Station.

Street walls are established at Ground - L4 and then fragment by providing building separation between buildings substantially reducing building mass.

Varying building heights and creating openings between the buildings reduces shadowing impact on the properties to the south of the site and creates view corridors through the site.

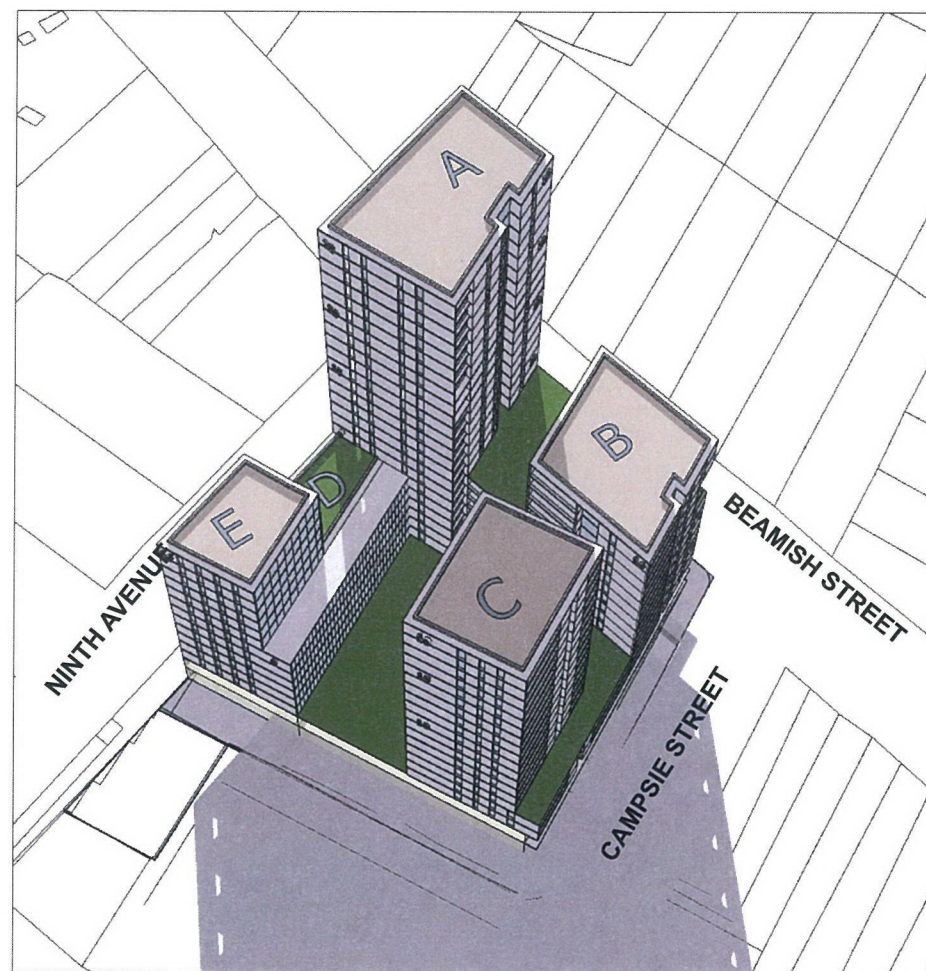
The maximum building height responds to the maximum building height nominated in the draft New Parramatta Road Strategy which seeks similar outcomes to the Sydenham to Bankstown Corridor Urban Renewal and assists in achieving an appropriate density for this key site.



7.3 OPTION C (PREFERRED)



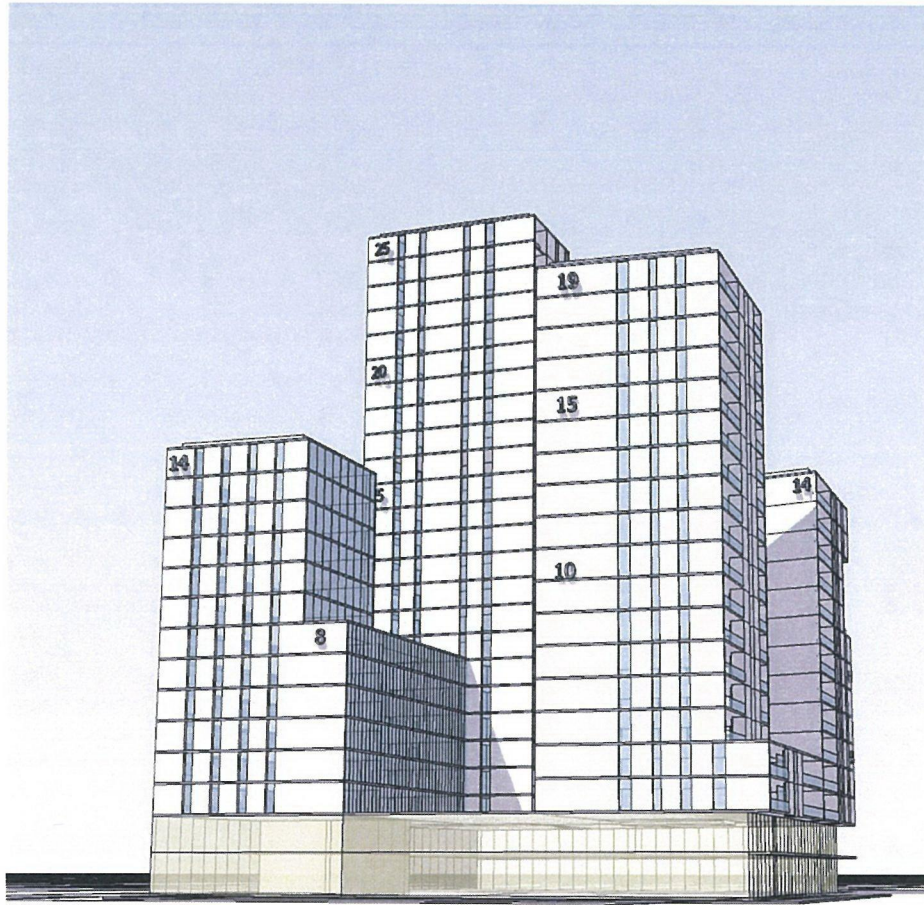
AERIAL VIEW LOOKING FROM NORTH WEST



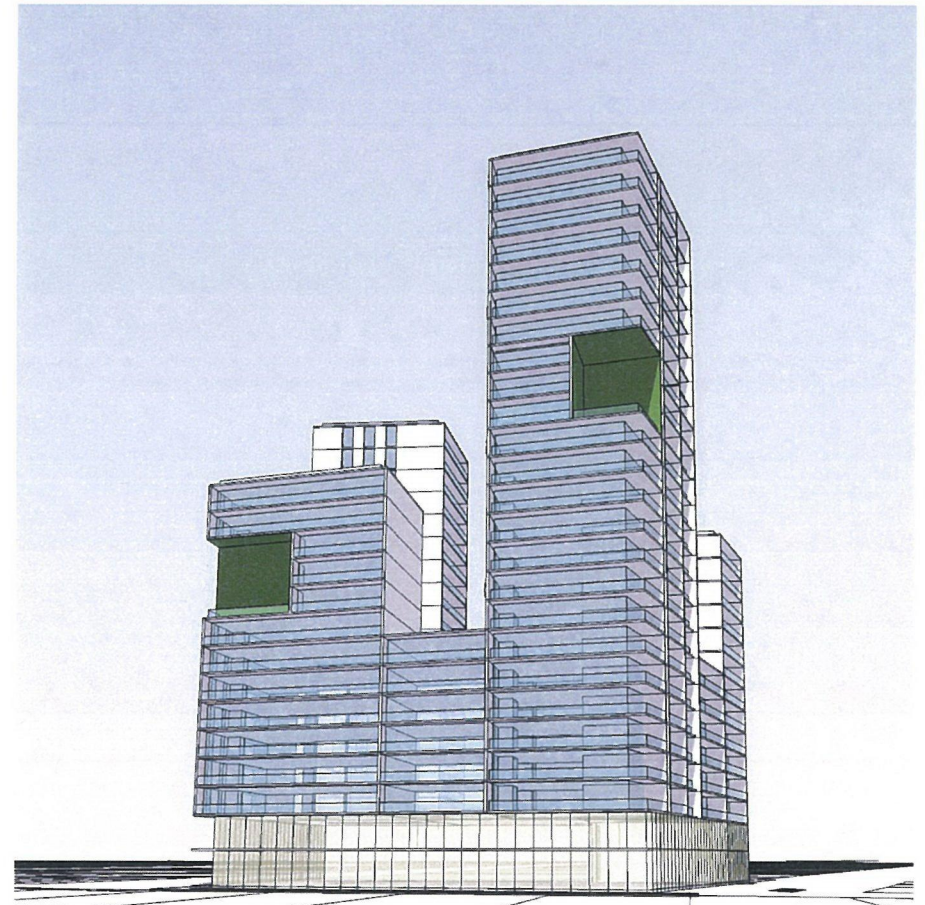
AERIAL VIEW LOOKING FROM SOUTH WEST

7.3 OPTION C

SOUTH-WEST CORNER / COURTYARD



CORNER OF BEAMISH STREET + NINTH AVENUE

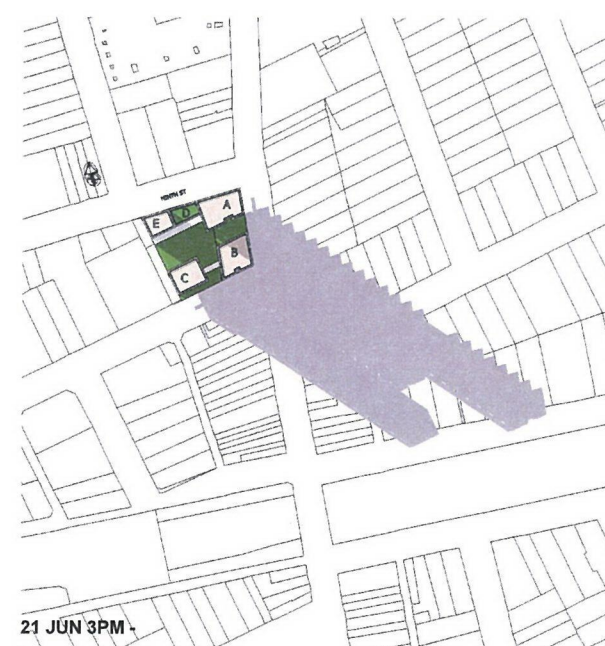
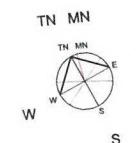


7.4 SOLAR ACCESS STUDY

In order to determine the shadowing impact of the preferred option, Option C a solar access study has been undertaken at the key times of 9am, 12pm and 3pm for mid-winter, winter solstice.

From the study it can be assessed that:

- The proposed development of the site receives excellent solar access in mid-winter
- That due to the orientation of the site the shadowing allows 2 hours of sun light to the surrounding properties and is primarily over the 'back of house' of Beamish street shopping district
- The shadows are 'fast moving' shadows
- There is no shadowing of Campsie Railway Station, a building of state significance



7.5 SEPP 65 AND APARTMENT DESIGN GUIDE REVIEW

To demonstrate that the site can accommodate increased density and height and still achieve a high level of amenity the preferred option, Option C, has been assessed against the Part 3 Objectives of the Apartment Design Guide.

This investigation indicates that compliance with SEPP 65 and the Apartment Design Guide can be achieved at Development Application Stage through design development, refer to the Table.

APARTMENT DESIGN CODE PART 3 OBJECTIVES		OPTION C (PREFERRED OPTION) FSR: 9.95:1 MAX STOREYS: 33
3A-1	Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context	COMPLIES
3B-1	Building types and layouts respond to the streetscape and site while optimising solar access within the development	COMPLIES
3B-2	Overshadowing of neighbouring properties is minimised during mid winter	COMPLIES
3C-1	Transition between private and public domain is achieved without compromising safety and security	ACHIEVABLE
3C-2	Amenity of the public domain is retained and enhanced	COMPLIES
3D-1	An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping	COMPLIES
3D-2	Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting	COMPLIES
3D-3	Communal open space is designed to maximise safety	ACHIEVABLE
3D-4	Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood	NOT APPLICABLE
3E-1	Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality	MEETS THE DESIGN CRITERIA BY PROVIDING DEEP SOIL PLANTING BEDS OVER STRUCTURE
3F-1	Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy	COMPLIES
3F-2	Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space	COMPLIES
3G-1	Building entries and pedestrian access connects to and addresses the public domain	COMPLIES
3G-2	Access, entries and pathways are accessible and easy to identify	ACHIEVABLE
3G-3	Large sites provide pedestrian links for access to streets and connection to destinations	ACHIEVABLE
3H-1	Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes	COMPLIES
3J-1	Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas.	COMPLIES
3J-2	Parking and facilities are provided for other modes of transport	COMPLIES
3J-3	Car park design and access is safe and secure	ACHIEVABLE
3J-4	Visual and environmental impacts of underground car Parking are minimised.	ACHIEVABLE

7.6 URBAN FORM PROJECTION

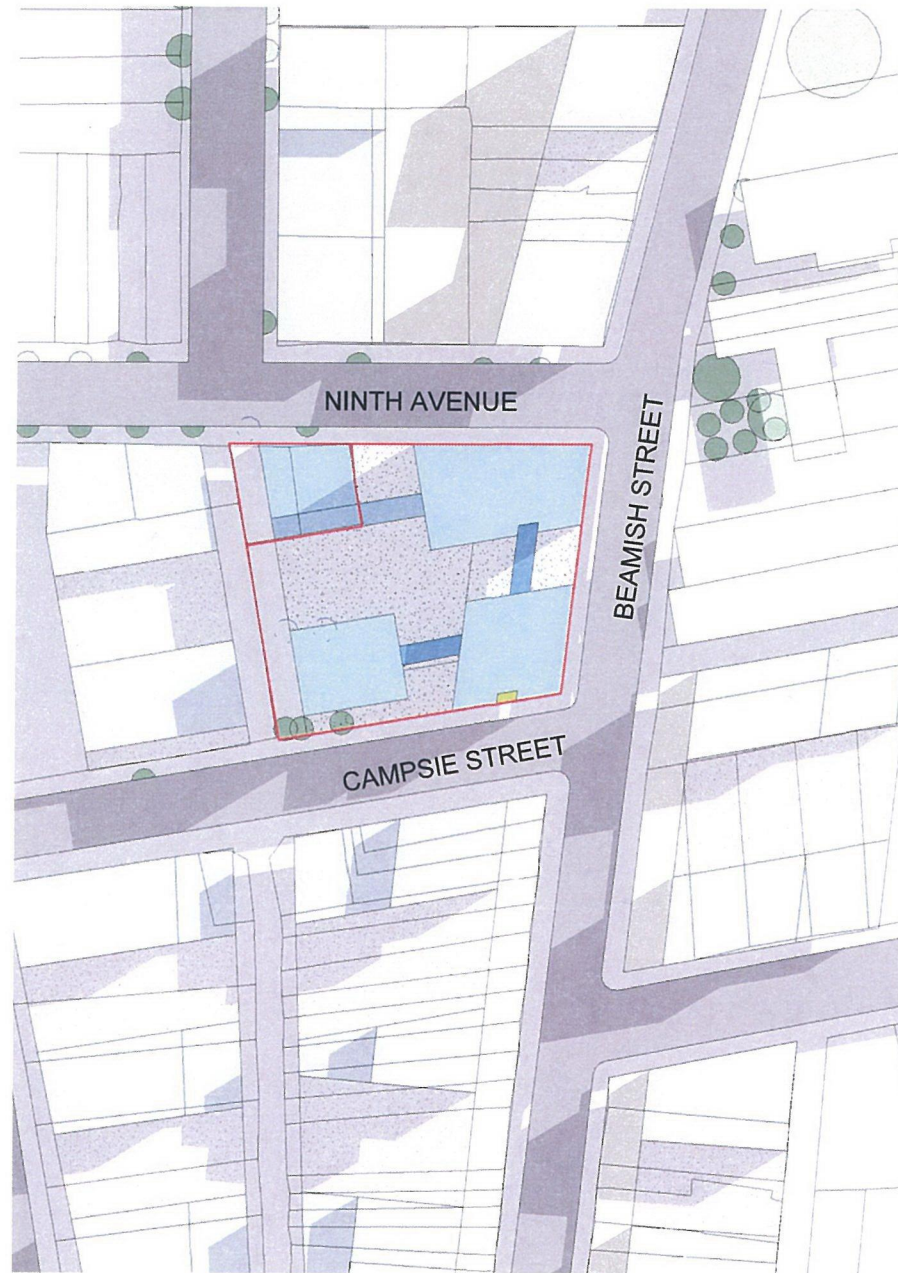
Campsie Town Centre is less than 15km from the CBD and only 10km from Sydney Airport. The recently announced Sydney Metro will pass through Campsie Railway Station and under the Sydney Metropolitan Strategy new housing is to be encouraged in established urban areas with good access to public transport.

Campsie Town Centre has changed little, with population growth nearly stagnate, this is primarily due to low incentives within the planning controls. Currently there is very little housing choice and what there is poor quality.

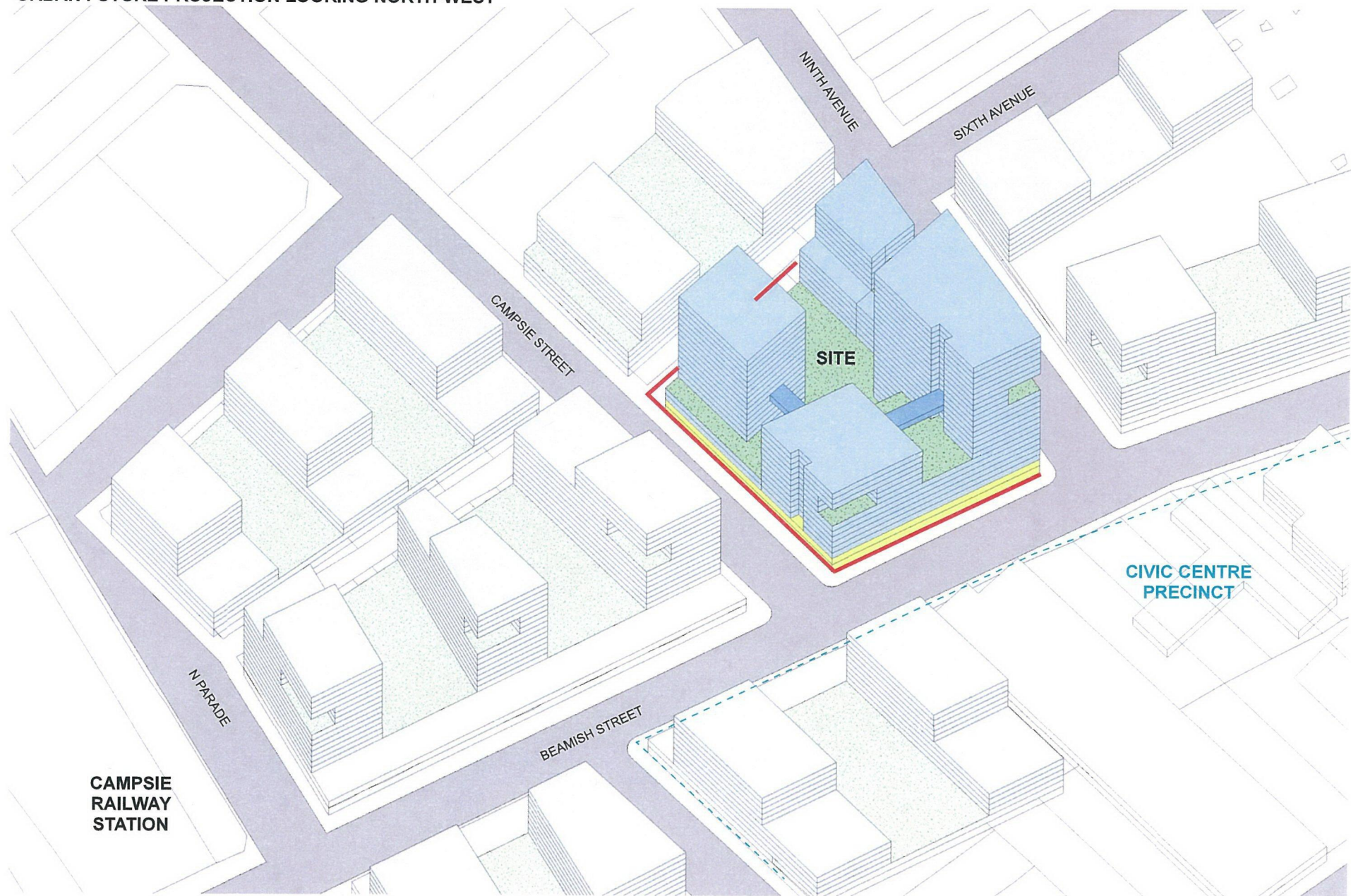
The proposal for No.124-142 Beamish Street should be viewed within the larger context of future development of the Town Centre.

An urban form projection of the precinct surrounding the subject site is demonstrated in the following two figures. The predominantly 2 storey strip shopping of southern Beamish Street is maintained with the higher development setback in 'slimline' 10 -12 storey building blocks, making use of the deep sites. This model is far more likely to encourage development within the Centre rather than the traditional 6-8 'street wall' model which would require a large number of individual owners to come to agreement to redevelop. The single building block option requires 22m width, or 3 - 4 existing lots to be amalgamated.

The subject site has been given additional height at the corner of Beamish Street and Ninth Avenue and does not have the two storey height limit to Beamish Street. This is in recognition of its significant location within the northern end of the Town Centre: opposite the Civic Centre and the key corner intersection of Beamish Street and Ninth Avenue. The site ends the retail shopping strip and signals the change in the natural landscape; Beamish begins to slope down to the Cooks River to the north.



URBAN FUTURE PROJECTION LOOKING NORTH-WEST





8.1 STREET LEVEL VIEWS
VIEW A - BEAMISH STREET LOOKING SOUTH

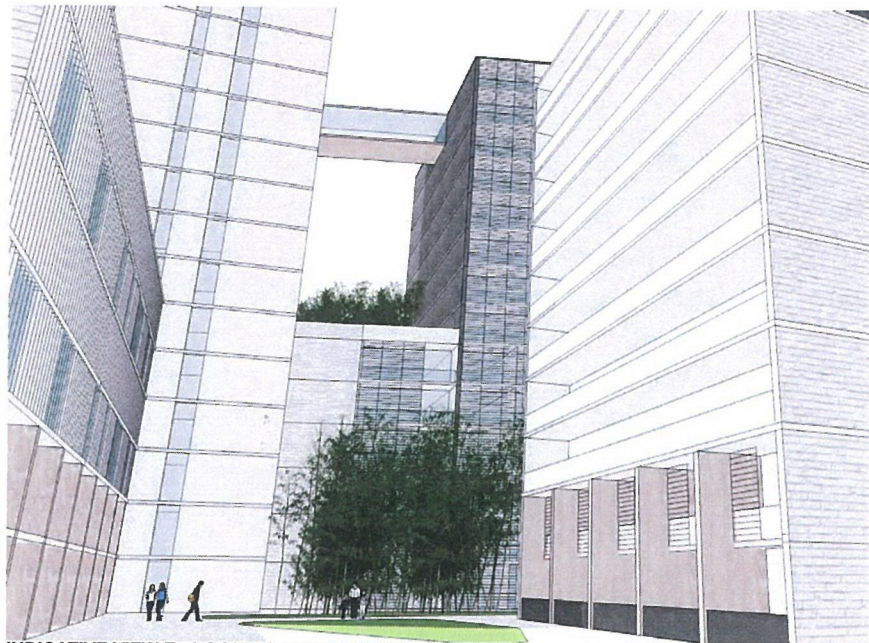


8 CONCEPT VISUALISATION

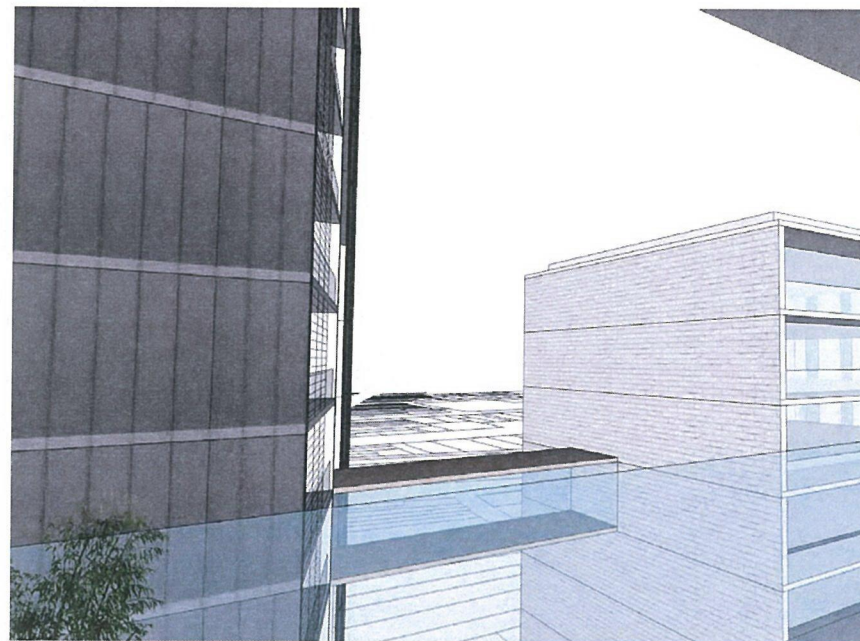
VIEW B - CAMPSIE STREET LOOKING EAST



8.2 COURTYARD VIEWS



INDICATIVE VIEW E - LOOKING NORTH IN COURTYARD



INDICATIVE VIEW F LOOKING SOUTH TO BRIDGE AND DISTRICT VIEWS

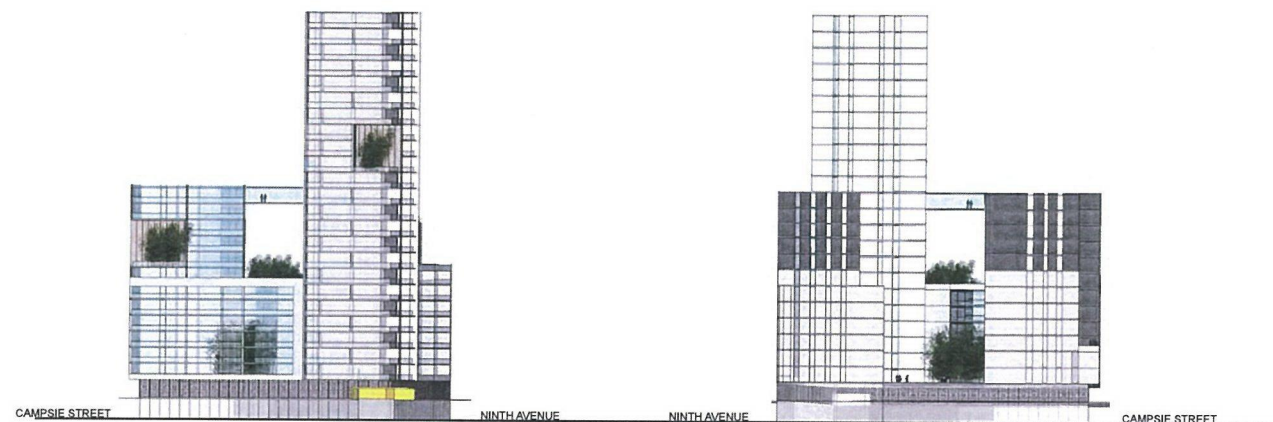


INDICATIVE VIEW G - LOOKING EAST TO BRIDGE AND CITY VIEWS



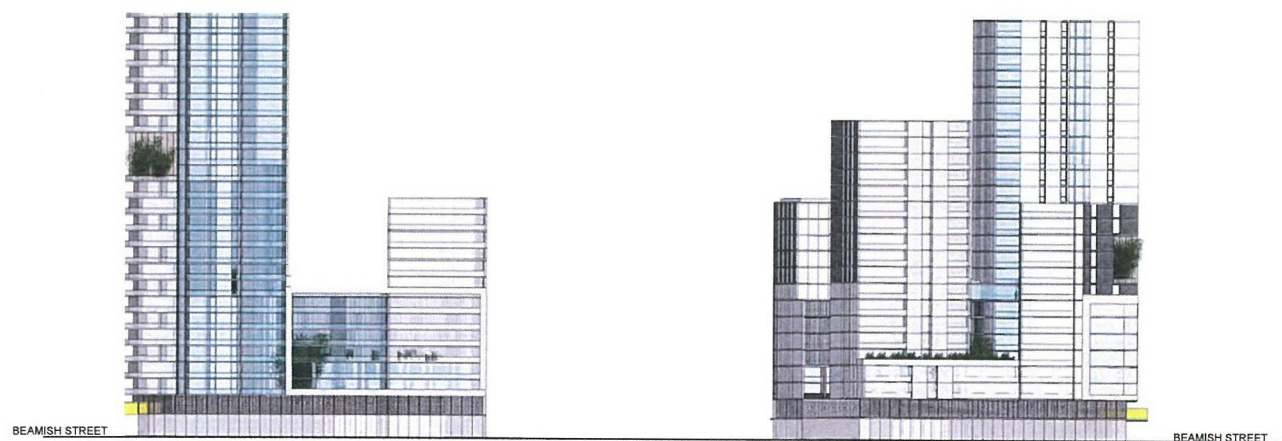
INDICATIVE VIEW H - LOOKING NORTH FROM SOUTH PODIUM

8.3 CONCEPT ELEVATIONS



INDICATIVE EAST ELEVATION: BEAMISH STREET

INDICATIVE WEST ELEVATION



INDICATIVE NORTH ELEVATION: NINTH AVENUE

INDICATIVE SOUTH ELEVATION: CAMPSIE STREET

9.0 CONCLUSION

This Urban Design Report has identified that the current planning controls for the Campsie Town Centre, and in particular for the subject site, are not adequate. They do not encourage development and have resulted in poor quality building stock to date.

This Report has established that Campsie Town Centre is a significant Centre that requires a full review of its present controls to allow adequate future development to meet housing demands and design excellence.

The three options tested in this Report investigated building models, density and heights across the site. Option C was determined to be the preferred option, establishing a model that could set up an urban framework for the Town Centre.

Option C provides a building model of increased height and density for the precinct. It demonstrates that:

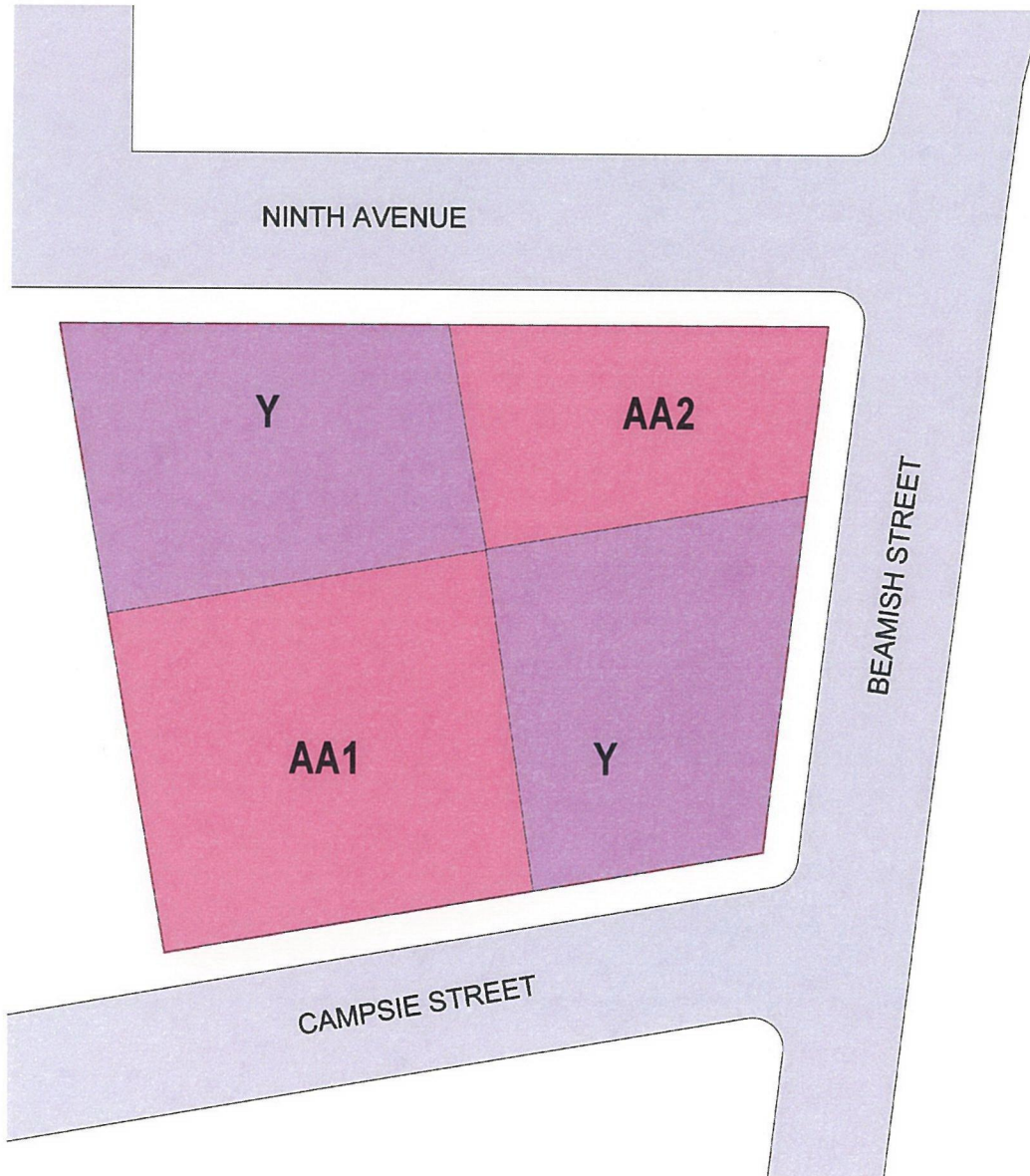
- the building blocks form street walls that reinforce street patterns
- the key site is 'marked' with a tower form
- the building mass is reduced by introducing building separation
- fragmented forms create view and daylight corridors through the site,
- two level podium suitable for anchor tenant or food court,
- built form that 'turn' corners encouraging pedestrian movement off Beamish Street into the surrounding streets
- the opportunity to significantly increase the residential population in an important urban centre within 200m of Campsie Railway Station
- the built form model meets the requirements of State Environmental Policy No.65 - Design Quality of Residential Flat Development and key amenity standards of the Apartment Design Guide

The redevelopment with high architectural merit will provide future benefit for Campsie town centre in terms of urban renewal and by setting the standard for future developments.

10.0 STRUCTURE PLAN HEIGHT OF BUILDING

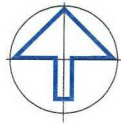
The Planning Proposal seeks for an increased building height across the subject site and the Town Centre. The proposed building heights are shown in the HOB Structure Plan are based on Part 4C Ceiling Heights of the ADG:

- 3.1m floor to floor
- +0.5m for ground floor mixed use developments
- +1.0m for lift overrun/ parapet



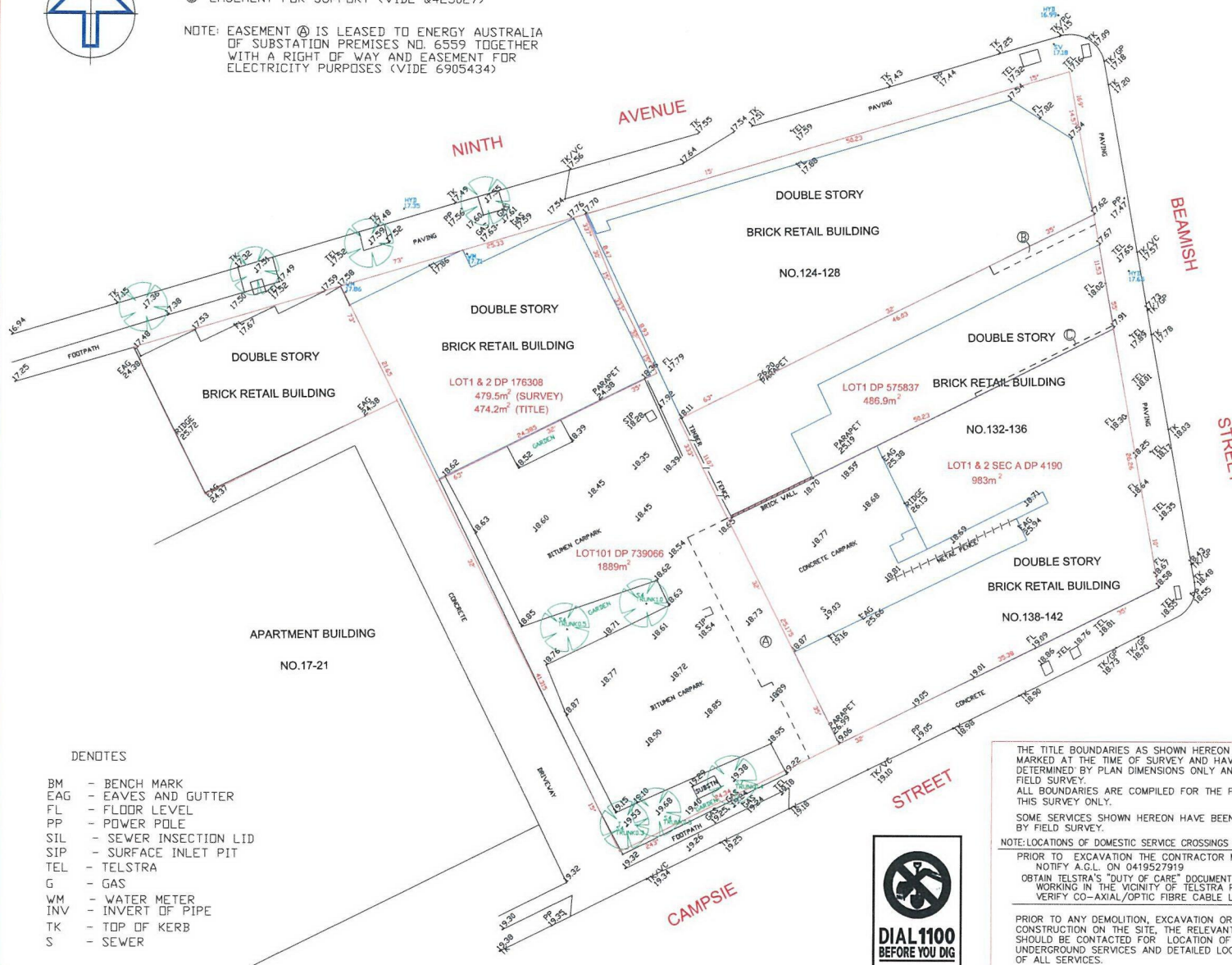
LEGEND

	Y	50
	AA1	60
	AA2	79



- Ⓐ FOR RIGHT OF CARRIAGEWAY (VIDE DP739066)
- Ⓑ RIGHT OF FOOTWAY 09.15 WIDE (VIDE K821441)
- Ⓒ EASEMENT FOR SUPPORT (VIDE Q425027)

NOTE: EASEMENT Ⓐ IS LEASED TO ENERGY AUSTRALIA OF SUBSTATION PREMISES NO. 6559 TOGETHER WITH A RIGHT OF WAY AND EASEMENT FOR ELECTRICITY PURPOSES (VIDE 6905434)



DENOTES

- BM - BENCH MARK
- EAG - EAVES AND GUTTER
- FL - FLOOR LEVEL
- PP - POWER POLE
- SIL - SEWER INJECTION LID
- SIP - SURFACE INLET PIT
- TEL - TELSTRA
- G - GAS
- WM - WATER METER
- INV - INVERT OF PIPE
- TK - TOP OF KERB
- S - SEWER



THE TITLE BOUNDARIES AS SHOWN HEREON WERE NOT MARKED AT THE TIME OF SURVEY AND HAVE BEEN DETERMINED BY PLAN DIMENSIONS ONLY AND NOT BY FIELD SURVEY.
ALL BOUNDARIES ARE COMPILED FOR THE PURPOSE OF THIS SURVEY ONLY.

SOME SERVICES SHOWN HEREON HAVE BEEN LOCATED BY FIELD SURVEY.

NOTE: LOCATIONS OF DOMESTIC SERVICE CROSSINGS ARE UNKNOWN.

PRIOR TO EXCAVATION THE CONTRACTOR MUST:
NOTIFY A.G.L. ON 0419527919
OBTAIN TELSTRA'S "DUTY OF CARE" DOCUMENT REGARDING WORKING IN THE VICINITY OF TELSTRA PLANT.
VERIFY CO-AXIAL/OPTIC FIBRE CABLE LOCATION

PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, THE RELEVANT AUTHORITY SHOULD BE CONTACTED FOR LOCATION OF FURTHER UNDERGROUND SERVICES AND DETAILED LOCATIONS OF ALL SERVICES.

SURVEYORS

NORTHWEST
P.O. BOX 7388, BAULKHAM HILLS
N.S.W. 2153 Australia
Mobile: 0400555514 or 041841 6285
Email: ms@ecpsurveyors.com.au

CLIENT/PROJECT

J GROUP

ONE BEAMISH & CAMPSIE ST & NINTH AVE
CAMPSIE

SURVEYOR:	AHBK
CHECK:	MS
AUTHORISED:	MS

DETAIL SURVEY	
AUTHORITY	CANTERBURY
PROPERTY	LOT 101 DP 739066 LOTS 132 DP 176308 LOT 1 DP 575837 LOTS 132 SEC A DP 4190
LOCALITY	CAMPSIE
ORIGIN OF LEVELS	SSM 54069
DATUM	AHD
DATE	17/9/14
DRAWN BY	AH
SHEET	1 OF 2
DRAWING No.	ECF453.D.01
AMENDMENT	A

No.	AMENDMENTS	DRAWN	DATE:
A	AMEND BOUNDARY DIST. AND EASEMENTS	MS	18/11/2014

FILE NAME: ECF453.D.01A

ABOUT US

Stanisic Architects was setup in 1990. From the beginning the practice has focused on architecture, urbanism and interiors. It is in an energetic, inner city practice with a demonstrated record in the design of intelligent live, work and hybrid environments. The practice is committed to the continuing evolution of urban culture in Sydney, through the transformation of the living and working environment.

The architecture of the practice includes collective housing, offices, auto showrooms, master plans, DCPs, interior design and street design. The practice has designed projects throughout metropolitan Sydney. Most projects incorporate courtyards, slender-line building forms, gallery access, cross-over planning and multi-storey or maisonette plans with sky terraces to achieve a balance between personal comfort and energy consumption. Projects obsessively explore the qualities of space, light, sun and materiality to produce a climatically responsive modernism - Eco-minimalism.

Clients include developers, local council, State Government, institutional and community. The practice has designed and completed major faculty buildings at Nanhui University in mainland China.

Stanisic Architects comprises 20 professional staff: talented and insightful architects with a passion for architecture. Our approach is based on Director and Associate involvement in all projects, close liaison with the client, user groups and local authorities to satisfy the special requirement of each project. The practice is a DIMIA approved training organisation and has employed graduate architects from Germany, Canada and Ireland.

The Design Director of the practice is Frank Stanisic, former Vice President, Councillor and Chair of the Australian Institute of Architects. Frank maintains, professional, practice and teaching commitments. He has been teaching for over 20 years in undergraduate and Masters design studios at Universities of Sydney, New South Wales, Technology Sydney and Newcastle.

Stanisic Architects has received numerous national, state, and local architecture awards, most significantly the AIA Architecture Award for Commercial Architecture (2011), national AIA Frederick Romberg Award (2008) and inaugural AIA Aaron Bolot Award (2008) for residential architecture, RAIA Special Jury Award (2006), the prestigious RAIA Wilkinson Award (2003) and the inaugural Premiers' Award for Excellence in Residential Design (2001) and many industry sustainability awards.

Stanisic Architects has won several invited design competitions, including Mission Haymarket (2008), Park Central Sydney (2003), Rhodes Waterside (2003) and Mondrian (2000). It has won international competitions including Parramatta Road Design Ideas (2001) and the Green Square Urban Design Ideas (1996). The practice completed a proposal for the USYD Faculty of Law, an invited competition, in association with the Berlin office of Axel Schultes Architekten. Frank Stanisic was the Master Planner for Green Square, the largest urban renewal project in Sydney.

Projects have been published nationally and internationally and are extensively illustrated in the recent Apartment Design Guide, published by Planning NSW, as a primer for residential design in relation to SEPP 65, Stanisic LiveWork, a selection of realised and unrealised 20 projects from the past 10 years was recently published by Pesaro Press.

AWARDS

2014

AIA Architecture Commendation, Multi Unit Housing, Mission

2011

AIA Architecture Award, Commercial Building, Era

AIA National Architecture Award, finalist Commercial Building, Era

AIA Architecture Award, finalist, Sustainability, Era

AIA Architecture Award, finalist, Urban Design, Era

2010

BPN/Environ Sustainability Award, Small Commercial, Era

AIA Architecture Award, finalist, Multiple Housing, Coda

2009

AIA Architecture Award, finalist, Multiple Housing, Coda

2008

AIA Frederick Romberg Award for Residential Architecture - Multiple Housing, Edo

AIA Aaron Bolot Award for Residential Architecture, Edo

BPN/Environ Sustainability Award, Commendation, High Density Housing, Coda

2007

BPN/Environ Sustainability Award, Low Density Housing, Edo

RAIA Architecture Award, finalist, Residential, Edo

2006

RAIA Special Jury Award, Zone and Spectrum

UDIA NSW Award for Excellence 2006, Commendation Urban Renewal, Zone

2004

UDIA Mixed Use Project Award, Rhodes Waterside, Lot 4

FGS/TAS Gold Medal, Green Building Award, Mondrian

FGS/TAS Silver Medal, Green Building Award, Spectrum