

COMMERCIAL IN CONFIDENCE

3 September 2020

Council Community Engagement team
Canterbury Bankstown Council
PO Box 8
Bankstown NSW 1885
Australia

Via email haveyoursay@cbc.city.nsw.gov.au

Dear Council Community Engagement team,

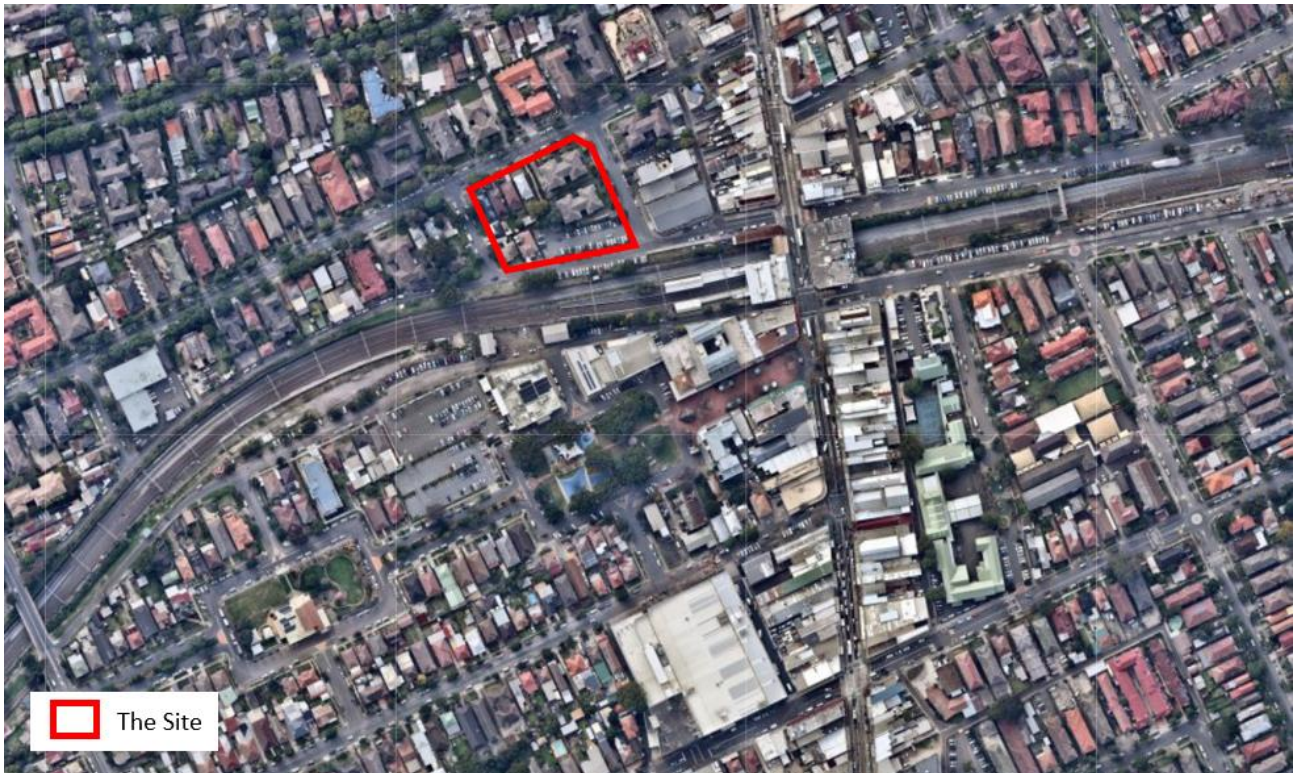
This submission is made by [REDACTED] as a multi-owner/multi-site submission in response to the invitation from Canterbury Bankstown Council for large landholders to provide details of their sites to respond to the 8 Planning Priorities for the Campsie Master Plan.

This submission relates to the land holding as 1-13 London Street, 1-3 Wilfred Avenue and 18-24 Campsie Street, Campsie. The site comprises 11 allotments providing an overall site area of 6,322m² plus a road reserve.

The lots making up the site are identified below:

Street Address	Legal Description	Endorse this submission
1-3 London Street	SP9214	Yes
5-9 London Street	SP9215	Yes
11-13 London Street	6/C/DP4190	Council land
11-13 London Street	7/C/DP4190	Council land
18 Campsie Street	80/DP5930	Yes
20 Campsie Street	79/DP5930	Yes
22 Campsie Street	78/DP5930	Yes
24 Campsie Street	77/DP5930	-
1 Wilfred Avenue	8/DP517238	-
2 Wilfred Avenue	6/DP512678	Yes
3 Wilfred Avenue	4/DP513045	Council land

The block is one of the largest developable sites in the town centre and occupies a prominent position in the heart of Campsie town centre, possessing frontages to Campsie Street, London Street, Wilfred Avenue and Assets Street directly adjacent to the northside of the railway line.



The site is located within 100 metres of Campsie railway station entrance which is currently being upgraded to accommodate Metro services.

The block is split by a road reserve between Wilfred Avenue and Campsie Street which provides a pedestrian link from the council car park on the corner of Wilfred Avenue & London Street through to Campsie Street. The pedestrian link continues through to Ninth Avenue then Fifth Avenue. This thoroughfare is used by residents to access the station and retail services on Beamish Street.

The site comprises 2 x three storey 1970's flat buildings with a total of 9 units each, 6 single storey houses and the council car park. Based on the existing cadastral boundaries the site can be redeveloped to a high standard of urban design in either one stage (full block), two stages (East & West of the pedestrian link) or three stages (as outlined below).



Response to master plan priorities – overview

The landholding at 1-13 London Street, 1-3 Wilfred Avenue and 18-24 Campsie Street, Campsie 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 subject site presents an excellent opportunity for a large, consolidated site at a key location within Campsie town centre. The proposed development for the site seeks to optimise the site's potential by enabling increased development potential combined with a high standard of urban design and built form that will integrate with and contribute to an enhanced public realm.

Proposed development facilities significant job creation, investment and ongoing social activity that will enhance the appeal and attractiveness of the town centre as a place to live, work and recreate.

This site will support the renewal of the Campsie Town Centre in conjunction with the infrastructure upgrades and additional service frequency resulting from the Sydney Metro City and Southwest rail upgrade.

The site and proposed development is of a scale and character to contribute positively to the Planning Priorities informing the preparation of the Campsie Town Centre Master Plan.

Detailed responses are provided in the following pages, but the alignment of the site to Council's Planning Priorities is summarised below:

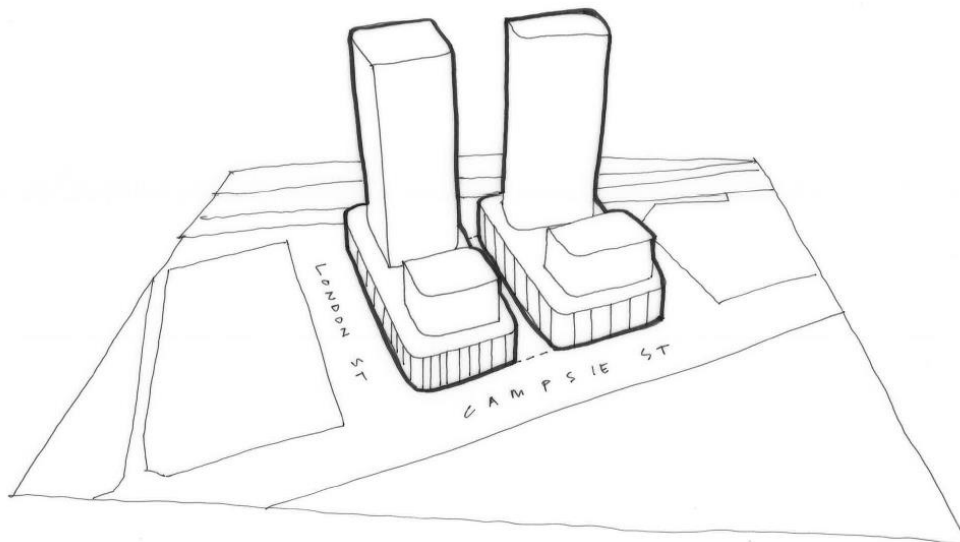
1. The sites physical proximity to the rail station and other public transport services serving the town centres optimises the potential for reduced dependence on private vehicles for people living at and accessing the site.
2. Proposed site development generates significant employment opportunities for local people and strengthening the economic and social sustainability of the town centre.
3. Best practice approaches to water management will be sought to be included in the development of the site.
4. Site development will incorporate an activated public plaza/park along the pedestrianised accessway facilitating pedestrian movement to and through the site.
5. The site will provide a mixture of dwelling types including affordable and accessible housing.
6. The detailed design of the site including the provision of a new activated public plaza/through site link will celebrate and reflect the unique cultures of the local area.
7. The site and community will benefit from design excellence in the development of the site.
8. Site development will be designed and managed to achieve best practice environmental standards.

Proposed site development

A composition of two high-rise towers supported by lower storey linear buildings of 8 storeys positioned over a 4-storey podium base.

The proposed built form and massing is designed to:

- Absorb most of the density within two slender towers, maximising the podium to provide for large format retail, commercial and community facilities.
- Appropriate positioning of the towers to minimise adverse impact (including shadows) onto the amenity of surrounding sites and public spaces.
- Orientating the towers to maximise ADG compliance.
- Providing transition in the skyline to adjoining sites via the stepped built form.
- Provision of an activated through site link optimises the public thoroughfare and access of the ground plane.
- Vehicular and service access has been diverted away from Campsie Street and London Street (where possible), utilising Assets Street & Wilfred Avenue to minimise any direct conflicts between vehicular traffic and pedestrian access.



Based on an FSR of 8:1, the indicative development yield for the proposed development is summarised as follows:

East Block

- Public car park with circa 140 car spaces
- Retail space (including supermarket, and large format liquor, childcare and cafes) – 2,500 m²
- Commercial office space – 5,000 m²
- Residential apartments – 220 units

West Block

- Community facilities
- Retail space (including medical facilities, and large a format retail) – 2,500 m²
- Commercial office space – 5,000 m²
- Residential apartments – 170 units

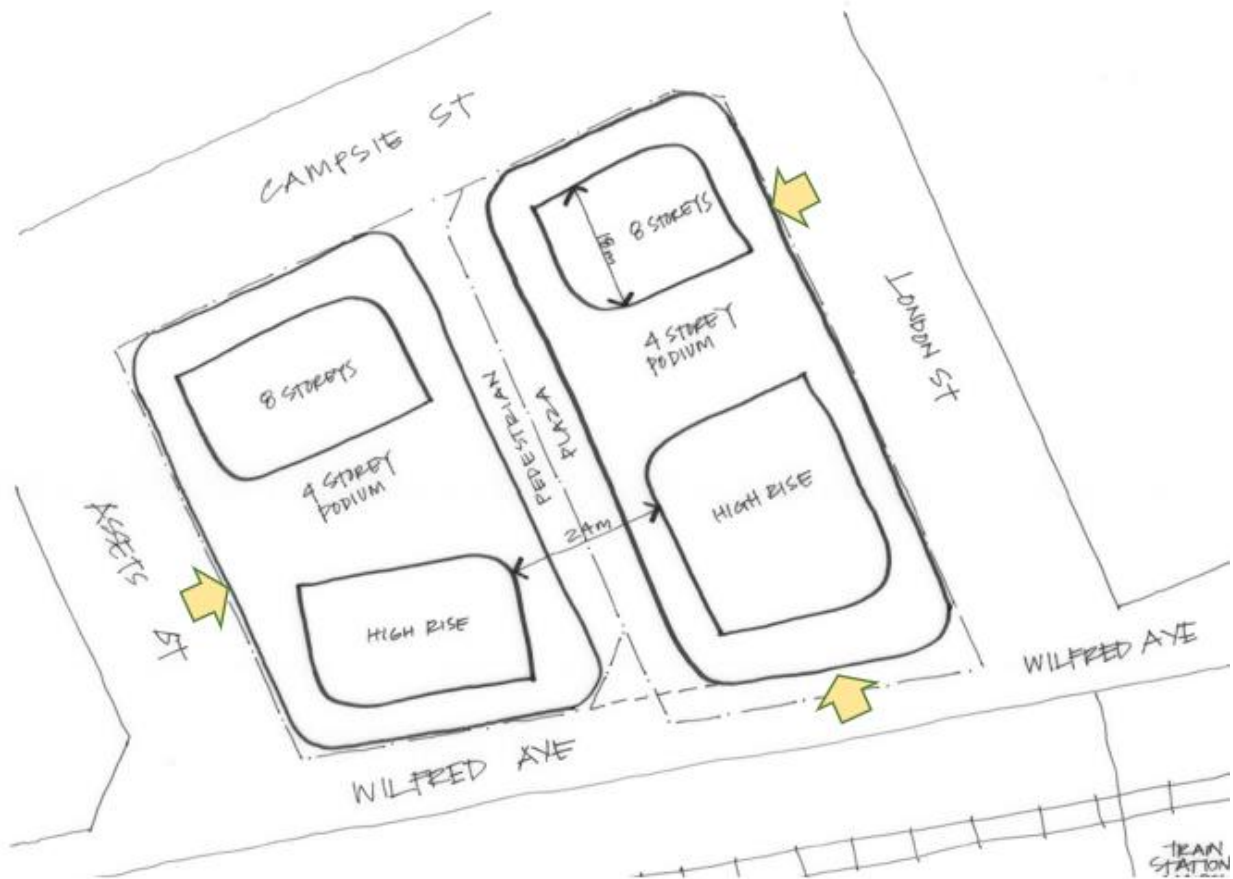
Response to the Council's Planning Priorities

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

Consider the impact of large developments on traffic conditions within the study area	<ul style="list-style-type: none"> • Vehicular and service access has been diverted away from Campsie Street (and London Street should the East Block be developed in one), utilising Wilfred Avenue and Asset Street to minimise any direct conflicts between vehicular traffic and pedestrian access to the future pedestrian bridge. • Service vehicles, loading dock and the basement carpark ramp are located away from the sun-lit public plaza/thoroughfare on Campsie Street. • Four levels of basement carparking for visitors, retail patron, workers, commuters and the residents on site, providing relief to the on-street parking. • A dedicated council-owned public car park would occupy the first level of basement parking on the Eastern Block providing both short-term parking for the supermarket as well as commuter parking. The existing 44 short-term car spaces would be increased to circa 140 spaces. Any surplus public parking requirements can be used for commuter parking.
Transform Campsie into a place for people with high demand for activities and lower levels of vehicle movement	<ul style="list-style-type: none"> • The proposed concept plan allows for the future, higher density character of Campsie's Station Precinct which will have significantly greater movements within and around it. • The proposal ties into the current network of pedestrian pathways and further expands the network by delivering a highly permeable public realm. The intent is to facilitate convenient and legible public access to the new supermarket offering on London Street and sun-lit public plaza/through site link between Wilfred Ave & Campsie Street within close proximity to the rail station and public transport options. • Maintain and upgrading the London Lane through site link between Wilfred Avenue and Campsie Street facilitates easy access and convenience to public transport and open space.
Deliver an interconnected and accessible walking and cycling network active transport	<ul style="list-style-type: none"> • A public plaza area will secure bicycle parking facilities encouraging cyclist to access the site. • Through site pedestrian links will improve pedestrian connections between Campsie Street & Ninth Avenue.
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	<ul style="list-style-type: none"> • The sites physical proximity to the rail station and other public transport services serving the town centres optimises the potential for reduced dependence on private vehicles for people living at and accessing the site. • Car share vehicles will be supplied on site under agreement with an operator such as GoGet. A variety of vehicles will be made available such as light trucks/van and cars to cater for the varying needs of residents within proximity to the property.
Link parking requirements to public transport access and plan for disruptions in transport and mobility	<ul style="list-style-type: none"> • The sites physical proximity to the rail station and other public transport services serving the town centres optimises the potential for reduced dependence on private vehicles for people living at and accessing the site. • The property is located within 150m of the new metro providing access to the rail network including Central in 18 minutes, Chatswood in 33 mins and Macquarie University in 45 minutes. On completion of the Metro the demand for parking as a component of housing is anticipated to be less than current demands.
Address shared mobility principles for liveable cities as outlined in the	<ul style="list-style-type: none"> • The development will embrace the Complete Streets CBD Transport and Place Plan as follows: The building will respond to

Complete Streets CBD Transport and Place Plan

any plans for pedestrian crossings; Trees will be planted on footpaths and internal public plaza; Way-finding signage will be located throughout the development providing guidance to key destinations and parking; High quality footpaths and street furniture will accompany landscaping across the project.



Vehicle access

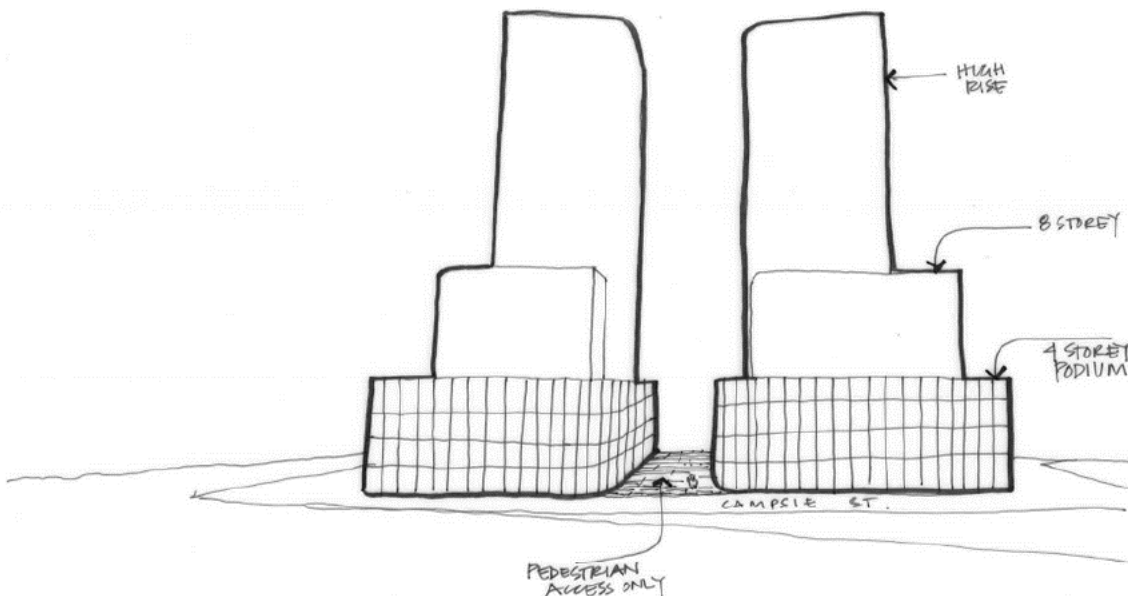
Vehicular access to be located in shaded areas and back streets to enable activation of more streets in the Campsie Town Centre

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	<ul style="list-style-type: none"> Proposed site development generates significant employment opportunities for local people and strengthening the economic and social sustainability of the town centre. The proposal will accommodate a mix of retail tenancies including supermarket, large format liquor, cafes & eateries, childcare on the podium roof, day surgery suites for which there is strong local demand. There is increased demand for commercial space in the suburbs as employers and employees alike seek a commute to work in less than 30 minutes. To cater for the increased demand, a mix of commercial office suites will be provided on site. Provisions will further be made for larger tenants occupying 1,000m² floor plates. Target tenants include government, back-office support, and local businesses. The provision of commercial/retail space can be catered on the Eastern Block only after an FSR of 6:1 is achieved due to viability issues associated with acquiring multiple lots. The proposed scheme is based on an FSR of 8:1 and achieves 7,500 m² of commercial/retail.
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	<ul style="list-style-type: none"> Adding to Campsie's vibrant culture and lifestyle is the sun-lit plaza and significant increase in works activating the streets at all times of the day.
Ensure no net reduction in commercial/retail floor space on sites	<ul style="list-style-type: none"> There will be an increase of both commercial, retail and residential floor space in comparison to current.
Support a health and medical precinct around Canterbury Hospital	<ul style="list-style-type: none"> Medical businesses may elect to lease space in the development.
Protect the character and fine grain along Beamish Street and maintain retail and commercial usage along the street	<ul style="list-style-type: none"> Not Applicable

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

Contribute to achieving a water sensitive city	<ul style="list-style-type: none"> Best practice approaches to water management will be sought to be included in the development of the site.
Integrate waterwise practices in the design of buildings, parks and streets	<ul style="list-style-type: none"> Best practice approaches to water management will be sought to be included in the development of the site.
Explore opportunities to harvest rainfall for use in landscapes and the surrounding built environment	<ul style="list-style-type: none"> Best practice approaches to water management will be sought to be included in the development of the site.
Encourage streets and buildings to be orientated towards rivers and creeks and create opportunities for new blue and green corridor links	<ul style="list-style-type: none"> Not Applicable
Enhance connections between Campsie's Centre, the Cooks River and Tasker Park	<ul style="list-style-type: none"> Not Applicable
Deliver deep soil to achieve the Blue Web Actions outlined in Council's Local Strategic Planning Statement	<ul style="list-style-type: none"> Limited deep soil landscape opportunities on such an urbanised, town centre location. However, a comprehensive landscape plan will be prepared to optimise the environmental outcomes achievable on the site.



Proposed pedestrian through site link activated by shops servicing commercial

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

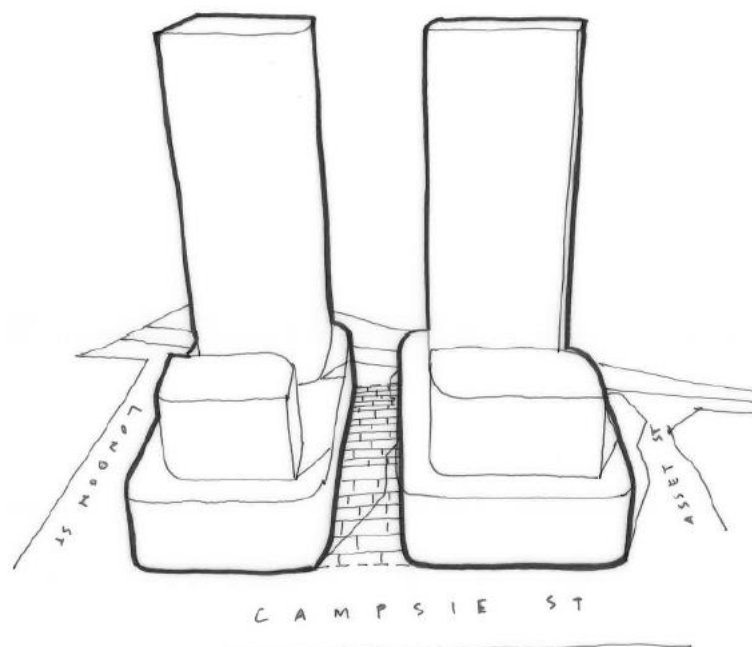
Contribute to the network of parks, open spaces, vegetated spaces of appropriate scale, and the links between them	<ul style="list-style-type: none"> Site development will incorporate a large, landscaped public plaza along with pedestrianised accessway facilitating pedestrian movement to and through the site. These spaces will serve as a gathering place for residents and workers in Campsie. The plaza will be accessible from Campsie Street and via London Lane.
Contribute to a range of informal passive and active recreational opportunities or renew existing spaces	<ul style="list-style-type: none"> The inclusion of children play equipment, street furniture, public art and spaces for outdoor games such as chess boards, Chinese checkers, etc are on the list of informal passive recreational activities that have been identified for the public plaza. Active recreational opportunities will be market driven. Saleable space suitable for pool halls and similar active recreational activities will be available, although their delivery will be subject finding a tenant / purchaser.
Connect pockets of habitat across urban areas through tree and vegetation corridors	<ul style="list-style-type: none"> Landscaped pedestrian connections and the public plaza will ensure the site integrates effectively with surrounding activities.
Plan for comfortable and leafy active transport connections to enable people to move from homes to Campsie Station	<ul style="list-style-type: none"> The sites physical proximity to the rail station and other public transport services serving the town centres optimises the potential for reduced dependence on private vehicles for people living at and accessing the site. Both Class 1 and Class 2 bicycle storage facilities will be available to residents in the basement. In addition, secure bicycle parking and storage facilities will be provided on site.
Contribute to the tree canopy target of 15% to 25% in centres to reduce the heat island effect	<ul style="list-style-type: none"> A comprehensive landscape plan will be prepared to optimise the environmental outcomes achievable on the site. All perimeters of the property will have trees planted on the footpath with the species to be decided in consultation with council. The podiums roof tops will be green providing shade and removing heat from the air through evapotranspiration, reducing temperatures of the roof surface and the surrounding air.
Deliver deep soil to achieve the Green Web Actions outlined in Council's Local Strategic Planning Statement	<ul style="list-style-type: none"> Limited deep soil landscape opportunities on such an urbanised, town centre location. However, a comprehensive landscape plan will be prepared to optimise the environmental outcomes achievable on the site.

Priority 5: Provide diverse, accessible, and affordable housing

Deliver up to 15% affordable housing on sites	<ul style="list-style-type: none"> The site will provide a mixture of dwelling types including affordable and accessible housing. Feasibility analysis undertaken by J Group using current market conditions indicates that affordable housing contributions above 5% are not viable. This is supported by Council's own report which state; <i>"if real property growth in revenue of 1% p.a. is accounted for, this may be sufficient to absorb the affordable housing provision that stipulates the dedication of 5% of residential GFA and a VPA contribution."</i> Contribution of anything greater than 5% disregards advice to Council and the directions of the NSW Government policy on Affordable Housing Contributions which says, 'any infrastructure contributions mustn't jeopardise the viability of development'.
Contribute to providing 5,600 additional dwellings in Campsie by 2036	<ul style="list-style-type: none"> The project will deliver circa 400 dwellings (including affordable housing contributions) should an FSR of 8:1 be deemed appropriate for the site. There is a focus on delivering residential uses up to 6:1 FSR to make the project viable.
Provide housing choice to suit each life stage through a range of housing typologies, sizes, and tenures	<ul style="list-style-type: none"> The site will provide a mixture of dwelling types including affordable and accessible housing.
Provide dwelling mix within developments to reflect household need	<ul style="list-style-type: none"> Dwelling mix will include 1 bedroom, 2-bedroom, 3 bedroom and penthouse apartments. The dwelling mix will be structured reflecting the changing character of Campsie and relevant Council guidelines.
Accommodate additional housing while maintaining the existing Beamish Street fine grained main street character	<ul style="list-style-type: none"> Not Applicable
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	<ul style="list-style-type: none"> The Site's location and size adjacent to the train line has the opportunity to become a high-quality master-planned centre for employment in the Campsie Town Centre. A final design will be carefully considered through several massing and spatial planning options. The massing of commercial space in the podium will see no overshadowing of any notable buildings or public places. The design evolution will test several options, each as a collection of buildings with varying heights to achieve an appropriate built form on the site. The proposed general arrangement, massing and scale has been established through the testing of these options and their performance, compliance and efficiencies. Compliance with the provisions of the Apartment Design Guide (AGD) including solar access to apartments and communal open area, apartment sizes, natural cross ventilation, and building separation will need to be considered as key principles for the delivery of this successful scheme. The attached concept has not fully resolved all considerations. Similarly, the general arrangement, performance and suitability of the public realm needs further consideration. The key focus was on delivering sun between 11am to 2pm to the benefit of office works to support the mooted office development.
Protect environmental and built heritage	<ul style="list-style-type: none"> The proposed development will draw on the environment such as the dense tree canopies on Campsie Street and character buildings along Beamish Street to blend the building into its surrounds.

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

Explore opportunities to deliver a new cultural facility in Campsie	<ul style="list-style-type: none"> The detailed design of the site including the provision of a new public plaza on the site will celebrate and reflect the unique cultures of the local area. The proponent is open to providing new cultural and community facilities as part of the proposed development within the podium supported by appropriate floor space and height dispensations. Given the proximity to the station and current council ownership of the car park there is strong merit in providing community facilities. To further encourage businesses to relocate to Campsie, sporting facilities such as basketball courts would provide new amenity to the area.
Plan for high quality public domain and public spaces, including the provision of public art	<ul style="list-style-type: none"> A sun-lit public plaza will be delivered as part of the development to be designed by a well-regarded landscape architecture firm. The brief for the landscape architect will be to make a place for families to gather during the day and workers to socialise outdoors. The public domain will be designed to reflect the community needs.
Deliver flexible and adaptable community supporting infrastructure to support growth	<ul style="list-style-type: none"> The site will provide a range of living, working and entertainment facilities supporting the social needs of the local community.
Encourage a network approach to the provision of community infrastructure and services	<ul style="list-style-type: none"> Through site pedestrian links will improve pedestrian connections between Campsie Street & Ninth Avenue
Recognise Aboriginal and Torres Strait Islander heritage through physical features of the city	<ul style="list-style-type: none"> The proponent recognises the Gadigal people as traditional custodians of Sydney. Inclusion of physical features and appropriate indigenous interpretation considerations will be considered as part of the design of future public domain



Priority 7: Deliver quality design in public and private areas

Champion and deliver high quality design within the public and private realm	<ul style="list-style-type: none"> • The Proponent is committed to the achievement of design excellence in the development of the site. • The proponent seeks to deliver excellent design and as such will appoint well-regarded architects and landscape designers to meet this expectation • The proponent will participate in a Design Excellence Competition in accordance with the Director General's Design Excellence Guidelines in exchange for additional FSR; understanding that design competitions are a well-tested and highly successful procurement model, prioritising good design that can bring the highest quality of thinking and originality to a project.
Engages competent, skilled and highly regarded design professionals to design and deliver great places for people	<ul style="list-style-type: none"> • The proponent will engage highly competent, skilled, and highly regarded consultant team.
Create buildings that are sustainable, use materials that are built-to-last and are resilient to extreme weather events.	<ul style="list-style-type: none"> • High quality building materials will be used throughout. • All demolition building materials are sorted and re-used wherever possible.
Design buildings that are aesthetically pleasing as well as practical, and well maintained and cared for	<ul style="list-style-type: none"> • The design brief for the architects and landscape architect will be to achieve an aesthetically pleasing as well as practical building in the sense of functional layouts, ongoing maintenance, and cost of construction.
Deliver design solutions that draw on an understanding of place and respond to the unique historical, cultural, environmental, and social characteristics of Campsie	<ul style="list-style-type: none"> • The architect design brief will ask respondents to draw on an understanding of place and respond to the unique historical, cultural, environmental, and social characteristics of Campsie
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	<ul style="list-style-type: none"> • The LSPS prescribes the Vision for the built form as a high rise, mixed use precinct immediately surrounding Campsie Station. Reflecting this intent, the concept plan for the site proposes a composition of two towers of 40 plus Storeys supported by lower height linear buildings over a four-storey podium base supporting the intent to establish a vibrant Town Centre.
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	<ul style="list-style-type: none"> • The general arrangement of the buildings and height on the site has been carefully considered to provide maximum solar access and amenity. • Where privacy is required due to the perceived proximity of the apartments, the building façade treatment provides for appropriate orientation of views and sightlines away from opposite dwellings and further improved by appropriate façade articulation and provisions of screening. • Full numerical detail of the building separation and proposed distances between buildings are detailed in site concept plans.

Priority 8: Deliver sustainable buildings and spaces

<p>Improve resilience to climate change through optimised building design by:</p> <ul style="list-style-type: none"> ○ Using external materials that are good quality, durable and low- maintenance ○ Achieving the principles of ecologically sustainable development ○ Addressing environmental impacts such as solar access, visual and acoustic privacy, wind, reflectivity, urban heat and water sensitive urban design ○ Integrating waste management infrastructure in the site layout and building design. 	<ul style="list-style-type: none"> • Site development will be designed and managed to achieve best practice environmental standards.
<p>Deliver increased building sustainability standards through exceeding BASIX and NABERS benchmarks to achieve net-zero emissions by 2050</p>	<ul style="list-style-type: none"> • The proponent seeks to exceed the BASIX and NABERS benchmarks. The targets for exceedance of these benchmarks are, Energy: 20% improvement; Water: 25% improvement.
<p>Explore innovative and cost-effective mitigation and management strategies to reduce water and energy usage</p>	<ul style="list-style-type: none"> • The proponent will explore a number of initiatives to achieve the target improvements to energy and water consumption noted above.
<p>Deliver infrastructure for electric vehicle chargers.</p>	<ul style="list-style-type: none"> • Provision of electric vehicle infrastructure will be provided as required.

We appreciate the opportunity to submit the above information and look forward to the exhibition of the master plan.

Kind regards,

