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**SUBMISSION TO THE CITY OF CANTERBURY BANKSTOWN IN RESPONSE TO COUNCIL'S "CAMPSIE TOWN CENTRE MASTERPLAN LANDOWNER EARLY ENGAGEMENT PACKAGE  
7-17 FOURTH AVENUE CAMPSIE**

## 1.0 Introduction

This submission has been prepared by the Lumex Property Group (Lumex) in response to the City of Canterbury Bankstown Council's Stage 1 Early Engagement process on the Campsie Town Centre Masterplan (CTCM) as it relates to 7-17 Fourth Avenue, Campsie. The City of Canterbury Bankstown is to be commended for undertaking this "clean sheet" approach to this important strategic planning process and subsequent document. Additionally, welcoming stakeholder feedback at this preliminary stage in order to inform and facilitate the preparation and finalisation of the CTCM shows innovation and a desire for an appropriate planning outcome.

This submission details:

- Lumex's general interest in the LGA and its future in relation to its assets being 15-17 Fourth Avenue Campsie, and the broader site of 7-17 Fourth Avenue, Campsie;
- Discussion of specific issues identified as relevant to the CTCM as affecting the sites and Local Government Area (LGA); and
- Recommendations to inform the scope of the CTCM.

### 1.1 Lumex's Interests in Canterbury Bankstown

Lumex has existing interests in the Canterbury Bankstown Local Government Area (LGA), which include two properties at 15 and 17 Fourth Avenue, Campsie. Lumex understands and agrees with the Council on the benefits of site amalgamation in terms of delivering improved urban design and development outcomes for the community, and as such has prepared this submission to highlight the opportunity presented by an amalgamation of land at 7-17 Fourth Avenue, Campsie (the site) only. When amalgamated these lots collectively form a significant area of land (3,035m<sup>2</sup>) that is under the ownership of a small group of landowners and which is in close proximity to the Campsie Town Centre and Campsie Railway Station.

Indeed, the size and location of this site means that it has the potential to play a significant role in the future urban renewal of the residential area during Campsie's transition and re-gentrification.

The Site (Figure 1) is located approximately 11km south west of the Sydney CBD and 12km south east of the Parramatta CBD. It is also approximately 3km from the strategic centre of Burwood and is just 400m to the north east of Campsie Station servicing the T2 – Inner West/Leppington line and the T3 Bankstown Line.

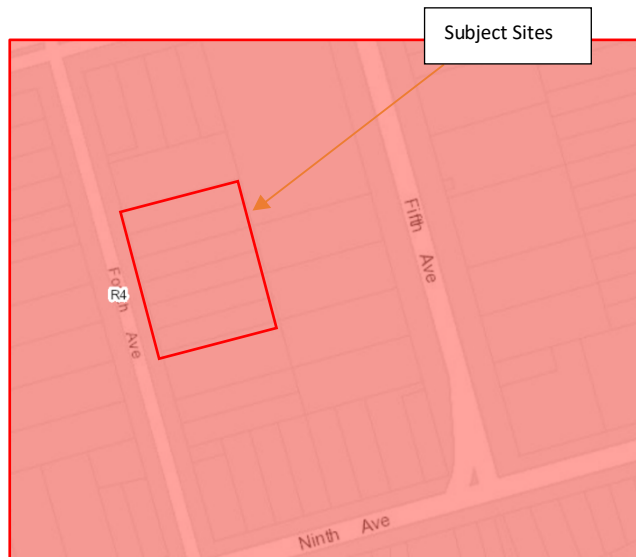


Figure 1: The subject sites. (Source: NSW Planning Portal)

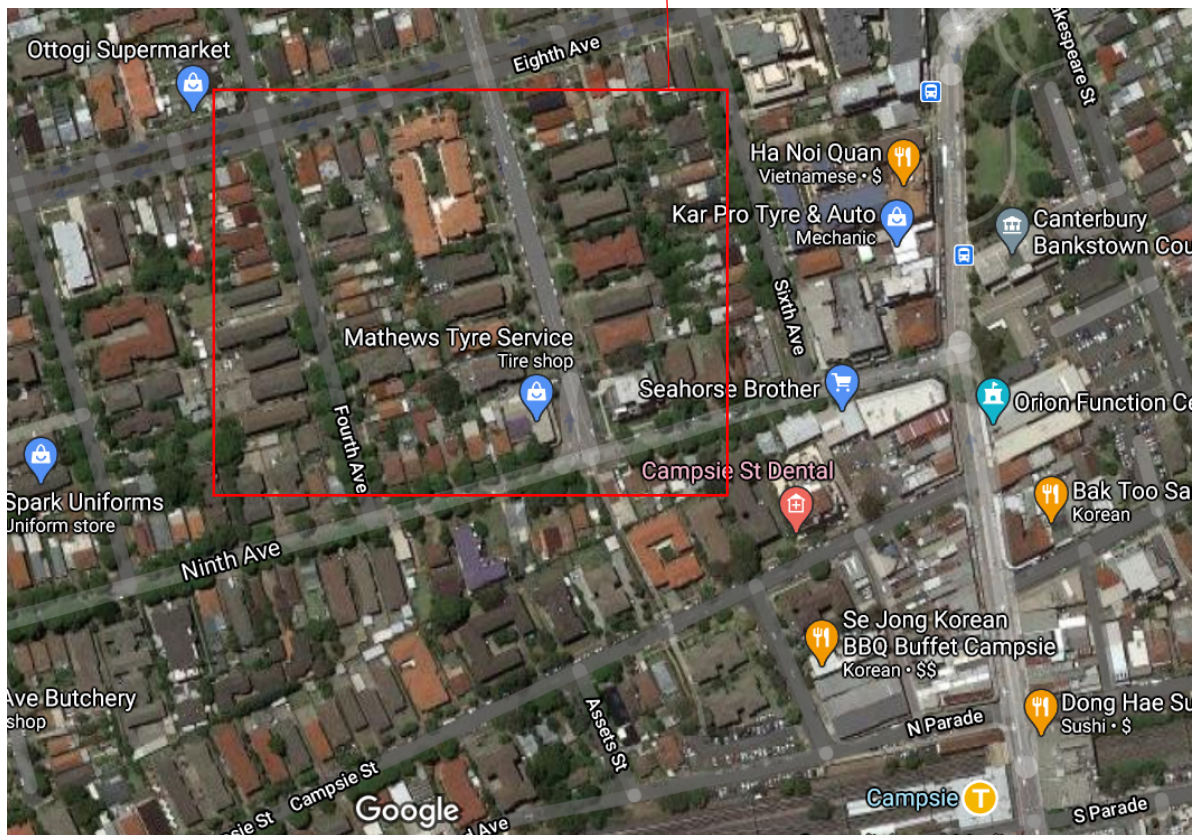


Figure 2 Aerial of the site

(Source: Google Maps)

The regularly shaped site (as amalgamated) has a total area of 3,035m<sup>2</sup> and are described as:

**Table 1 – Site details**

Street Identifier	Legal Identifier	Site Area
7 Fourth Avenue, Campsie	Lot B, DP 962930	495m <sup>2</sup>
9 Fourth Avenue, Campsie	Lot A, DP 962930	517m <sup>2</sup>
11 Fourth Avenue, Campsie	Lot 4, DP 901237	500m <sup>2</sup>
13 Fourth Avenue, Campsie	Lot 3, DP 901237	503m <sup>2</sup>
15 Fourth Avenue, Campsie	Lot 2, DP 901237	516m <sup>2</sup>
17 Fourth Avenue, Campsie	Lot 1, DP 901237	503m <sup>2</sup>

Each site is currently occupied by a separate dwelling with associated landscaping and parking. These dwellings are of various architectural styles and are in generally average condition. It is noted that each dwelling also has a driveway for vehicle access, all of which would be replaced with a single driveway crossover as part of any site amalgamation and upgrade to the subdivision pattern.

The Canterbury Bankstown Local Environmental Plan 2012 applies and includes the following statutory controls:

- Land use zoning – R4 High Density Residential;
- Maximum floor space ratio – 0.9:1; and
- Maximum building height – 11.5 metres.

## 2.0 Areas of Support

Lumex supports the use of community consultation to create the land-use vision and appreciates that supporting technical studies will be required to be prepared to assist the CTCM and its future priorities and actions. Lumex also generally supports a land-use vision that reviews the following elements:

- Provide large landholders with an understanding of Council's and the community's aspirations for the Campsie Town Centre
- Provide an opportunity to collaborate, explore and share ideas for Campsie Town Centre
- Discuss opportunities on potential development sites, namely their ability to provide good urban outcomes
- Priority 5: Provide diverse, accessible, and affordable housing
- Priority 7: Deliver quality design in public and private areas

### 2.1 Aligning growth with the delivery of infrastructure

Lumex is also supportive of Council's vision to align growth with the delivery of varied infrastructure. As Lumex understands and appreciates the need to improve connectivity within the Campsie town centre and surrounds, comments are included within Table 2 as to how the subject site will contribute and respond to these requirements. Improving connectivity and planning for growth which is environmentally sustainable, supported by localised community infrastructure, such as neighbourhood

retail and community facilities, with additions to a green grid catering for non-vehicle transport, will assist Council in the accommodation of the required additional dwellings in highly accessible areas.

## 2.2 Priority 5: “Provide diverse, accessible, and affordable housing”

Lumex supports “Priority 5: Provide diverse, accessible, and affordable housing”, and expressly notes that higher density residential precincts have a significant role to play in delivering and realising this planning priority. The establishment of diverse and affordable housing stock is central to the provision of a locally situated workforce. In addition, housing needs to be well-located and connected by infrastructure; an approach which is clearly recognised at all levels of government.

There are significant opportunities within the Canterbury Bankstown LGA particularly at the site along Fourth Avenue due to its potential consolidated size above 3,000m<sup>2</sup> and proximity to Campsie train station. Increasing density within this residential area will play a key role in promoting a gentrified and revitalised Campsie town centre, and in doing so provide an outcome that is consistent with the Greater Sydney Region Plan Central District Plan in terms of achieving a 30minute city and creating vibrant commercial and city/civic centres.

## 3.0 Planning Controls Historically

The Campsie Centre has been the subject of various draft controls statutory controls, plans and studies at both local and state level. The following is a summary of the relevant draft plans and policies and an outline of the pertinent undertakings and controls.

### 3.1 Canterbury Local Environmental Plan 2012 (CLEP 2012)

This is the current instrument controlling land use and built form for the subject site and the LGA. For the site the CLEP outlines the following

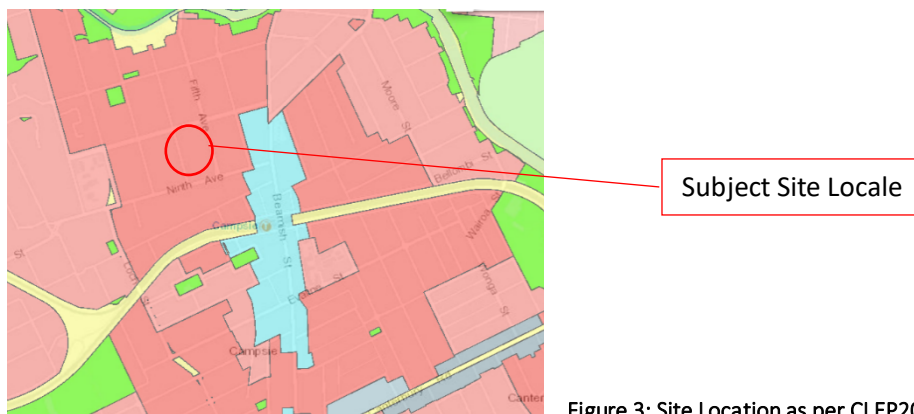


Figure 3: Site Location as per CLEP2012

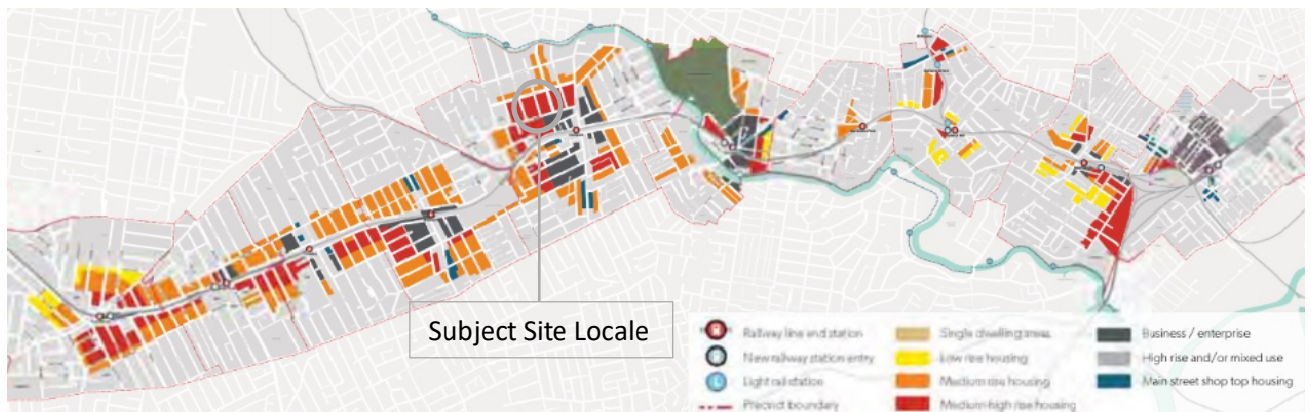
- Zone - R4 High Density Residential
- F.S.R. - 0.9 : 1
- Building Height - 11.5m
- Minimum Lot Size - 460m<sup>2</sup>



In review of these existing controls, it is evident that they are a direct translation from the prior instrument (Canterbury Local Environmental Plan No 148—Campsie Precinct) and the associated DCP with limited amendments.

### 3.2 Sydenham to Bankstown Urban Renewal Corridor Strategy

The methodology underlying this strategy was to make use of the Sydenham to Bankstown rail upgrade opening in 2024. The Campsie area was amongst the parts of Sydney that would have greater accessibility to major employment, retail and education centres. The Sydenham to Bankstown rail upgrade as part of Sydney Metro will result in faster more frequent train services on a new dedicated new track in the central city tunnel. The proposed changes to controls under this document related mainly to proposed dwelling density, in an effort to create housing in close proximity to the upgraded rail link to maximise the use and benefit delivered by Sydney Metro.



**Figure 4: Site Location and Proposed Land Uses (Source: Sydenham to Bankstown Urban Renewal Corridor Strategy)**

It is noted that the map above indicates the locale of the subject site to be medium density high rise. This is generally consistent with the recommendations contained within Table 2 of this report in terms of increased residential density.

### 3.3 Development Consent DA-351/2018 - Canterbury

This development application was for demolition of existing structures and construction of an eight storey residential flat building comprising 125 apartments and two and a half levels of basement parking at 2-16 Sixth Avenue, Campsie. Referring to Figure 5, it is shown that this site is in close proximity to the site at 7-17 Fourth Avenue.



**Figure 5 Aerial of the subject site in blue. (Source: Canterbury Council)**

This consent is relevant as the proposal was approved following Council's endorsement of a site specific planning proposal that resulted in the gazettal of Clause 4.4B of CLEP 2012, which allows for a maximum building height of 25m and a maximum FSR of 2.9:1.

These controls clearly indicate an underlying desire to increase residential density and make provision for varied housing stock with a selection of apartment sizes and owner occupier opportunities. A development consistent with this is type of outcome that Lumex is seeking for the site at Fourth Avenue.



Figure 6: Built Form of 2-16 Sixth Avenue (Source: Canterbury Council)

This excellent planning outcome, shown in Figure 6, is not dissimilar to the massing presented in Figure 7 and shows a consistency in bulk and scale. A similar development in Fourth Avenue would be consistent in its approach and again, result in a positive planning outcome for Council and the community.

#### 4.0 Main Elements for Discussion

The main points for Lumex are a review of both the FSR control and the overall height control with consideration and relaxation for the resultant impacts to non-statutory controls and the objectives of DCP level development requirements. The resultant envelope is demonstrated within Figures 7-9 below.

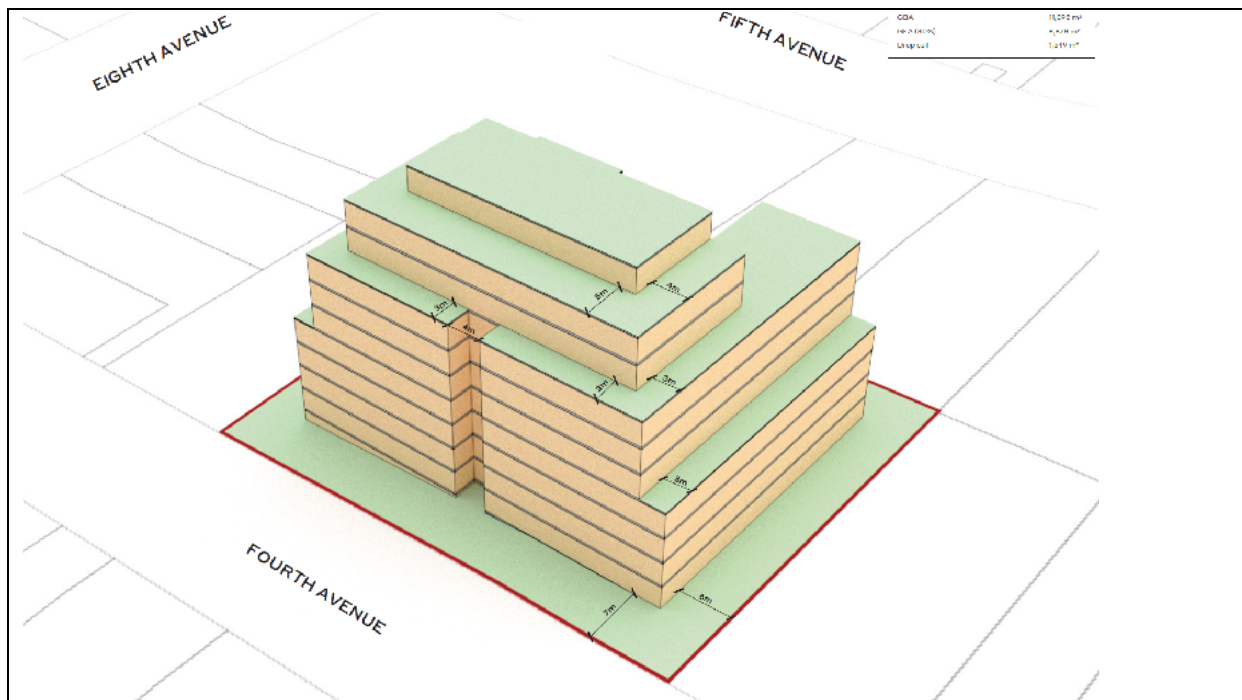


Figure 7: Indicative Massing for 7-17 Fourth Avenue

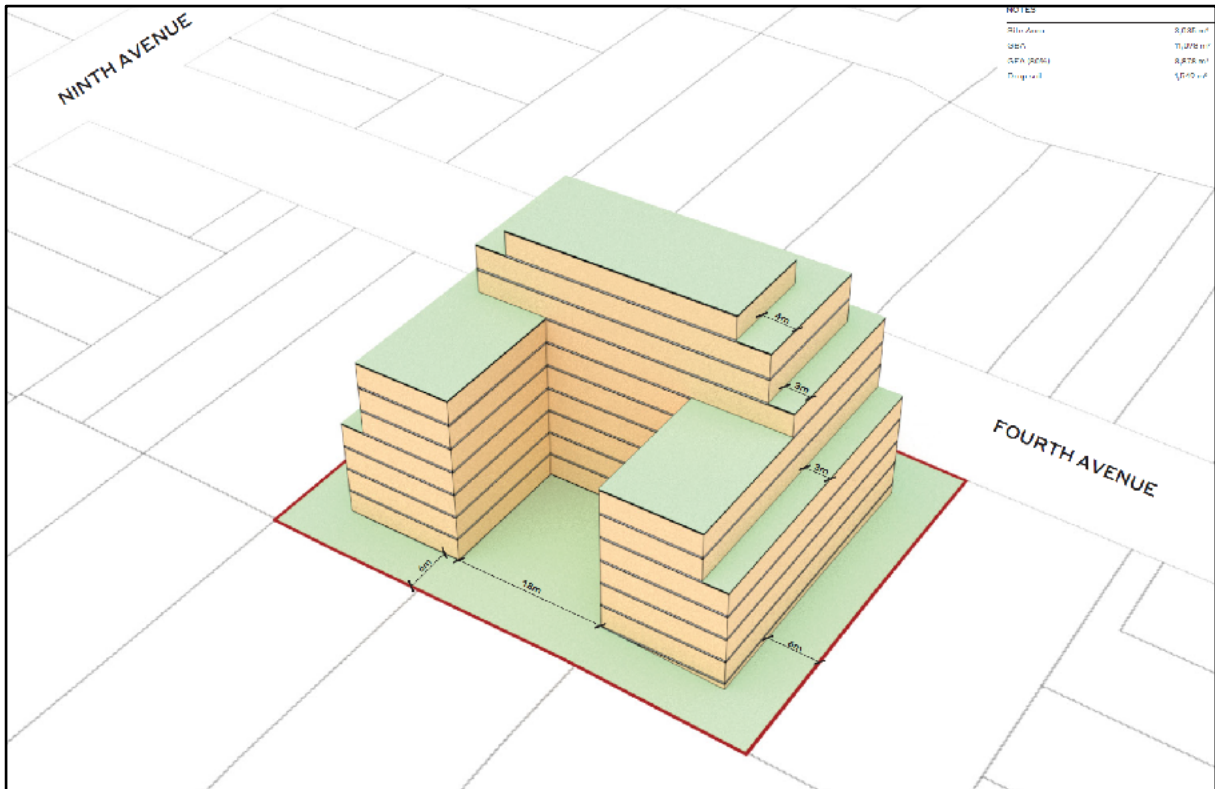


Figure 8: Indicative Massing for 7-17 Fourth Avenue

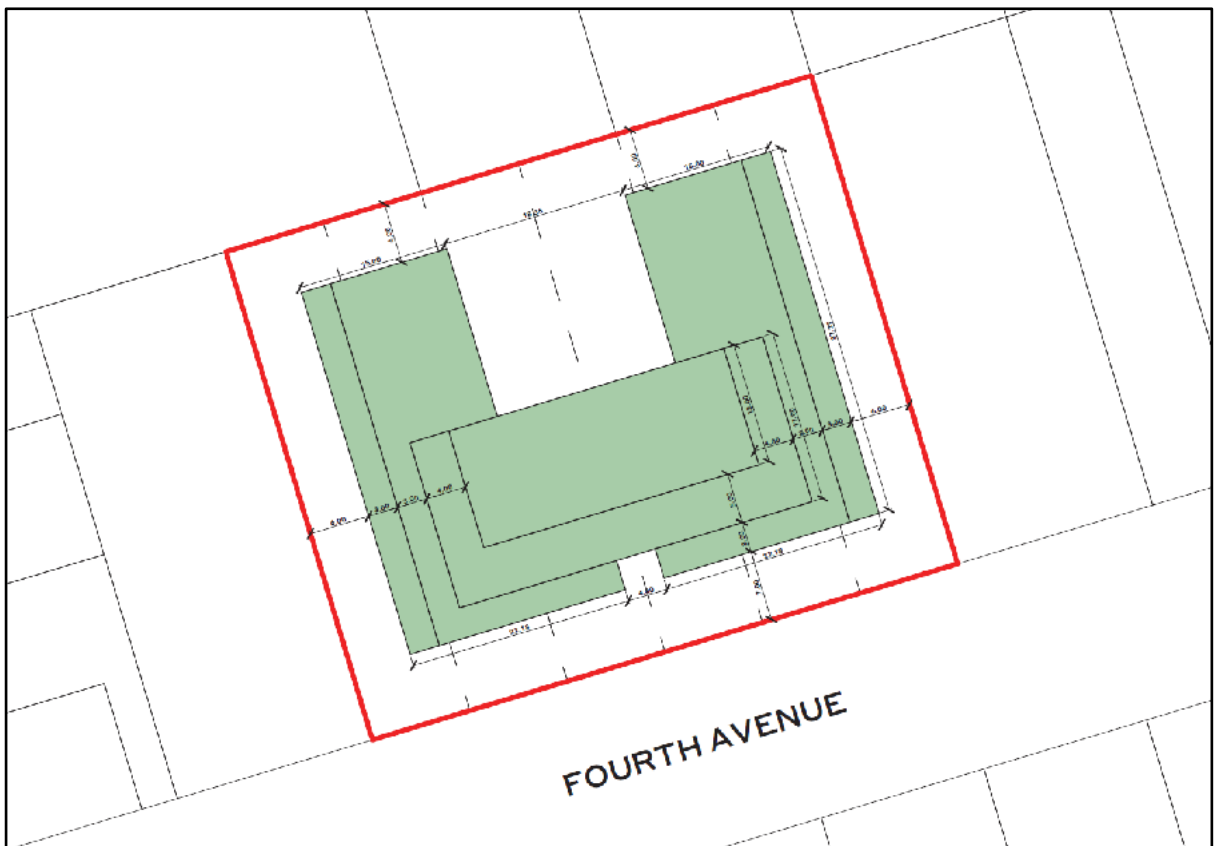


Figure 9: Indicative Massing for 7-17 Fourth Avenue

The statutory changes would result in the following controls:

- Floor Space Ratio - 3:1
- Overall Building Height - 32m

#### **4.1 Massings Support of the Masterplan Priorities**

##### Appropriate FSR, Building Height and Site Yield

It has been shown via the historical data and supported by the example consent (DA351/2018) that there is an underlying intent to increase the yield of the residential zones and particularly, the R4 zones around the central Campsie node that are ripe for re gentrification and upgraded development solutions.

As the massing shows, the increased site yield from 6 separate detached dwellings to the provision of a significant amount of varied and mixed apartment opportunities is clearly consistent with the intent of providing upgraded and modern housing for a new population to service Campsie. The opportunities for variations in home ownership presented by the increased FSR and overall building height will bring younger families and households into the area. This is a direct result of making available 1, 2 and 3 bedroom apartments, all of which this more modern planning solution can provide.

##### Front Setbacks, open spaces and public/private land integration

The proposed build form controls allow for the integration of front setbacks into the verges on public land and will contribute to the green grid and green streetscapes at ground level. This again, show regard for the green intent of the priorities as listed.

##### Solar Access, and biodiversity impacts

The site and street grid orientation is such that it will help to maximise solar access and minimise overshadowing on adjoining properties. This will allow adjoining sites as well as the subject sites, to show regard for the use of solar energy, direct sunlight to inner and outside areas as well as further non-mechanical heating and cooling solutions. Side setbacks also give appropriate built form separation to allow air penetration on future buildings of this scale and the stepping of setbacks at high levels allow for substantial solar penetration between buildings.

##### Traffic and Pedestrian Considerations

The solution proposed deletes at least four (4) to five (5) separate gutter crossings through site amalgamation. The requirement for separate vehicle access is removed by the scheme proposed. Additionally, the reduction of impact points along pedestrian and cycleway infrastructure increases safety for all users of these facilities. These factors will increase walk and ride to the Campsie employment centre and the transport to other centre via the rail network.

##### Summary

Clearly an increase in density along these lines will enable the realisation of a superior design outcome for the area, whilst maximising the use of land that is in close proximity to the town centre core and train station. It will also support an increase in local population that will drive the vitality and viability of the Campsie Town Centre and support the overarching aspiration for renewal and re-gentrification of the area. Further justification for these controls and their resultant positive impacts upon Campsie are outlined within Table 2.



## 5.0 Lumex's CTCM Recommendations

For ease of reference, all the recommendations noted throughout this submission are summarised in Table 2 below and where directly relevant to one of the Planning Priorities or Actions from the Landowner early engagement package for the CTCM, are referenced below.

**Table 2 – Lumex's recommendations in relation to the CTCM**

Table 2: Response to Priorities	
Planning Priority / Action	Lumex Recommendation
<p><b>Priority 1: Prioritise better public transport usage and increased space for pedestrians</b></p> <p><i>Consider the impact of large developments on traffic conditions within the study area;</i></p> <p><i>Transform Campsie into a place for people with high demand for activities and lower levels of vehicle movement;</i></p> <p><i>Deliver an interconnected and accessible walking and cycling network active transport;</i></p> <p><i>Promote or support alternatives to non-car-based transport options and transport modes that may be available in the future e.g. active transport, car share, driverless cars and on-demand transport;</i></p> <p><i>Link parking requirements to public transport access and plan for disruptions in transport and mobility</i></p> <p><i>Address shared mobility principles for liveable cities as outlined in the Complete Streets CBD Transport and Place Plan</i></p>	<p>A clearly positive impact upon the locale is the increased public transport patronage through increased residential density. More intensive residential developments will in turn require better and more community orientated infrastructure and a reduction in the use of the single passenger motor vehicle. Positive elements specific to the site are:</p> <ul style="list-style-type: none"> <li>• The appropriate walking distance from existing transport nodes being the Campsie train station;</li> <li>• The proximity of existing and the opportunity for upgraded public bus systems that also give access directly to Parramatta, Bankstown, Lidcombe and the Sydney CBD;</li> <li>• Existing internal walkways and footpaths with ample street widths to promote new cycle ways, particularly Fifth Avenue and Ninth Avenue.</li> </ul> <p>Population growth within and surrounding the Campsie centre as a result of increased density will provide excellent opportunities for pro-active and reactive commercial growth through increased patronage. This will in-turn help support a greater number and variety of services within walking or riding distance of residents, reducing traffic within the existing local road network and adding to the casual surveillance, safety and overall patronage of more subtle and ecologically friendly foot traffic.</p> <p>Increase residential density will enable Campsie to achieve a "critical mass" of population with a desire to work locally, also creating greater demand for local services and facilities, which in turn reduces the need for local residents to travel by private vehicle away from Campsie for work and access services and facilities. More residents will also maximise the use of public transport services, making them more viable operationally, particularly Sydney Metro once it is delivered.</p> <p>Additional foot traffic will require an upgraded walkway and cycle network to create new interconnectivity between higher density residential areas and the service centre of Campsie. The existing roadways and footpaths will provide appropriate templates for this together with contribution to the "green web" without major infrastructure changes.</p> <p>Future redevelopment of the site is well placed to directly contribute to the achievement of this priority through development contributions that can be directed towards delivering new and improved footpaths and an expanded local cycle network, thereby servicing the community and achieving the desired result that the Council looks to realise for the area. Additionally a review and perhaps reduction of the required car parking rates or reductions for certain residential developments, would assist in the removal of the car as the main mode of transportation.</p> <p>An in depth review of parking rates can consider and thus be designed to align with Public Transport Accessibility Levels (PTAL). This will intern encourage the management of transport demand which refers to the measures taken which minimise the need to travel and the length of trips, particularly by car, and encourages travel by the most sustainable mode of transport, in a similar way to how it is done in the City of Sydney Council. The controls may then stipulate maximum parking rates for motor vehicles rather than minimums.</p>

Innovative ideas such as replacement on-site of parking with access bays for drop off, pick up of residents on site where appropriate for the use of “on-demand transport” and further inclusion of bays internally within sites and new developments for car share schemes such as GoGet. Further to these innovations, services for electrical vehicles may be provided and together with additional motor cycle parking and pushbike parking rates, will make significant contributions to the removal of the car as the mode of choice it is critical that these variations in transport, i.e. road and rail, electric, walking and on-call transport all need to be integrated into any development and area at a strategic level.

The appropriate timing for deliveries and service vehicles may also contribute to the reduction of traffic congestion and gridlock blockages within the pattern of streets around the subject site.

Complete street frontages to be catered for and may be achieved via appropriate controls, allowing for the residential development to achieve an appropriate yield while being able to address the street frontage requirements in the Complete Streets CBD Transport and Place Plan.

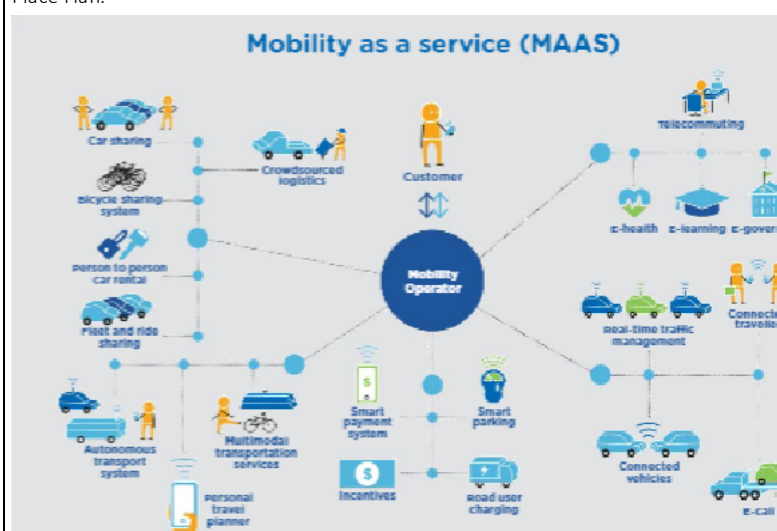


Figure 10: Bankstown Complete Streets CBD Transport and Place Plan

The matrix above, extracted from the place plan shows how the recommendations will respond in terms of mobility and the replacement of the privately owned motor vehicle as the number one choice of internal and inter centre travel.

#### Aligns with LSPS: Evolution 2 - Movement for commerce and place

#### Priority 2: Deliver local jobs, a strong local economy and a diverse skilled workforce

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

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

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

The increased density in residential development will contribute to providing upgraded modern, gentrified accommodation within a well located area that promotes connectivity and livability for a locally situated workforce. The ability to walk or ride to work in the Campsie centre will be augmented by the increase in services required for the same population.

Occupiers of residential areas of Campsie will not only work in newer services provided but also undertake their daily routine within the Campsie centre during the day.

This is achieved via the provision of new dwellings within the close proximity to the Campsie Town Centre area, which in turn helps to create critical mass, driving local demand for goods and services and resulting in a more vibrant and viable town centre. The result of this is greater business opportunities and increased local employment.

A development of 10 storeys on the site will generate approximately 100 new dwellings. Based on 2016 ABS data the average annual household income in Campsie is

<p><i>Support a health and medical precinct around Canterbury Hospital</i></p>	<p>approximately \$65,000. Based on 100 dwellings being built on the site this would result in the potential injection of up to \$6,500,000 into the local economy.</p>
<p><i>Protect the character and fine grain along Beamish Street and maintain retail and commercial usage along the street</i></p>	<p>Additionally, in terms of transport and increased centre activity, network interfaces and transport choices will increase connectivity through the Campsie rail/road transport node and provide links to other retail centres such as Bankstown, Strathfield, Rockdale, Belmore and Lakemba, whilst adding foot and cycle way transport opportunities throughout, to service the increased population.</p> <p>This may be achieved via:</p> <ul style="list-style-type: none"> <li>Increased density within the residential precincts with good foot and cycle access to Cooks River, makes use of a newly established green grid and enables the site to contribute to the establishment and use of the foot and cycle ways within a green web.</li> <li>A vibrant night time economy will be enhanced by the patronage of local residents occupying the increased density residential zones, wishing to eat and dine out without travelling to various nearby centres.</li> <li>Increasing residential density within Campsie will achieve critical mass of the local population to allow Campsie to self-sustain, which in turn will drive demand for local businesses to want to locate to Campsie. As such increasing residential density on sites such as that at 7-17 Fourth Avenue will in fact help support growth in local commercial and retail floor space within the Campsie town centre.</li> <li>Parking within sites and nearby to transport nodes will enable park and ride to be engaged when required.</li> <li>Any development relating to increased residential density and upgrading of the streetscape on the Fourth Avenue frontage will contribute to the patronage of medical facilities within and around Canterbury Hospital and surrounds. Additionally, the medical precinct outside of Campsie will be further serviced through the provision of new high quality residential accommodation for healthcare and medical workers to live in, in reasonable proximity to walk or park and ride facilities and inter centre travel via rail and road links, easily accessible.</li> </ul> <p>It is noteworthy that while Beamish Street is not in the immediate vicinity, the proposed upgrades to the Fourth Avenue area do not adversely affect this identified area of significance to Campsie. Nor will the changes recommended detract or draw population away from the Beamish Street interface, thus its vibrancy will be enhanced as increased population in alternative areas and the subsequent patronage of this identified locale.</p> <p><b>Aligns with:</b></p> <p><b>LSPS: Evolution 3 - Place for commerce and jobs</b></p> <p><b>Draft Employment Lands Strategy proposed actions</b></p>
<p><b>Priority 3: Promote a healthy and living river system that flows through the Cooks River catchment</b></p> <p><i>Contribute to achieving a water sensitive city</i></p>	<p>Any impacts and future consideration on and for the river system and particularly the Cooks River may be addressed by the promotion of water re-use on “Brownfield” sites, such as the subject site that would extend past and exceed statutory requirements. Measures such as:</p> <ul style="list-style-type: none"> <li>Grey water use in toilets and</li> <li>Grey water in landscaping surrounds on-site, backed up by mains water sources.</li> </ul>

<p><i>Integrate water wise practices in the design of buildings, parks and streets</i></p> <p><i>Explore opportunities to harvest rainfall for use in landscapes and the surrounding built environment</i></p> <p><i>Encourage streets and buildings to be orientated towards rivers and creeks and create opportunities for new blue and green corridor links</i></p> <p><i>Enhance connections between Campsie's Centre, the Cooks River and Tasker Park</i></p> <p><i>Deliver deep soil to achieve the Blue Web Actions outlined in Council's Local Strategic Planning Statement</i></p>	<ul style="list-style-type: none"> <li>Management of excessive stormwater runoff from the subject site for transfer to public use holding tanks within the street. (landscape verge watering, parks and gardens watering)</li> </ul> <p>These infrastructure costs may be offset via contributions and bonuses for less parking required for dwelling numbers, via use of methodology outlined within Priority 1 and FSR bonuses that allow for increases in site yields on the provision that a fiscal contribution to public infrastructure be made at CC stage of any proposal.</p> <p>Whilst the site is not in the immediate vicinity of Tasker Park or Cooks River as it relates to the Campsie town centre to the east, patronage of the local recreation areas will be increased via the increased population. It is also worth noting that development contributions from higher density residential development on the site and others in the R4 zoned area, can be utilized to help deliver substantial infrastructure and equipment upgrades within existing local parks, improving their appeal and ability to service the local population.</p> <p>In terms of on-site deep soil planting opportunities</p> <ul style="list-style-type: none"> <li>Deep soil landscaping to be provided for the development, and based on the indicative concept that accompanies this site we can confirm that it would be more than capable of meeting the deep soil requirements under the Apartment Design Guide.</li> <li>Monetary contribution to usable public open space as an alternative to offset proposals that increase height and FSR;</li> <li>Ensure deep soil planting to be in line with the whole of catchment management as outlined by councils "Connective City 2036" plan.</li> </ul> <p><b>Aligns with:</b></p> <p><b>LSPS: Evolution 4 Blue web</b></p>
<p><b>Priority 4: Create an integrated network of ecological and green spaces</b></p> <p><i>Contribute to the network of parks, open spaces, vegetated spaces of appropriate scale, and the links between them</i></p> <p><i>Contribute to a range of informal passive and active recreational opportunities or renew existing spaces</i></p> <p><i>Connect pockets of habitat across urban areas through tree and vegetation corridors</i></p> <p><i>Plan for comfortable and leafy active transport connections to enable people to move from homes to Campsie Station</i></p> <p><i>Contribute to the tree canopy target of 15% to 25% in centres to reduce the heat island effect</i></p> <p><i>Deliver deep soil to achieve the Green Web Actions outlined in Council's Local Strategic Planning Statement</i></p>	<p>Again, developer contributions obtained from future redevelopment may be directed toward park and open space upgrades/improvements. This could include but not be limited to improved green areas, waterway rehabilitation programs, increased footpath and verge widths, cycle ways and playground facilities and other green uses. These types of initiatives will all contribute to a healthier integrated network of ecological and green spaces.</p> <p>On the front setbacks of sites a minimum setback of 7m will allow for vegetated front setbacks along pathway links and an increased perception of street/site frontage connectivity. This will further contribute to the "re greening" of the residential areas of Campsie.</p> <p>Developments can also contribute further to the ecological interactions of Campsie via sites providing extensive planting in addition to designs that incorporate green elements as part of any building, including terraces and roof top gardens. Additionally, controls may be implemented to require the provision of larger areas of landscaping instead of broken up small pocket style landscaping, increasing the minimum dimension of landscaping to be included in any calculation to 3m minimum. Finally, rooftop communal areas with green elements will help augment the urban tree canopy.</p> <p>It is also noted that that this priority will directly link with Priority 3, and combined with the measures outlined earlier will contribute to the creation of a more comprehensive network of green and ecological spaces, whilst reducing the urban heat island effect.</p> <p><b>Aligns with LSPS: Evolution 5 – Green web</b></p>



<p><b>Priority 5: Provide diverse, accessible, and affordable housing</b></p> <p><i>Deliver up to 15% affordable housing on sites;</i></p> <p><i>Contribute to providing 5,600 additional dwellings in Campsie by 2036;</i></p> <p><i>Provide housing choice to suit each life stage through a range of housing typologies, sizes and tenures;</i></p> <p><i>Provide dwelling mix within developments to reflect household need;</i></p> <p><i>Accommodate additional housing while maintaining the existing Beamish Street fine grained main street character;</i></p> <p><i>Provide a mix of densities and heights within walking distance of Campsie station with a transition to low density housing on the edges of the centre;</i></p> <p><i>Protect environmental and built heritage;</i></p>	<p>It is recommended that an increase in FSR and height controls within the LEP, and potential inclusion of further FSR and height bonuses for additional affordable housing delivery will significantly assist the Council with delivering more affordable housing opportunities in the Campsie town centre.</p> <p>Consideration of SEPP 65 must be given weight, however the implementation of design excellence bonuses if possible, directly linked to the provision of affordable housing will benefit the subject site and in turn, the community.</p> <p>For example: based on a building height of 10 storeys and an FSR of 3:1, we estimate that the site is able to accommodate some 100 residential dwellings of various sizes and styles. On this basis and assuming an affordable housing percentage of 15%, this would equate to 15 affordable dwellings being delivered in the local area. We note however that the District Plan sets a target of 5-10% affordable housing and believe this represents a more financially viable outcome that will ensure the site can be developed in a viable manner that also enables realisation of the Council's affordable housing priorities and objectives.</p> <p>However, further affordable housing to 15% could be achieved if that additional affordable housing was tied to an additional bonus height and FSR. For a bonus FSR incentive of 0.5:1 (i.e. 3.5:1 max) and a corresponding 2-3 storey bonus height could potentially be used to take affordable housing percentages from 10% to 15%, thereby delivering a far greater amount of viable affordable housing provision in the local area.</p> <p>Another option that the Council may want to consider is "Build to Rent", this would provide another form of housing tenure that suits a different demographic to those seeking affordable housing.</p> <p><b><u>Specific Recommendations</u></b></p> <ul style="list-style-type: none"> <li>• Future developments to include studio, one, two and three room developments with variations in parking rates.</li> <li>• Increased requirements for two bedroom apartments to allow for increase owner /occupier use and ownership of dwellings (ownership increases longevity and sense of place)</li> <li>• Utilise the central location of the subject sites in Fourth Avenue to focus the new FSR and Height requirements into this well-established R4 high density residential zone as it exists.</li> <li>• The upgrading and intensification of the residential land use in this location will promote the entire localities upgrading to a more functional and economical land use of the existing residential resources.</li> <li>• Identify the proximity of any heritage and conservation areas – design and protect accordingly.</li> <li>• Utilise bonus height and floorspace incentives as a means of achieving a greater amount of affordable housing.</li> </ul> <p><b>Aligns with:</b></p> <p><b>LSPS: Evolution 6 - Urban and Suburban Place, Housing the City</b></p> <p><b>Housing Strategy</b></p> <p><b>Affordable Housing Strategy actions</b></p>
<p><b>Priority 6: Create cultural places and spaces will service and celebrate many cultures, languages, activities, and age groups</b></p> <p><i>Explore opportunities to deliver a new cultural facility in Campsie</i></p> <p><i>Plan for high quality public domain and public spaces, including the provision of public art</i></p>	<p>Financial contribution to recreational infrastructure via a new contributions plan or the like would be appropriate in this instance. This methodology will benefit further by linking these contributions to FSR or height increases and bonuses.</p> <p>These undertakings, addressed at DA stage of any development are, as stated above, appropriately addressed via contributions at CC stage of any development. Notwithstanding, consideration must be given to any indigenous heritage and the identity of the community.</p>

<p><i>Deliver flexible and adaptable community supporting infrastructure to support growth</i></p> <p><i>Encourage a network approach to the provision of community infrastructure and services</i></p> <p><i>Recognise Aboriginal and Torres Strait Islander heritage through physical features of the city</i></p>	<p>The creation of a public art strategy for the Campsie Town Centre can also augment this priority and again development contributions could pay for local public art in the centre.</p> <p><b>Aligns with LSPS: Evolution 7 - Cultural Place and Spaces</b></p>
<p><b>Priority 7: Deliver quality design in public and private areas</b></p> <p><i>Champion and deliver high quality design within the public and private realm;</i></p> <p><i>Engages competent, skilled and highly regarded design professionals to design and deliver great places for people;</i></p> <p><i>Create buildings that are sustainable, use materials that are built-to-last and are resilient to extreme weather events;</i></p> <p><i>Design buildings that are aesthetically pleasing as well as practical, and well maintained and cared for;</i></p> <p><i>Deliver design solutions that draw on an understanding of place and respond to the unique historical, cultural, environmental, and social characteristics of Campsie;</i></p> <p><i>Positively contributes to the urban context and site conditions in terms of natural features, built form, streetscape, street wall height, building separation, setbacks, amenity, building bulk and modulation;</i></p> <p><i>Positively contributes to the quality and amenity of the public domain in terms of landscaping, passive surveillance, visual interest and the interface of public and private domain;</i></p>	<p>An appropriate increase in FSR to 3:1 and height of 33m or 10 Storeys, together with landscaping and greening considerations will be required to be designed in sympathy to a "Desired Future Character" as outlined.</p> <p>This Desired Future Character must reflect a suburb in transition and a desire to increase intra and intercity connectivity whilst increasing greening and removal of the car as primary transport.</p> <p>The intent of any desire future character statement would include identifying the Campsie residential area as currently characterised by a mix of detached style housing and apartment style housing in landscaped settings interspersed by complementary and compatible uses. Given the aspiration to change and deliver growth in Campsie any desired future character will need to support and facilitate a step change in design from the current established built form character, to a more dense urban form consistent with that achieved for the 2-16 Sixth Avenue and shown in our massing diagrams.</p> <p>The quality of existing development in Campsie is inconsistent and suffers as a result of poorly designed and dated buildings with limited relationships to the surrounding public spaces including nearby Cooks River</p> <p>Future development in Campsie will be of an improved standard of design that addresses public streets and spaces with vegetated and transitional front building setbacks into the pedestrian green web. Opportunities for further development in Campsie's residential zones and specifically this area surrounding and including Fourth Avenue can be facilitated via the priorities mention above and the implementation of a Design Excellence process much like the ones used by other Council's within the Greater Sydney Region.</p> <p>These developments should target a varied mix of bedrooms and sizes to promote opportunities to owner occupy. This will intern promote "pride of place" and give owners a stake in the local area. Longevity and quality of design will be promoted by upgrading of the site and its controls to allow for a more intensive mix and variation of apartments.</p> <p>These undertakings can be provided via appropriate numerical standards for outstanding building designs that address the street and provide built form separation with landscaping, whilst creating a new street frontage of interest to pedestrians and other public space users via appropriate numerical setback and landscape controls.</p> <p>The quality of the public domain will be enhanced by this design driven re-gentrification, with additional positive contributions such as casual surveillance and reduction in street crime, graffiti and assists in re-gentrification of the public realm.</p> <p>Lumex would greatly welcome the opportunity to design a high quality high amenity building for the site, and if given that opportunity, would have no problems with participating in a Design Excellence process with the Council to ensure the achievement of the best possible design and development outcome for the local community.</p> <p><b>Aligns with</b></p> <p><b>LSPS: Evolution 8 – Design Quality</b></p> <p><b>Planning proposal – Canterbury Bankstown Consolidated LEP Clause 6.14 Design quality</b></p>

<p><b>Priority 8: Deliver sustainable buildings and spaces</b></p> <p><i>Improve resilience to climate change through optimised building design by:</i></p> <p><i>Using external materials that are good quality, durable and low-maintenance;</i></p> <p><i>Achieving the principles of ecologically sustainable development;</i></p> <p><i>Integrating waste management infrastructure in the site layout and building design;</i></p> <p><i>Deliver increased building sustainability standards through exceeding BASIX and NATHERS benchmarks to achieve net-zero emissions by 2050;</i></p> <p><i>Explore innovative and cost-effective mitigation and management strategies to reduce water and energy usage;</i></p> <p><i>Deliver infrastructure for electric vehicle chargers.</i></p>	<p>In addition to the undertakings outlined within Priority 7, any new build should reflect the six principles of Environmentally Sustainable Development which are:</p> <ul style="list-style-type: none"> <li>• Sustainable use</li> <li>• Integration</li> <li>• The precautionary principle</li> <li>• Inter-generational and intra-generational equity</li> <li>• Conservation of biological diversity and ecological integrity</li> <li>• Internalisation of external environmental costs</li> </ul> <p>These considerations are fundamental and will be required to underpin and new development controls within the Fourth Avenue locale. Further, specific ecologically sustainable undertakings can include:</p> <ul style="list-style-type: none"> <li>• Consideration to include photovoltaics for power generation on-site and back into the broader grid;</li> <li>• Electricity storage and battery use on-site where appropriate;</li> <li>• The use of solar boosted gas hot water;</li> <li>• On site composting and increase re-use of biodegradable elements of refuse, appropriately treated.</li> </ul> <p>It should be noted that this list is not exhaustive and any proven ecologically sustainable designs and processes should be implemented where possible.</p> <p>In terms of specific design relationships with the subject site and surrounds the frontage is to the south and overshadowing from any development will be across the roadway, thus allowing adjoining sites to enjoy access to sunlight for recreational purposes addition to electricity generation, solar penetration into the subject and adjoining sites and sunlight to landscape areas.</p> <p><b>Aligns with:</b></p> <p><b>LSPS: Evolution 9 - Sustainable and Resilient Places</b></p>
<p><b>Other Considerations</b></p>	<p>Other more general considerations and possible action required are listed following:</p> <ul style="list-style-type: none"> <li>• Further affordable housing commitments</li> <li>• Review of Development Contribution Plans to include undertakings included within the priority responses;</li> <li>• Advocating for increased BASIX energy and water targets;</li> <li>• Increased street tree and urban canopy requirements;</li> <li>• Bushland and biodiversity interactions;</li> <li>• Update and implementation of Council's Public Art Plan</li> </ul> <p>In addition to the above, a number of statutory contributions may be required to apply new developments within the LGA, including:</p> <ul style="list-style-type: none"> <li>• Section 7.11 and 7.12 contributions;</li> <li>• Special Infrastructure Contributions (SIC); and</li> <li>• Voluntary Planning Agreements (VPAs)</li> </ul> <p>It is estimated that in some areas within the LGA, the cumulative total of current and proposed statutory contributions alone (including affordable housing contributions) will be increased.</p> <p>While each one of the above items may provide positive outcomes for Council and the community, a balance needs to be achieved for the cumulative impact these contributions and requirements can have on the cost of development.</p>

## 6.0 Conclusion

Thank you for the opportunity to provide a submission to the Canterbury Bankstown CTCM. Lumex welcomes any further discussions to work collaboratively with Council and would welcome the opportunity for a face to face meeting to discuss our position and desire to contribute to this process further. Should Council require any further information in relation to the matters raised in this submission, please do not hesitate to contact myself at [REDACTED]

Yours sincerely,

Henry Huynh  
Project Director  
Lumex Property Group