

**Landowner Early Engagement package
Campsie Town Centre Master Plan
Site:2-16 Sixth Avenue Campsie**

Submission made by:

**Amcot Constructions Pty Ltd
On Behalf of the land owners of 2-16 Sixth avenue
Campsie NSW .**

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E: haveyoursay@cbc.city.nsw.gov.au**

**Contact: Tony Saab
Amcot Constructions Pty Ltd
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]**

Contents

BACKGROUND	3
CONCEPT DESIGN AMENDMENT	3
GUIDING PRINCIPLES /PLANNING PRIORITIES	4
Priority 1: Prioritise better public transport usage and increased space for pedestrians	4
Priority 2 : Deliver Local Jobs, a strong local economy and a diverse skilled workforce	5
Priority 3: Promote a healthy and living river system that flows through the cooks river catchment	8
Priority 4: Create an integrated network of ecological and green spaces.....	8
Priority 5: Provide diverse, accessible and affordable Housing.....	9
Priority 6: Create cultural places and spaces that service and celebrate many cultures, languages, activities and age groups	10
Priority 7: Deliver quality design in public and private spaces	10
Priority 8: Deliver sustainable buildings and spaces.....	10

Attachments

Document 1 : Draft Planning Proposal prepared by MG Planning (Dec 2016)

Appendix A: Urban Design Analysis prepared by JSA Studio (17/01/2017)

Appendix B: Concept Design prepared by JSA Studio (23/11/2016)

Appendix C: Traffic and Parking Impact Report prepared by ML Traffic Engineers (Dec 2016)

BACKGROUND

The site is located on the western side of Sixth Avenue to the north-west of the intersection of Sixth and Ninth Avenues. The site comprises 8 residential houses.

The site has a total site area of 4,009m². The site is located approximately 350m walking distance from Campsie Station and 120m from Beamish Street which forms the main shopping street of the Campsie Town Centre.

The site is highly accessible and accordingly has been identified as land that is suitable for **high rise mixed use development** in the Sydenham to Bankstown Draft Urban Renewal Corridor Strategy (DP&E, October 2015).

The landholding possesses strategic and site specific attributes supporting high density development aligned with the strategic objectives for Campsie outlined in Councils 'Connective City 2036' Local Strategic Planning Statement.

The site has a current FSR of 2.9:1 with a 25 metre Height limit.

In 2016/2017 a Planning Proposal was prepared by MG Planning (Urban Planners) in response to the then active **Sydenham to Bankstown Urban Renewal strategy** and a supporting Urban Design report and Concept Design was prepared by JSA Studio. A traffic and Parking Impact report was also prepared by ML Traffic Engineers.

However at that time as the **Sydenham to Bankstown Urban Renewal strategy was not finalised** on the advice of our planners it was suggested that **the Planning Proposal should not be lodged** with Council as the full condition of support may not be granted given the Sydenham to Bankstown Urban Renewal strategy **did not reach finalisation**.

As part of this submission we now enclose the following in support as well as addressing the 8 Guiding Principles/Planning Priorities:

Document 1 : Draft Planning Proposal prepared by MG Planning (Dec 2016)

Appendix A: Urban Design Analysis prepared by JSA Studio (17/01/2017)

Appendix B: Concept Design prepared by JSA Studio (23/11/2016)

Appendix C: Traffic and Parking Impact Report prepared by ML Traffic Engineers (Dec 2016)

CONCEPT DESIGN AMENDMENT

Although the original design as attached encompasses a **BOARDING HOUSE** component **as affordable housing** given the feedback and sentiment from council and the general community it is envisaged that any Final Design is likely to **replace the Boarding House Component with a mix of potential Studio, 1 , 2 and 3 bedroom Units subject to compliance with Sepp 65 and the ADG.**

When addressing the Guiding Principles/Planning Priorities where appropriate reference will be made to the above reports which may provide more detailed analysis.

GUIDING PRINCIPLES /PLANNING PRIORITIES

Priority 1: Prioritise better public transport usage and increased space for pedestrians

The impact of this large development on traffic conditions within the study area has been addressed by the attached Appendix C Traffic report prepared by ML Traffic Engineers.

The upgrade of the Sydney Metro City and Southwest, a metro railway between Chatswood and Bankstown will provide a high frequency rail service along an enhanced Sydenham to Bankstown rail corridor.

Together with a proposed upgrade to Campsie station this will result inevitably in lower levels of vehicle movement. The provision of Bicycle spaces and easy access pathways within the proposed development together with the allocation of dedicated car spaces for car sharing will result in lower levels of vehicle movement.

Given the site is located only 350m walking distance from Campsie station the reliance on vehicles will be greatly reduced for residents. Also the upgrade of the station will result in easier access through the decluttering of the footpath and the north-south pedestrian flow will be freed up. The station upgrade will also create more opportunities for pedestrians to move into, through and out of the concourse in multiple directions. The corner of Beamish Street and Lilian Lane is opened up by removal of part of the corner building, creating both more space and wider sightlines along and across the streets. This improves the legibility of the immediate station environment and supports easier, more comfortable pedestrian movement, and reduced potential for conflict between pedestrians, cyclists and vehicles.

The large number of people that can be accommodated by this development will result in a higher demand of all activities from a social and financial perspective adding to demand for local services and stimulating economic growth in the local Campsie centre.

The design and location of the proposed development provides for: – Access to new kiss and ride zone at South Parade (northern side) – Convenient transfer to existing bus stops on North Parade, Beamish Street and South Parade – Access to existing taxi ranks and set down area at North Parade (southern side) – Access to existing accessible parking zone at South Parade (northern side). – Access to existing park and ride.

A new proposed Walking and Cycling Strategy for Campsie identifies a number of corridors and locations that present opportunities for improved pedestrian and cycle accessibility in a one kilometre radius around the rail station of which this proposed development falls into. It covers local pedestrian routes, circulation patterns and desire lines; land use and the level of activity around the station; relationships to other transport networks and modes; and the proximity of local access roads and routes.

Given the bicycle facilities and location proposed within this development walking and cycling are the highest priority access modes as they are the most sustainable, cost-effective, equitable and accessible. Pedestrians and bicycle riders have the lowest environmental impact and (typically) require the least amount of space, while they also contribute to personal safety, urban and commercial viability.

The development intends to provide off-street spaces dedicated for mobility sharing services only within the basement car parks. This provides the opportunity to manage car volume and space demand in the Campsie CBD. In fact, research shows (source: GoGet) that for every 1 GoGet provided on the street can replace demand for 10 private cars elsewhere.

The land owners are happy to work with council on introducing maximum parking caps for developments within 400m of the station to attract car-free households and/or those who will utilise bus and transport services.

Furthermore the following mobility services (MAAS) will be considered and incorporated where practical to do so in the development including:

- Bicycle sharing System
- Person to person car rental
- Fleet and ride sharing
- Autonomous transport system will be also considered when such technology becomes available.

From a practical perspective we envisage the **allocation of dedicated bike and car spaces together with signage and strata notification to residents of the development** to allow increased uptake of mobility services.

Priority 2 : Deliver Local Jobs, a strong local economy and a diverse skilled workforce

The focus of this proposed development will be on the creation of jobs in the pipeline over the long term including construction phase and thereafter, medium term once the associated development application (DA) is determined, as well as the creation of jobs in the short term during the design and assessment phase of a project. The assessment of jobs will be undertaken using a model utilised by the Australian Bureau of statistics (ABS).

The construction industry, consisting of firms mainly engaged in the construction of residential and non-residential buildings and engineering structures, and in related trade

services, is an important part of the economy, accounting for 5.5% of GDP for 1999-2000, and employing almost 8% of the work force in 1999-2000. The industry has important linkages with other sectors, so that its impacts on the economy go well beyond the direct contribution of construction activities.

The industry's flow-on effects to other economic activity

Over and above the direct contribution of construction activity to the economy, it has 'flow-on' impacts on the activities of other industries. The possible size of these impacts can be illustrated using multipliers based on inter-industry flows in input-output tables. For the construction industry the multipliers can be characterised as follows:

- the **initial effect** - an initial \$1m of extra output of the construction industry, and related employment in the industry to produce that output;
- a **production induced effect** - the combination of:
 - the **first round effect** - the amount of output and employment required from all industries that supply goods and services to the construction industry in order for that industry to produce the initial \$1m of extra output;
 - an **industrial support effect** - the induced extra output and employment from all industries to support the production of the first round effect;
- a **consumption induced effect** - the subsequent inducement for extra output and employment due to increased spending by the wage and salary earners across all industries arising from the compensation received for their labour as part of the other effects above.

Table 1 summarises the multipliers for output and employment in the construction industry. They show that, for every \$1m spent on construction output in 1996-97, a possible \$2.9m in output would be generated in the economy as a whole, giving rise to 9 jobs in the construction industry (the initial employment effect), and 37 jobs in the economy as a whole from all effects.

These flow-on effects are made up as follows. The initial effect of the additional construction is \$1m. The first round effect for this additional construction would be the increased value of activity of around \$0.5m in those businesses manufacturing the materials needed for the additional construction, such as concrete and steel frames. The businesses supplying and servicing the concrete and steel frame businesses, such as aggregate quarrying and raw steel production, experience an increased demand for their products and services. This industrial support effect is estimated to be an additional \$0.4m. As activity has increased in the construction industry, as well as in the suppliers to that industry and the suppliers to the suppliers, there is an increase in wages and salaries to employees in this chain. The spending of these wages and salaries induces a further round of consumption effects in other areas of the economy totalling an additional \$1m.

Therefore in our development based on an estimated construction cost of \$75,000,000 this would yield Total output of \$ 214,950,000 and an employment number 2775 people based on an FSR of 6:1. See table 2 Below.

1. CONSTRUCTION INDUSTRY MULTIPLIERS FOR \$1M OF OUTPUT(a)

	Initial effects (1)	First round effects (2)	Industrial support effects (3)	Production induced effects (4 = 2 + 3)	Consumption induced effects (5)	Total Multiplier (6 = 1 + 4 + 5)
Output (\$m)	1.000	0.466	0.438	0.904	0.962	2.866
Employment (no.)	9	3	4	7	21	37

2. CONSTRUCTION INDUSTRY MULTIPLIERS FOR \$75M OF OUTPUT(b)

Project – 2-16 Sixth Avenue, CAMPSIE

(Output (\$m)	75.000	0.466	0.438	0.904	0.962	214.95
Employment (no.)	675	225	300	525	1575	2,775

It is proposed that the development will allow for 211 apartments. This will lead to occupation by a large increased number of residents that will support a lifestyle precinct by providing increased demand for restaurants/cafes operating at night and wellness facilities such as gyms and contribute to the prosperity and economic growth of the Campsie town centre.

The site is currently zoned residential and if a mixed use development is supported this will lead to a net increase in commercial /retail floor space through the provision of 391m² of additional area. This area may be occupied by a medical centre which would support the health and medical precinct around Canterbury Hospital.

Priority 3: Promote a healthy and living river system that flows through the cooks river catchment

It is envisaged that during the detailed planning (DA/CC) phase of the development that best practise water sensitive urban design principles would be incorporated to provide sustainable urban water management.

This can be achieved during the design phase by the use of Consultants experienced in Urban water management and closely working with council to ensure appropriate standards are met.

Some of the considerations would include:

- addressing applicable water resource management components, opportunities and issues (e.g. water service, stormwater/surface water and protection from flooding, groundwater, water quality, protection of receiving waters) with appropriate design and implementation plans, as early as possible in the project planning stages
- implement a water sensitive urban design approach
- design urban form and infrastructure and adopt appropriate construction practices that do not result in unacceptable impacts to water resources or unacceptable impacts from water resources on urban form and infrastructure
- recognise the need for site-specific solutions that include innovative approaches and appropriate non-structural and structural controls.

Priority 4: Create an integrated network of ecological and green spaces

It is envisaged during the DA phase that the landscape design will incorporate the following: Existing street trees are to be retained, these are large mature trees which will substantially screen the façade. In combination with the street trees the trees on site will provide an attractive setting for the building and further assist in reducing its bulk and scale when viewed from the street.

Within the site and at the side and rear boundaries a range of trees are proposed with a mature height of between 6m to 30m. It is considered that these will assist in shielding any perceived bulk in long views.

The concept design attached demonstrates that the communal and Public open space (COS) provided as a % of site area is substantial and will fully comply with ADG guidelines. Communal facilities may include: a play space and BBQ area within the COS. A covered seating area can also be provided and the space will be suitable for a range of different sized groups.

A pergola and awning are also proposed within the COS.

The total deep soil area is substantial and will comply with the ADG whilst ensuring at least 2m deep soil along the side setback is kept clear of decking .(see concept design)

Priority 5: Provide diverse, accessible and affordable Housing

Consistent with Council's draft Affordable Housing Policy, the proposal includes an offer to provide the equivalent of up to **5% of the increased residential floor space either dedicated to Council in the form of residential dwellings for the purposes of affordable housing, or as a cash payment for the purposes of affordable housing**. The proponent is prepared to enter into a Voluntary Planning Agreement to implement this offer.

Given the current Sydney apartment market is in a **severe downward projection in terms of apartment pricing** due to Covid 19 a progressive affordable housing target should slowly be introduced where the inclusionary affordable housing percentage contribution is slowly raised **over a 10 year period** to allow the market to slowly recover and allow projects to proceed on the basis of economic viability. **An overly ambitious high inclusionary affordable housing percentage at the outset may render projects unviable.**

In fact Canterbury Bankstowns draft Housing strategy background report Dated February 2020 (prepared on assumptions prior to Covid 19 that the market was improving) suggested the following:

"A two-year lead in time for an affordable housing contributions scheme in Canterbury Bankstown is accepted given residential market conditions have improved as of January 2020 , as informed by Hill PDA's market research and feasibility testing."

I would now suggest that this analysis is outdated given the impact of Covid 19 and the deteriorating Sydney market conditions and the affordable housing strategy would require a much longer lead in time.

It is important to note that any discussion around Affordable Housing can only be discussed in detail in the context of FSR uplift and **proposed** SIC (special infrastructure contributions). Given these 2 items are significant material costs they need to be considered in light of the **economic viability of a project** and council should undertake further detailed economic modelling based on **current unit market conditions** and the impact of Covid 19 on the general Sydney apartment market.

The margins on development cost and IRR (internal rates of return) should be guided by **the big 4 banks development finance requirements** and valuers that specialise in Development

Valuations for banks such as Acumentis (previously known as Landmark White) as ultimately most developments will be financed.

The development is proposed to provide a mix of studio, 1, 2 and 3 bedroom apartments totalling 211 Apartments contributing to Campsie's dwelling target of 5600 by 2036. This broad housing choice mix will suit each life stage through a range of housing typologies sizes and tenures. (See concept design)

The development is located within 350m walking distance of the train station.

Please refer to the attached **Urban design report** which demonstrates the city centre massing profile showing a mix of heights in context with a transition to lower heights and densities and addresses Built form in detail.

Priority 6: Create cultural places and spaces that service and celebrate many cultures, languages, activities and age groups

The current concept provides for a 391sqm Commercial area which could accommodate a high quality public art space. Discussions can take place as to providing such space for exclusive council use as a public art space.

The landowners are open to discussions which would explore opportunities to develop a new cultural facility as part of the development. This will need to be discussed in the context of the proposed provision of affordable housing and the proposed state government state infrastructure scheme (SIC) and proposed FSR for the site to determine the economic viability of the project in context.

Priority 7: Deliver quality design in public and private spaces

A high quality design concept using skilled and highly regarded design company JSA studio has been used.

Please refer to the attached detailed **Design concept and Urban design report**. Note that the design reports have clearly addressed Natural features, Built form, streetscape, street wall height, building separation, setbacks, amenity, building bulk, modulation in the context of full compliance with SEPP 65 and the ADG.

Furthermore the **Design concept and Urban design report** have considered landscaping, passive surveillance, visual interest and the interface of public and private domain.

Priority 8: Deliver sustainable buildings and spaces

The proposal contains high quality bricks and the use of concrete and glass blade walls. The facade will incorporate the use of metal and glass, these will be used on Balustrading to the balcony areas. Also incorporated in the facade are sections of metal and glass louvers.

It is anticipated that the development will encompass a provision for the Installation of Electric Vehicle chargers. In addition the provision of Bicycle spaces and convenience of walking to the Campsie town centre and station (given the site is within 350m of the train station) will inevitably assist achieving zero net emissions by 2050 and assist in addressing the ecologically sustainable development.

Energy consultants will be utilised to assist in achieving improved lighting whilst reducing energy costs associated with lighting , heating and cooling.

Furthermore the urban design report clearly addresses Solar access with 73% of units receiving 2hrs solar access in compliance with ADG. This will further reduce energy costs. Wind and urban heat has also been considered in the design. Please refer to Urban design report.

The development aims to deliver well planned waste infrastructure that is responsive to future needs and aims to make provision for waste reuse and recycling services with the support of council and consultation with qualified waste professionals that can offer practical solutions in this area. Innovative and cost effective waste management strategies will be explored closely during the design phase.

Water efficient technology will be implemented throughout the building with the aim of reducing water consumption and opportunities for recycling water will also be explored.