

Engagement Report

Proposed Shop-top Housing and Concurrent Rezoning, 26-30 Campsie Street & 1 Assets Street, Campsie

SSD - 99727456

**Prepared for:
Nascon Asset Pty Ltd**

MAY 2026

Sarah George Consulting
Social Planning Consultants

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Executive Summary

This Engagement Report prepared by Sarah George Consulting on behalf of Nascon Asset Pty Ltd (the Applicant) and supports a State Significant Development Application (SSD – 99727456) via the Housing Delivery Authority (HDA) pathway for a shop-top development and concurrent rezoning application relating to the site at 26-30 Campsie Street & 1 Assets Street, Campsie.

The subject application seeks consent for:

- Demolition of existing structures on the sites
- Construction of a 16 storey shop-top housing development including:
 - Approximately 116 apartments including affordable housing
 - A child care centre
 - A single retail premise
- Vehicle access to the site proposed from Wilfred Avenue.

A concurrent rezoning application to amend the Canterbury-Bankstown Local Environmental Plan 2023 (CBLEP) is also proposed to facilitate the proposed development:

- Floor Space Ratio of 6.7:1
- Maximum Height of Building of approximately 61 metres.

Community engagement activities were undertaken as part of the SEARs requirements for the preparation of an Environmental Impact Statement (EIS) to accompany an application to the Department of Planning, Housing and Infrastructure (DPHI) for a state significant development. This report details the consultation undertaken with surrounding landowners and occupiers and other groups, as required under the 'Consultation' section of the SEARs.

A comprehensive engagement process was undertaken between September 2025 – February 2026, which included a letterbox drop to properties in the vicinity of the subject site, letters and emails sent to key stakeholders. A QR code linking to a SIA survey to gather community sentiment and feedback was included in the distributed notice.

In addition to notices, a Community Information Webinar was scheduled for 18 March 2026 via Microsoft TEAMS.

Engagement activities focused on the following groups:

- The surrounding community including residents and businesses
- Canterbury Bankstown Council
- NSW Police
- Metropolitan Local Aboriginal Land Council
- Sydney Water
- Ausgrid

- Transport for NSW
- Sydney Trains
- Fire & Rescue NSW
- School Infrastructure

The majority of interest and feedback was largely from immediate neighbours to the subject site. A total of one phone call and one email seeking assistance with the survey were received.

The SIA survey generated a total of 3 responses.

Direct feedback provided by community members expressed support for the proposal noting the need for affordable housing and housing diversity in a location close to shops and public transport.

The most commonly raised concerns related to:

- Proposed height – visual scale, overshadowing, privacy, and departure from the Campsie masterplan
- Traffic impacts, particularly on local roads
- Impact on on-street car parking associated with increased dwellings and proposed child care centre.

The issues raised by the local community have generally been addressed in the suite of reports that accompany the application that address traffic, environmental impacts, social impact, drainage and ecological impacts. Impacts associated with works on the site such as trucks on local roads, and road safety impacts during works, can be addressed through conditions of consent and best practice construction management practices.

1.0 BACKGROUND

This Engagement Report prepared by Sarah George Consulting on behalf of Nascon Asset Pty Ltd (the Applicant) supports a State Significant Development Application (SSD - 99727456) via the Housing Delivery Authority (HDA) pathway for a proposed shop-top housing development including affordable housing on the site at 26-30 Campsie Street & 1 Assets Street, Campsie.

The site sits adjacent to the Bankstown Line and is approximately 270m walking distance from the future Campsie Metro Station. Development surrounding the subject site is predominantly residential including multi-storey residential flat buildings, semi-attached dwellings and separate houses.

The site has an area of approximately 1,725.8m² with frontages to Campsie Street, Assets Street and Wilfred Avenue. The subject site is illustrated on Figure 1 below.

Figure 1: Subject site



This report outlines the community engagement strategies used, includes feedback provided by the community via email, phone or by post. Information provided to the community, the notice inviting comment, and written feedback received, is included in Appendix A to this report.

2.0 PROPOSED DEVELOPMENT

The subject application includes two components, a proposed rezoning, and a proposed development.

The proposed rezoning is sought to seek the following amendments to the Canterbury Bankstown Local Environmental Plan 2023 (CBLEP):

- Increase the maximum building height to approximately 61m; and
- Increase the maximum FSR to approximately 6.7:1.

The proposed CBLEP amendments will facilitate development of the site, including:

- Demolition of existing structures on the sites
- Construction of a 16 storey shop-top housing development including:
 - Approximately 116 apartments including affordable housing, with the following mix:
 - 17 one bedroom apartments
 - 84 two bedroom apartments
 - 15 three bedroom apartments
 - A child care centre able to accommodate 107 children over ground floor and level 1
 - A single neighbourhood shop premise
- Vehicle access to the site proposed from Wilfred Avenue.

The proposed development is illustrated on the plans prepared by project architects Fuse accompanying the application.

The proposal includes 14 adaptable dwellings.

A total of 12 affordable housing units are proposed with a mix of one-, two- and three-bedroom units. These units will be managed by a registered Community Housing Provider. The affordable housing units will be dedicated affordable housing for a minimum of 15 years.

Table 2 – Proposed development

Site area	1,725.8m ²
Dwellings	• Total number – 116

	• 17 x 1-bedroom apartments • 84 x two-bedroom apartments • 15 x three-bedroom apartments
Adaptable dwellings	14 units
Affordable housing	12 units
Car Parking	• Resident – 114 (including 12 accessible spaces) • Visitor – 12 • Childcare centre – 12 staff, 13 visitor • Retail – 4 (including 1 accessible space) • Motorcycle – 3 spaces • Bicycle – 26 spaces
Communal open space	695m ² (40% of the site area)
Childcare Centre	• 107 children: ○ Ground level – 64 children ○ Level 1 – 43 children
Neighbourhood shop	100m ²

3.0 ENGAGEMENT OBJECTIVES AND METHODS

3.1 Consultation and Engagement Objectives

The purpose of the consultation and engagement activities undertaken was to consult with the local community to:

- Provide an opportunity, early in the planning process, for interested stakeholders and the community to hear more about the plans and ask questions.
- Undertake engagement with key interest groups.
- Showcase the plans of the proposed development for the site.
- Provide opportunities for the proposal to be amended, where reasonable, based on community feedback.

3.2 Engagement Guidelines for State Significant Projects

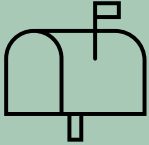
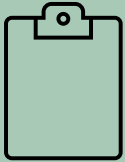
The aim of the engagement process was to gain an accurate understanding of issues specific to the community, to identify strategies to respond, where possible, to areas of impact, to ensure the community and other stakeholders had accurate information about what is proposed and that there were clear avenues of communication between the community and the project team.

The engagement strategy considered the requirements of the Department of Planning and Environments' *Undertaking Engagement Guidelines for State Significant Projects (March 2024)*, through:

- Engaging with relevant NSW Government agencies, Council, close neighbours and targeted members of the community.
- Informing the surrounding community of the site about opportunities to gain further information and consult with the project team.
- Explaining how community feedback will be considered and documented.
- Providing relevant information about the proposal to ensure that potential impacts are understood.
- Providing a variety of different methods of communication to provide feedback.

3.3 Consultation and Engagement Snapshot

A range of community engagement tools are required to be utilised. The engagement tools utilised are included in the following:

Tool/Technique	Description
Letterbox drop to neighbouring premises 	A notice including key information about the project and inviting the community to contact the report author for more information was distributed to households and commercial premises in close proximity to the site, and who may otherwise experience impacts associated with the proposal. In total, 297 notices were distributed. The notice included contact details of where to seek further information. The notice also included a QR Code to a survey about the proposal. Those notified were requested to contact the report author within 28 days for additional information or to provide comment. A map illustrating the extent of the consultation area is included in Chapter 4.1.
SIA Survey 	A QR Code linking to a SIA Survey was included in the community notice. The survey sought to gather feedback about local residents, and their thoughts about the proposal. In total 3 surveys were completed.
Letters/emails/meetings Community Groups and Government Bodies 	Letters and emails were sent to a range of local community groups and government departments, including: • Canterbury Bankstown Council • Metropolitan Local Aboriginal Land Council • Transport for NSW • Sydney Trains • Sydney Water • Ausgrid

	• NSW Police • School Infrastructure
Community information webinar 	A Community information webinar scheduled to be held via Microsoft Team, however no registrations for the webinar were received.
Meeting with Council 	Members of the project team met with Canterbury Bankstown Council on 2 March 2026. Feedback from Council is noted in Chapter 5.2.1.

4.0 CONSULTATION OUTCOMES

The detail of each of the consultation strategies outlined above, is included in the following:

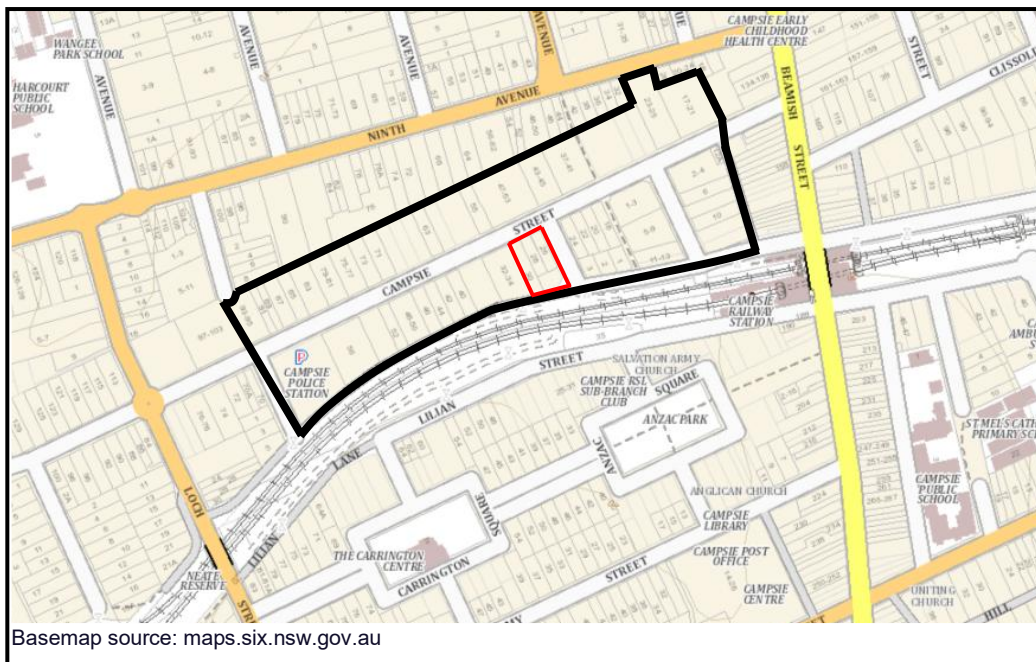
4.1 Letterbox Drop

297 notices were distributed to properties within close proximity to the site on 13 February 2026. The notice included an overview of the proposal and details on who to contact for more information. The notice also included a QR Code directing people to a survey about the proposal where they could provide feedback.

The consultation focussed on those who might experience the most impacts associated with the proposal, as such, properties on the southern side of the railway line were excluded due to the natural separation provided by the rail line.

The extent of the letter box drop is illustrated on Figure 3.

Figure 3 – Notification area



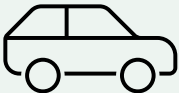
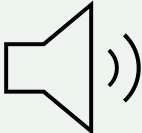
In response to the letterbox drop, a total of 1 phone calls was received.

Feedback provided by the resident expressed support for a housing development at this location due to the need for more housing in the State and in locations close to shops and transport. It was noted that there were likely to be some impacts experienced associated with construction including noise and dust.

4.2 SIA Survey

3 responses to the survey were received in the 6 weeks in which the survey was live.

The majority of feedback expressed opposition to the proposal with the following Issues noted by local residents by phone and email:

Themes/Issues	Comments from community
 Height, overshadowing	• Overshadowing impacts to nearby properties • Scale of proposal • Height greater than envisaged in the Campsie Town Centre Master plan
 Traffic & parking	• Existing congestion will be exacerbated. • Impact on on-street car parking associated with the child care centre and existing uses on Wilfred Avenue. • Existing residents will struggle to find parking. Construction traffic impacts and the need to minimise noise, disruption and safety risks.
 Amenity Impacts	• Noise from the childcare centre to existing residences. • Construction related noise.

Summary survey responses are included in Appendix B.

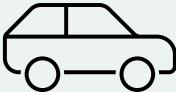
4.3 Community Information Webinar

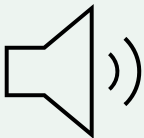
A Community Information Webinar was scheduled for 18 March 2026 at 4.30pm-5.30pm. No registrations for the webinar were received, and as such, the webinar was cancelled.

5.0 FEEDBACK AND OTHER MATTERS RAISED

5.1 Summary of Direct feedback

There were a number of matters raised by local residents by email and in the SIA Survey:

Height, overshadowing, 	• Overshadowing impacts to nearby properties • Scale of proposal • Height greater than envisaged in the Campsie Town Centre Master plan	• It is noted the height of the proposal has been determined to minimise shadow impacts on Anzac Park to the south. • The extent of the shadow cast by the proposed development is illustrated on the plans prepared by Fuse Architects.
Traffic & parking 	• Existing congestion will be exacerbated. • Impact on on-street car parking associated with the child care centre and existing uses on Wilfred Avenue. • Existing residents will struggle to find parking. • Construction traffic impacts and the need to minimise noise, disruption and safety risks.	• The TIA accompanying the application considers the traffic generating potential of the proposed development is likely to be very minor due to the proximity of the site to public transport options. • Complementary parking arrangements are proposed to permit residents and visitors to utilise the retail and child care parking outside of their hours of use. This seeks to minimise demand for on-street car parking. • A Construction Traffic Management Plan will be prepared prior to any construction commencing

		that will detail how construction related traffic will be managed, including details on pedestrian safety.
Amenity Impacts 	- Noise from the childcare centre to existing residences. - Construction related noise.	- Construction noise has been assessed in the <i>SSDA Acoustic Assessment</i> prepared by Acouras Acoustics accompanying the application. That report includes recommendations to minimise noise emissions during construction and operation, and to minimise noise intrusions from the Metro. - A Construction Management Plan will be prepared prior to any works commencing. The CMP will detail how construction related impacts are to be minimised and managed throughout the construction process. - The proposed works will result in short term interruptions to daily living patterns; however, these impacts are temporary in nature and are associated with the construction period only. The HDA pathway requires delivery of new housing in a shorter time frame which may minimise impacts in terms of

		construction duration, for existing residents.
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5.2 Statutory bodies and other Community groups

5.2.1 Canterbury Bankstown Council

The project team also met with the Council on 2 March 2026. Council noted the following:

- Wate management
- Vehicle access and parking
- Flood
- Provision of retail
- Build form response to context and CTCMP
- Pedestrian entry arrangements
- Landscape provision.

The feedback from Council has been addressed in the final design of the proposed development and are addressed in detail in the EIS prepared by Sutherland and Associates.

5.2.2 Transport for NSW

Transport for NSW, in a letter dated 1 April 2026, provided its assessment requirements and comments. A copy of the letter is included at Appendix B, and the requirements noted below:

TfNSW Comments/Requirements	Response
Transport Impact Assessment (TIA): A TIA Shall be prepared in accordance with the Guide to Transport Impact Assessment (GITA). The TIA must include: • Details of the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet	Refer to TIA accompanying the application.

the likely future demand for the proposed development. • Measures to integrate the development with the existing/future public transport network. • A review of the crash data along the identified transport route/s and key nearby intersections for the most recent 5-year reporting period and an assessment of the safety implications of the proposed development and required mitigation measures. • Details of the site access and pedestrian network and parking provision associated with the proposed development., in accordance with the relevant Australian Standards, Austroads Guide and Council's Development Control Plan (DCP). • Plans demonstrating how all vehicles likely to be generated during construction can be accommodated on the site to avoid impacts to the transport network. A preliminary Construction Transport Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts. • Given the site's proximity to rail, Metro and bus transport networks, TfNSW encourages the proposal to minimise the reliance on car usage through providing minimal parking spaces and the implementation of Travel Demand Management (TDM) measures. • Details of TDM measures to be utilised to minimise the development impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and/or specific Workplace Travel Plan), and the provision of facilities to increase the non-car mode share for travel to and from the site.	
Active Transport: The development should ensure its design is reflective of the Connecting NSW Strategy	Refer to TIA Accompanying the application.

(Which replaces the Future Transport Strategy) and the NSW Active Transport Strategy, including, but not limited to: • Delivering integrated land use and transport planning, connecting people to their local metro centre and strategic centres within 30 minutes by public transport; • Enable 15-minute neighbourhoods; • Deliver connected and continuous cycling networks; and • Promote safer and better precincts and main streets.	
Concurrent Rezoning: TfNSW notes that this SSDA is subject to a concurrent planning Proposal that seeks to amend the maximum building height and floor space ratios controls for the site. Details of the proposed Local Environmental Plan (LEP) amendments and the intended planning outcomes to facilitate this development are to be provided as part of the Planning Proposal Documentation. Early consultation with TfNSW is encouraged in the process.	Refer to TIA.

5.2.3 Ausgrid

Ausgrid advised by email dated 17 February 2026 that they are not able to assess the impacts of the proposed development without sufficient detail such as architectural plans and energy requirements.

Ausgrid advised they would provide comment once the application is submitted and available on the NSW Planning Portal.

5.2.4 Sydney Metro

Sydney Metro Corridor Protection replied to the Invitation to comment on 18 March 2026 referring to their Sydney Metro Underground Corridor Protection Technical Guidelines and the requirements of the railway environment, including rail corridor protection reserves, works that are prohibited in or adjacent to the rail corridor, and specific technical considerations. The Guidelines also include performance

requirements that must be satisfied for different application types and an outline of approvals to be obtained for undertaking works within the rail corridor.

If any works associated with the proposal are carried out within the First or Second Reserves, Sydney Metro will need to be advised and undertake a risk assessment.

No works are proposed within the First or Second reserves.

A copy of the correspondence is included at Appendix B.

5.2.5 Department of Education

The Department of Education (DoE) sent a letter dated 27 February 2026 (Included at Appendix B) regarding the proposal.

DoE noted that the site is close to Campsie Public School, Harbourt Public School and Wangee Public School.

DoE noted they had no objection to the proposal but noted that the successful operation of schools relies on safe pedestrian, cyclist and vehicle access and minimal noise and vibration interference. DoE requested consideration and incorporation of the following to limit and manage any impacts to schools and students:

Matter	Response
Service needs: The department will continue to monitor population and development trends for Campsie and the surrounding areas so it can plan to meet education and enrolment needs of the community.	Noted.
Construction Management Plan (CMP): Prior to construction, the proposal should be supported CMP which specifically considers impacts tot the school as a sensitive receiver including student safety, traffic, noise, vibration and air quality. The CMP	Preliminary CMP and mitigation measures considered in the Traffic Impact Assessment and Noise and Vibration Impact Assessment.

should include appropriate mitigation measures where impacts are identified.	
Construction Traffic: • If approved, it is recommended the proposal be conditioned to prohibit construction vehicles accessing and egressing the site during school drop-off and pick-up times (30mins before and after school start and finish times. • Work zones should not be proposed in locations that will compromise pedestrian, cyclists and vehicular access to the school and associated drop-off and pick-up spaces. • Pedestrian and cyclist safety should be closely considered and managed including where necessary, traffic controllers for construction vehicle entry and exit movements. • If any impacts to school bus services are anticipated, these should be addressed and mitigated through the CMP.	• Noted and able to comply. • Noted. • Noted • No impacts to school buses anticipated.
Noise and Vibration: • Noise and vibration assessments are to assess construction noise impacts and consider the school as a sensitive receiver. • If noise and vibration exceedances at the school are identified, mitigation measures should seek to maintain internal noise levels for classrooms required by the department's Educational Facilities Standards and Guidelines (EFSG). • If necessary, a mitigation measure should also be included to provide periods of respite during the school day to limit impacts to student learning.	• A <i>SSDA Acoustic Assessment</i> prepared by Acouras accompanies the application. It is noted that the subject site is not within close proximity to any school and as such, is unlikely to generate any significant noise or vibration impacts.
Air Quality: Consideration should be given to air quality impacts arising from construction dust including appropriate mitigation measures as necessary	Noted.

5.2.6 NSW Police

NSW Police responded to the invitation to comment by email dated 5 March 2026 noting the following:

To mitigate crime risks associated with high-density residential developments, police recommend strong application of Crime Prevention Through Environmental Design (CPTED) principles. Key recommendations include:

- Installation of CCTV at all building entrances/exits, lobbies, mail areas, stairwells, communal spaces, publicly accessible internal areas (excluding bathrooms), and throughout the underground car parks.
- CCTV for car park entry/exit points positioned to clearly capture drivers and number plates.
- CCTV systems to be operational at all times, monitored by trained staff, with capacity to store footage for a minimum of 30 days.
- Provision and regular updating of key holder information to police.
- Car park design enhancements: white anti-graffiti paint, strong lighting, and colour-coded levels to maximise visibility and CCTV clarity.
- Restricted car park access via security roller doors and access-pass system for residents and authorised personnel only.
- Mail and parcel theft commonly leads to fraud, so secure mailbox design is essential. Mail/parcel boxes should be located inside a swipe-access foyer, built into a solid structure, with exterior mail insertion and interior resident-only retrieval. Because standard thin-metal boxes and weak locks are easily forced, developers should install durable metal mailboxes with reinforced or combination/PIN locks to prevent tampering.

CPTED principles and how they have been applied in the design of the proposal is addressed in the EIS prepared by Sutherland and Associates accompanying the application.

6.0 OUTCOMES & NEXT STEPS

This *Engagement Outcomes Report* provides a detailed overview of the community engagement strategies undertaken prior to the lodgement of the application for the proposed shop-top development on the site at 26-30 Campsie Street & 1 Assets Street, Campsie.

In accordance with the requirements for engagement, Nasco Pty Ltd implemented a strategy to inform and engage with local residents, landowners, businesses and agencies about the proposal. This has ensured the community has clear information about what is proposed and has provided the opportunity to gather feedback prior to the lodgement of the application.

The concerns raised by the community largely related to:

- Proposed height – visual scale, overshadowing, privacy, and departure from the Campsie masterplan
- Traffic impacts, particularly on local roads
- Impact on on-street car parking associated with increased dwellings and proposed child care centre.

The application will be placed on Public Exhibition providing an additional opportunity for interested stakeholders to provide further feedback through the formal submissions process. Any matters raised during that process will be addressed by the Applicant.

It is recommended that ongoing engagement with the local community is undertaken to ensure accurate information is provided about the proposal and so that any relevant matters or concerns from the community can be recorded and addressed.

APPENDIX A

COMMUNITY NOTICE & RESPONSES

Sarah George Consulting
Social Planning Consultants

13 February 2026

Dear Neighbour,

**Community Engagement Activities and Social Impact Assessment of the Proposed Shop-top
Housing and concurrent Rezoning (SSD – 99727456)
26-30 Campsie Street & 1 Assets Street, Campsie**

Sarah George Consulting has been engaged by Nascon Pty Ltd to undertake Community Engagement activities, prepare an Engagement Report and to prepare a Social Impact Assessment (SIA) to accompany a State Significant Development Application via the Housing Delivery Authority (HDA) pathway to be submitted to the Department of Planning, Housing and Infrastructure (DPHI) for a proposed shop-top housing development and concurrent rezoning application (SSD - 99727456) at 26-30 Campsie Street & Assets Street, Campsie.

Subject site:



Consent sought for the development of the site as a mixed-use development with the following characteristics:

- Demolition of existing structures on the sites
- Construction of a 16 storey shop-top housing development including:
 - Approximately 116 apartments including affordable housing
 - A child care centre
 - A single retail premise
- Vehicle access to the site proposed from Wilfred Avenue.

A concurrent rezoning application to amend the Canterbury-Bankstown Local Environmental Plan 2023 (CBLEP) is also proposed to facilitate the proposed development:

Sarah George Consulting
Social Planning Consultants

- Floor Space Ratio of 6.7:1
- Maximum Height of Building of approximately 61 metres.

The proposed mixed-use development supports the Campsie Town Centre Master Plan by delivering new homes, including affordable housing, close to the main street and public transport. It integrates housing with complementary uses such as a childcare centre and neighbourhood shop to help create a convenient, connected and well-served community.

The intent of the Community Engagement is to gather feedback on the proposal from the community and other key Government agencies and non-Government organisations. Feedback provided from the community will be used to inform the proposal and amendments made, where feasible. An Engagement Report will be prepared that describes the engagement activities and includes the feedback received from the community.

The community engagement activities will, in part, inform the SIA process which considers the potential for social impacts of the proposed development in the local area.

We would like to invite your comment on any matters you would like included in the Engagement Report.

Social Impact Assessment:

In addition, a Social Impact Assessment (SIA) is being prepared to consider the social impact potential of the proposal. SIAs aim to identify, predict and evaluate social effects arising from a proposed development. To inform the SIA an anonymous social impact survey is available via the following QR Code:



A webinar to discuss the proposal and address key components of the proposal and matters raised during the consultation process will be held in the near future. Please email to register your interest in attending the webinar and a link to the webinar will be provided.

If you wish to comment on the potential social impacts that may arise as a result of the proposed development, or would like additional information, please respond within 28 days of the date of this letter in writing to PO Box 319, Marrickville NSW, 1475; via email (sgeorgeconsulting@gmail.com) or by phone (0418 439 813 - between 9.00am and 5.00pm Monday - Friday).

Regards,

Sarah George
Social Planning Consultant

#	Who what when	Comments	Webinar	Details sent
1	16/2/26 – by phone resident of XX Campsie Street	Not overly concerned as acknowledges the need for housing. Noted potential noise and dust impacts associated with construction and demolition Will pass notice on to landlord		

APPENDIX B

CORRESPONDANCE

Sydney Metro Corridor Protection

to Sydney, me

15:56 (5 minutes ago) ☆ ☺ ↶ ⋮

Hi Sarah,

Thank you for your email dated 6 March 2026 with the opportunity for Sydney Metro to comment on SSD-99727456 at 26-30 Campsie Street & 1 Assets Street, Campsie.

Sydney Metro has reviewed the letter summarising the proposed development.

Please refer to Sydney Metro's Underground Corridor Protection Technical Guidelines, which set out the requirements for developments near Sydney Metro infrastructure:

[Sydney Metro Underground Corridor Protection Technical Guidelines](#)

This Guideline explains the definitions and requirements of the railway environment, including rail corridor protection reserves, works that are prohibited in or adjacent to the rail corridor, and specific technical considerations. Performance requirements that must be satisfied for different application types and an outline of approvals to be obtained for undertaking works within the rail corridor are also provided.

Please note that if works associated with the proposal is to be carried out within the First or Second Reserves, Sydney Metro will need to be notified and undertake a risk assessment. Subsequently, Sydney Metro will determine whether further information is required to demonstrate that induced effects on the underground rail infrastructure are acceptable.

Regards,

Oksana Zhang

Senior Planner, Corridor Protection

Customer, Operations & Outcomes

Sydney Metro

[sydnymetro.info](#)

Level 43

680 George Street

Sydney NSW 2000

PO Box K659, Haymarket NSW 1240



Email received 5 March 2026

Dear Ms George

Please see below NSW Police Force response regarding proposed State Significant Development Application (SSD - 99727456) for the site at 26-30 **Campsie** Street and 1 Assets Street, **Campsie**

Disclaimer

The New South Wales Police Force has a vital interest in ensuring the safety of members of the community and their property. By using the recommendations contained in this assessment, any person who does so acknowledges that:

- It is not possible to make all areas evaluated by the NSWPF entirely safe for members of the community or the security of their property.
- It is based upon the information provided to the NSWPF at the time the assessment was made.
- This assessment is a confidential document and is for use of the consent authority unless otherwise agreed.
- The contents of this assessment are not to be copied or circulated otherwise than for the purposes of the consent authority, unless otherwise agreed.

The NSW Police Force hopes that by using the recommendations contained in this assessment, criminal activity will be reduced and the safety of members of the community and the security of their property will increase. However, it does not guarantee that all risks have been identified, or that the area assessed will be free from criminal activity if its recommendations are followed.

To mitigate crime risks associated with high-density residential developments, police recommend strong application of Crime Prevention Through Environmental Design (CPTED) principles. Key recommendations include:

- Installation of CCTV at all building entrances/exits, lobbies, mail areas, stairwells, communal spaces, publicly accessible internal areas (excluding bathrooms), and throughout the underground car parks.
- CCTV for car park entry/exit points positioned to clearly capture drivers and number plates.
- CCTV systems to be operational at all times, monitored by trained staff, with capacity to store footage for a minimum of 30 days.
- Provision and regular updating of key holder information to police.
- Car park design enhancements: white anti-graffiti paint, strong lighting, and colour-coded levels to maximise visibility and CCTV clarity.
- Restricted car park access via security roller doors and access-pass system for residents and authorised personnel only.
- Mail and parcel theft commonly leads to fraud, so secure mailbox design is essential. Mail/parcel boxes should be located inside a swipe-access foyer, built into a solid structure, with exterior mail insertion and interior resident-only retrieval. Because standard thin-metal boxes and weak locks are easily forced, developers should install durable metal mailboxes with reinforced or combination/PIN locks to prevent tampering.

Kind regards,



Stacy Johnson

Business Coordinator, Ministerial and Executive Services

Office of the Commissioner | NSW Police Force

Mailing Address: Locked Bag 5102 Parramatta NSW 2124

Tel: 02 8263 6227 | Eagle: 45227 | Mobile: 0499 426 427

Email: stacy.johnson@nswpolice.nsw.gov.au

NSW Department of Education



Ref: SSD-99727456-SEAR
27 February 2026

Sarah George
Sarah George Consulting
sgeorgeconsulting@gmail.com

Re: Community Engagement Activities – Proposed Shop-Top Housing and Concurrent Rezoning – SSD-99727456 – 26-30 Campsie Street & 1 Assets Street, Campsie

Dear Sarah,

The Department of Education (the department) welcomes the opportunity to provide comments on the above early community engagement activities. The department understands that the exercise will inform a Community Engagement Report that will accompany a State Significant Development Application (SSDA) to be submitted to the Department of Planning, Housing and Infrastructure (DPHI) for a proposed shop-top housing development and concurrent rezoning at 26-30 Campsie Street & 1 Assets Street, Campsie. In particular, the department refers to correspondence received from Sarah George Consulting (SGC), dated 16 February 2026, on the matter.

The comments that the department provides herein are preliminary only, based on the high-level details provided in the correspondence from SGC. In this regard, the department seeks that it be formerly notified when any future SSDA is placed on exhibition so that it can review the proposal in detail and provide further comments, if required.

The department understands that a future SSDA will seek development consent for a mixed-use development comprising:

- Demolition of existing structures on the sites
- Construction of a 16-storey shop-top housing development including:
 - Approximately 116 apartments including affordable housing
 - A child care centre
 - A single retail premise
- Vehicle access to the site proposed from Wilfred Avenue.

A concurrent planning proposal to amend the *Canterbury-Bankstown Local Environmental Plan 2023* is also proposed to facilitate the proposed development:

- Floor Space Ratio of 6.7:1
- Maximum Height of Building of approximately 61 metres.

The site is close to Campsie Public School, Harcourt Public School and Wangee Park School. Accordingly, the department has reviewed the proposed development (i.e. the high-level descriptions and locations), that will be submitted in the future as a SSDA with the DPHI via the Housing Delivery Authority (HDA) pathway.

The department raises no objection to the proposal. However, the successful operation of schools relies on safe pedestrian, cyclist and vehicle access and minimal noise and vibration interference. As such, consideration and incorporation of the following will assist to limit and manage any impacts to the school and its students:

- **Service Needs**
 - The department will continue to monitor population and development trends for Campsie and the surrounding areas so that it can plan to meet education and enrolment needs of the community.
- **Construction Management Plan (CMP)**
 - Prior to construction, the proposal should be supported CMP which specifically considers impacts to the school as a sensitive receiver including student safety, traffic, noise, vibration and air quality. The CMP should include appropriate mitigation measures where impacts are identified.
- **Construction Traffic**
 - If approved, it is recommended the proposal be conditioned to prohibit construction vehicles accessing and egressing the site during school drop-off and pick-up times (30 minutes before and after school start and finish times).
 - Work zones should not be proposed in locations that will compromise pedestrian, cyclist and vehicular access to the school and associated drop-off and pick-up spaces.
 - Pedestrian and cyclist safety should be closely considered and managed including where necessary, traffic controllers for construction vehicle entry and exit movements.
 - If any impacts to school bus services are anticipated, these should be addressed and mitigated through the CMP.
- **Noise and Vibration**
 - Noise and vibration assessments are to assess construction noise impacts and consider the school as a sensitive receiver.
 - If noise and vibration exceedances at the school are identified, mitigation measures should be developed consistent with NSW EPA construction noise guidelines. The mitigation measures should seek to maintain internal noise levels for classrooms required by the department's Educational Facilities Standards and Guidelines (EFSG).
 - If necessary, a mitigation measure should also be included to provide periods of respite during the school day to limit impacts to student learning.
- **Air Quality**
 - Consideration should be given to air quality impacts arising from construction dust including appropriate mitigation measures as necessary.

Should you require further information, please contact the department's Statutory Planning team at StatutoryPlanning@det.nsw.edu.au.

Sincerely,



Jason Maslen
A/Director, Statutory Planning

Transport for NSW

1 April 2026

TfNSW Reference: SYD26-00020/01
DPHI Reference: SSD-99727456



Ms Sarah George
Social Planning Consultant
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**PRE-LODGE MENT CONSULTATION FOR CONCURRENT SSDA AND PLANNING PROPOSAL
SHOP TOP HOUSING DEVELOPMENT
26-30 CAMPSIE STREET AND 1 ASSETS STREET, CAMPSIE**

Dear Ms George,

Thank you for providing a copy of the Secretary's Environmental Assessment Requirements (issued 8 December 2025) for the abovementioned State Significant Development Application (SSDA) and Planning Proposal and requesting Transport for NSW (TfNSW) to provide its assessment requirements and comments.

TfNSW has reviewed the Community Engagement Activities - Proposed Shop-top Housing and concurrent Rezoning (SSD - 99727456) report, prepared by Sarah George Consulting dated 16 February 2026 and provides its assessment requirements and comments in **TAB A** for your consideration in the preparation of the Environmental Impact Statement.

Should you have any further inquiries in relation to this matter, please contact Para Sangar, Senior Land Use Planner, via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Aleks Tancevski".

Aleks Tancevski
Senior Manager Land Use Assessment Eastern
Transport Planning Branch
Planning, Integration and Passenger

TAB A – TfNSW Assessment Requirements and Comments

1. Transport Impact Assessment (TIA): A TIA shall be prepared in accordance with the *Guide to Transport Impact Assessment (GTIA)*. GTIA replaces the Guide to Traffic Generating Developments and can be found at this [link](#). The TIA will enable TfNSW to understand the impacts the development may have on the transport network, as well as the impacts to the state classified road network resulting from increased vehicular, bus and pedestrian/active transport movements. The TIA must include, but not be limited to, the following:
 - Details of the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand for the proposed development; and
 - Measures to integrate the development with the existing/future public transport network.
 - A review of the crash data along the identified transport route/s and key nearby intersections for the most recent 5-year reporting period and an assessment of the safety implications of the proposed development and required mitigation measures.
 - Details of the site access and pedestrian network and parking provision associated with the proposed development, in accordance with the relevant Australian Standards, Austroads Guide and Council's Development Control Plan (DCP).
 - Plans demonstrating how all vehicles likely to be generated during construction can be accommodated on the site to avoid impacts to the transport network. A preliminary Construction Transport Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.
 - Given the sites proximity to rail, Metro and bus transport networks, TfNSW encourages the proposal to minimise the reliance on car usage through providing minimal parking spaces and the implementation of Travel Demand Management (TDM) measures.
 - Details of TDM measures to be utilised to minimise the development impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and/or specific Workplace Travel Plan) and the provision of facilities to increase the non-car mode share for travel to and from the site.
2. Active Transport: The development should ensure its design is reflective of the Connecting NSW Strategy (which replaces the Future Transport Strategy) see [Connecting NSW Strategy | NSW Government](#) and the NSW Active Transport Strategy, including, but not limited to:
 - Delivering integrated land use and transport planning, connecting people to their local metro centre and strategic centres within 30 minutes by public transport;
 - Enable 15-minute neighbourhoods;
 - Deliver connected and continuous cycling networks; and
 - Promote safer and better precincts and main streets.
3. Concurrent Rezoning: TfNSW notes that this SSDA is subject to a concurrent Planning Proposal that seeks to amend the maximum building height and floor space ratios controls for the site. Details of the proposed Local Environmental Plan (LEP) amendments and the intended planning outcomes to facilitate this development are to be provided as part of the Planning Proposal documentation. Early consultation with TfNSW is encouraged in the process.