Statement of Environmental Effects

To Accompany Development Application – DA 493/2016/DA-RS - Addendum:

Demolition of Building & Construction of a Mixed Use Residential Apartment Complex and Conservation of Heritage Item

Lots 1 & 2 SP 41598, No 263

Queen Street, Campbelltown

Prepared on behalf of:
Privity Developments Pty Ltd

michael brown
PLANNING STRATEGIES

April 2017

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Preparation, Review and Authorisation

Revision No.	Date	Prepared By:	Reviewed By:	Approved for issue by:
1	4/04/17	MB	MB	MB

Document Certification

This report has been developed based on agreed requirements as understood by Michael Brown Planning Strategies Pty Ltd at the time of investigation. It applies only to a specific task on the lands nominated. Other interpretations should not be made, including changes in scale or application to other projects.

Any recommendations contained in this report are based on an honest appraisal of the opportunities and constraints that existed at the site at the time of investigation, subject to the limited scope and resources available. Within the confines of the above statements and to the best of my knowledge, this report does not contain any incomplete or misleading information.

SIGNED:

Position: Town Planner

Date: 4/04/17

Michael Brown Planning Strategies Pty Ltd

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Executive Summary

This Addendum Statement of Environmental Effects accompanies a Development Application (DA 493/2016/DA-RS) submitted to Campbelltown City Council by Saxon Developments (proponents) on land described as Lots 1 & 2 SP 41598, No 263 Queen Street, Campbelltown. The proposal is to create apartments and retail/commercial space within a mixed use development, with various unit sizes and bedrooms, including the conservation of the heritage item, being the former CBA Bank Building.

The addendum is in response to a request for further information in respect of the proposed development and in particular comments raised by the Heritage Council in respect of the setback of the mixed use building to the heritage item, which is a State Listed Item of Heritage, as follows:

Traffic

1. Queen Street is a high pedestrian activity area where the proposed development will generate significant traffic volumes. Council is very concerned regarding the following safety matters.
    - conflict between drivers and pedestrians at the interface of proposed driveway and public footpath
    - location of the proposed driveway at the intersection
    - how will the road and driveway work together
    - how driveway priority will stop queueing onto footpath and road

    The applicant is to submit more details/ revised plans showing how the above matters will be safely addressed.

2. The proposed driveway in the footpath area shall match the existing exterior finish of the footpath so that there is no confusion regarding pedestrian right of way.

3. A Stop sign and give way to pedestrian sign is to be installed at the access point adjacent to the footpath area to give priority to the pedestrians.

4. A long-section of the carpark ramp & floors shall be submitted demonstrating that the required headroom is provided in accordance with AS/NZS 2890 for both cars & service vehicles.

5. Accessible parking spaces should be located close to the lift where the preference is not have to cross the aisle interacting with vehicles. Otherwise, a pedestrian warning sign should be installed.

6. Turning path diagrams are to be provided for assessment prior to DA conditioning demonstrating that:
    - vehicles can satisfactorily gain access to and egress from the site across the footpath area
    - service vehicle can access the loading area from Queen Street and vice versa driving in a forward direction
    - two way vehicular movement in the basement carpark particularly along the ramp between the different floors is achievable. The layout of the ramp is to be in accordance with AS/NZS 2890.1.

7. The requested vehicle turning movements shall meet the following requirements:
   - are to be assessed using Autodesk Vehicle Tracking and provided to Council for review.
   - vehicle tracking files and associated development proposal files are to be submitted to Council in .dwg/ .dxf format for assessment.
   - the speed environment used in the assessment of the vehicle turnings is to be consistent with the requirements as set out in the Austroads Guide to Road Design Part 4.

8. Mirrors are to be provided in the basement car park where necessary to provide improved sight lines.

Flooding and stormwater

9. The proposed pumpout system in the basement is to have a backflow prevention device installed.

10. The driveway is to be designed as per Engineering Design Guidelines and so as not to allow any storm event within the road reserve to enter the basement car park.

CPTED

11. Natural surveillance appears to be compromised. Trees in the communal areas may obscure the natural surveillance from levels above.

12. Letterboxes must be positioned so that they can only be opened from a controlled electronically accessible private space.

13. The bike rack needs to be positioned where natural surveillance is confirmed. Either glass windows for inside to look out or close to a high pedestrian traffic area.

14. The cark park must have clear sight lines, white or light coloured painted ceilings, and CCTV installed.

15. Public pedestrian access should be denied to residential apartments.

16. The access to the residential car park should be secure with provision for locking and unlocking the gate via a remote unit attached permanently to an authorised vehicle. The unit should not be allowed to be transferred between vehicles.

17. The proposal must not facilitate balcony to balcony access as shown level 3-8 3.04 and 3.05.

Waste Collection

18. Waste collection from the kerbside as proposed is not permitted. Provision shall be made for on-site waste collection. Parking restrictions will not be applied in order to facilitate rubbish collection.

Heritage Issues

19. The Heritage Council has significant issues with the proposed development, and is basically asking for a full re-design.

These matters are addressed in the amended plans and amended technical studies, as detailed in this addendum report.

Environmental Assessment

In preparation of this document, consideration has been given to the following:

- The Environmental Planning and Assessment Act, 1979, as amended;
- The Environmental Planning and Assessment Regulation;
- Local Environmental Plan 2015;
- Campbelltown Development Control Plan 2015;
- State Environmental Planning Policy 65 – Design Quality of Residential Apartment Development;
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy 55 – Remediation of Land;
- Greater Regional Environmental Plan No 2 – Georges River Catchment;
- Heritage Act 1979; and
- Campbelltown Looking Forward 2025.

The subject property, CBC Bank is listed as a Heritage Item on the State Heritage Register (SP 41598). The site is adjacent to the former Campbelltown Post Office and in close proximity adjacent to a Conservation Area on the other side of Queens Street. This Conservation Area includes a group of buildings identified as the "Queen Street Buildings Group" on the State Heritage Register.

Discussions have had with the Heritage Council regarding the amended proposal to develop a mixed use development on the property. Such discussions have been held over a period of time to ensure that the proposal addresses the comments raised by the Heritage Council.

This report clearly and comprehensively addresses the statutory regime applicable to the application. The assessment in this report has also relied on technical input from a number of consultants detailed in **Table 1** of this report.

This Statement of Environmental Effects (SoEE) provides a description of the subject site and surrounds, an identification of the development proposed by this application and an assessment of the perceived impacts of this proposal for the matters contained within Section 79C of the Environmental Planning & Assessment Act, 1979, as amended.

The SoEE assesses the proposal and concludes that the DA will achieve appropriate and desirable development outcomes for the site and that the application should be approved subject to conditions.

1 Introduction

This addendum Statement of Environmental Effects (SoEE) accompanies a Development Application (DA) submitted by Privity Developments Pty Ltd (the proponent) relating to the land at Lots 1 & 2 SP 41598, No 263 Queen Street, Campbelltown ('the site').

The DA seeks approval for the construction of a mixed use residential apartment complex containing 101 units (studio apartments to three bedroom apartments) and 60m² of retail space and 422m² of commercial space, including four levels of basement carparking for 139 vehicles (21 bicycles) and landscaping. The existing former bank building has 137m² of ground floor retail and 127m² of first floor commercial space.

The development is described in Section 4 of this report. It would be noted that the number of apartments has been reduced from 107 to 101, an increase in the retail/commercial floor space from 894m² to 933m² and an increase in the number of onsite carparking spaces from 112 to 139, with an extra basement carparking level.

The addendum is in response to a request for further information in respect of the proposed development, as follows:

Traffic **(Annexure B**)

1. Queen Street is a high pedestrian activity area where the proposed development will generate significant traffic volumes. Council is very concerned regarding the following safety matters.
   - conflict between drivers and pedestrians at the interface of proposed driveway and public footpath
   - location of the proposed driveway at the intersection
   - how will the road and driveway work together
   - how driveway priority will stop queueing onto footpath and road

   The applicant is to submit more details/ revised plans showing how the above matters will be safely addressed.

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3. A Stop sign and give way to pedestrian sign is to be installed at the access point adjacent to the footpath area to give priority to the pedestrians.

4. A long-section of the carpark ramp & floors shall be submitted demonstrating that the required headroom is provided in accordance with AS/NZS 2890 for both cars & service vehicles.

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- vehicles can satisfactorily gain access to and egress from the site across the footpath area
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- two way vehicular movement in the basement carpark particularly along the ramp between the different floors is achievable. The layout of the ramp is to be in accordance with AS/NZS 2890.1.

7. The requested vehicle turning movements shall meet the following requirements:
   a. are to be assessed using Autodesk Vehicle Tracking and provided to Council for review.
   b. vehicle tracking files and associated development proposal files are to be submitted to Council in .dwg/ .dxf format for assessment.
   c. the speed environment used in the assessment of the vehicle turnings is to be consistent with the requirements as set out in the Austroads Guide to Road Design Part 4.

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Flooding and stormwater (**Annexure I**)

9. The proposed pumpout system in the basement is to have a backflow prevention device installed.

10. The driveway is to be designed as per Engineering Design Guidelines and so as not to allow any storm event within the road reserve to enter the basement car park.

CPTED (**Annexure H**)

11. Natural surveillance appears to be compromised. Trees in the communal areas may obscure the natural surveillance from levels above.

12. Letterboxes must be positioned so that they can only be opened from a controlled electronically accessible private space.

13. The bike rack needs to be positioned where natural surveillance is confirmed. Either glass windows for inside to look out or close to a high pedestrian traffic area.

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16. The access to the residential car park should be secure with provision for locking and unlocking the gate via a remote unit attached permanently to an authorised vehicle. The unit should not be allowed to be transferred between vehicles.

17. The proposal must not facilitate balcony to balcony access as shown level 3-8 3.04 and 3.05.

Waste Collection (**Annexure A**)

18. Waste collection from the kerbside as proposed is not permitted. Provision shall be made for on-site waste collection. Parking restrictions will not be applied in order to facilitate rubbish collection.

Heritage Issues (**Annexure A**)

19. The Heritage Council has significant issues with the proposed development, and is basically asking for a full re-design.

As a result of the amendments to the plans, a number of consultant's reports had to be updated, including access, BASIX and importantly heritage. With the increase in height, an amended request for variation to the development standard in Clause 4.3 (Heights of Building) is also provided (**Annexure** K). The ADG and Design Statement were also amended (**Annexures K** & **L** respectively).

This addendum SoEE therefore forms part of a range of documents that are submitted in support of the DA and which have been prepared by consultants listed in **Table 1** below and to address the above issues.

1.1 PROJECT TEAM

Michael Brown Planning Strategies Pty Ltd, in preparing this SoEE has relied on relevant inputs from the following as detailed in **Table 1** below:

TABLE 1 – PROJECT TEAM

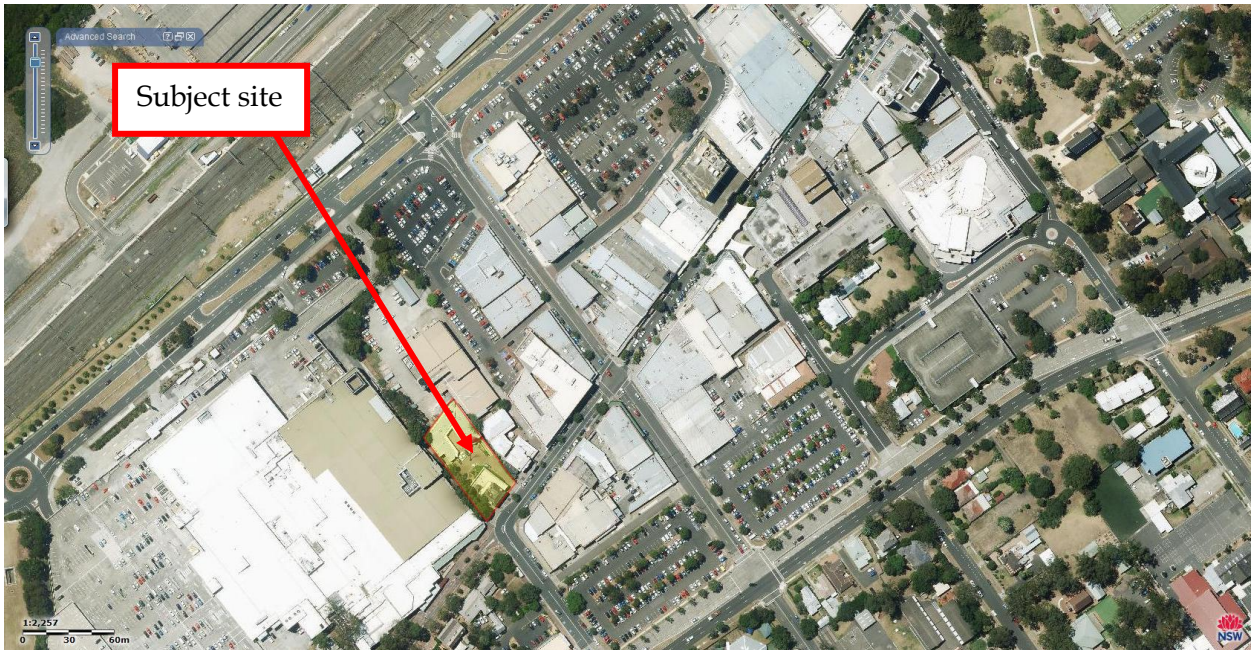
The Project Team	
Architectural Plans	Marchese Partners – (**Annexure A**)
Traffic Impact Assessment	Transport & Urban Planning – (**Annexure B**)
Access Report	Accessible Building Solutions – (**Annexure C**)
BASIX	ESD Synergy – (**Annexure D**)
Heritage Impact Assessment	NBRS & Partners – (**Annexure E**)
Conservation Management Plan	NBRS & Partners – (**Annexure F**)
Schedule of Works	NBRS & Partners – (**Annexure G**)
Landscape Plan	Taylor Brammer – (**Annexure H**)
Stormwater Assessment	Marchese Partners Engineering – (**Annexure I**)
Amended Clause 4.6 Variation	MBPS – (**Annexure J**)
ADG	Marchese Partners – (**Annexure K**)
Design Statement	Marchese Partners – (**Annexure L**)

2 The Site

The site is located on the western side of No 263 Queen Street, Campbelltown and is legally described as Lots 1 & 2 SP 41598. The site is shown in **Figure 1** below. Existing on the subject property is the two storey former CBC Bank Building.

Over the years this building has been used for a number of commercial ventures and is currently vacant. There have also been additions made to the rear (west) and the northern side. At the rear of the property is a single storey commercial building, with surface level carparking, with basement carparking provided.

FIGURE 1 – SUBJECT SITE



3 Development Proposal

This Development Application has been submitted by the Proponents under the provisions of the Environmental Planning and Assessment Act, 1979. The proposal is described below:

3.1 OVERVIEW OF PROPOSAL

The proposal seeks consent for demolition of the existing commercial building at the rear of the site and the erection of a new apartment building on the site, including basement carparking and landscaping of the land to complement the existing character of the area, but with a contemporary built form. Conservation of the heritage item is also proposed by this development, with reuse for retail/commercial, with 264m^2 of such space available at ground and first floor levels.

The proposal seeks to construct 101 residential apartments (studios to three bedroom apartments) and retail and commercial floor space (482m^2) with the building 21 storeys in height (refer to **Table 3** for details). The ground and first floors will contain the retail/commercial space, with the residential component constructed over the next levels.

Four levels of basement carparking are proposed, which contain 139 carparking spaces and 21 bicycle spaces. The proposal also involves the removal of one pine tree and landscaping of the property.

The proposal seeks to deliver a planning and design outcome that responds to State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development (SEPP 65) and the associated Residential Flat Design Code (RFDC) requirements, as well as market conditions for the site.

3.2 DEVELOPMENT PROPOSAL

The development proposal and data is provided below in **Table 2**.

TABLE 2 – MAIN DEVELOPMENT DATA

Main Development Data	
SITE AREA	2130m²
RESIDENTIAL	101 units
ADAPTABLE	10 units (floors 6-15)
CAR PARKING	139, including 21 bicycle spaces
VISITOR SPACES	14

The following **Table 3** provides details of the proposed development details.

TABLE 3 – PROPOSED DEVELOPMENT DETAILS

Proposal	Unit Mix	Total
Basement level 1	Carparking spaces	26
Basement level 2	Carparking spaces	37
Basement level 3	Carparking spaces	37
Basement level 4	Carparking spaces	39
	Total carparking	**139**
Ground & First Floor	Retail/Commercial, including heritage extension (933m²)	
Level 2	2 x studio, 1 x 1, 2 x 1 + S, 2 x 2 bedrooms	7
Levels 3-5	6 x 1, 15 x 1 + S bedrooms	21
Levels 6-18	13 x 2 + 1B, 39 x 2 + 2B and 13 x 2 + 2B + S bedrooms (10 adaptable units)	65
Levels 19-20	8 x 3 bedrooms	8
Sub Total	2 studios, 8 x 1 bedrooms, 16 x 1 + S bedrooms, 54 x 2 bedrooms, 13 x 2 bedrooms + S and 8 x 3 bedrooms	**101**
Total apartments		**101**

3.3 SUBMITTED PLANS AND REPORTS

The following plans and reports accompany the application to Council.

TABLE 4 – SUBMITTED PLANS AND REPORTS

Plan No	Sheet	Amendment	Plan title	Prepared by
DA0.00	1	D	Cover Sheet	Marchese Partners

Plan No	Sheet	Amendment	Plan title	Prepared by
DA0.01	2	D	Data Sheet	Marchese Partners
DA0.02	3	B	Site Analysis Plan	Marchese Partners
DA0.03	4	D	Site Plan	Marchese Partners
DA0.04	5	B	Streetscape Analysis	Marchese Partners
DAO.05	6	A	Demolition Plan	Marchese Partners
DA1.00	7	K	Ground Level Plan	Marchese Partners
DA1.01	8	H	Level 1 Floor Plan	Marchese Partners
DA1.02	9	G	Level 2 Floor Plan	Marchese Partners
DA1.03	10	G	Level 3-5 Floor Plan	Marchese Partners
DA1.04	11	G	Level 6-18 Floor Plan	Marchese Partners
DA1.05	12	G	Level 19-20 Floor Plan	Marchese Partners
DA1.06	13	G	Roof Plan	Marchese Partners
DA1.07	14	H	B1 Floor Plan	Marchese Partners
DA1.08	15	G	B2 Floor Plan	Marchese Partners
DA1.09	16	G	B3 Floor Plan	Marchese Partners
DA1.10	17	F	B4 Floor Plan	Marchese Partners
DA1.11	18	D	Adaptable Units Floor Plan	Marchese Partners
DA2.01	19	G	South East & North West Elevation	Marchese Partners
DA2.02	20	G	North East Elevation	Marchese Partners
DA2.03	21	G	South West Elevation	Marchese Partners

Plan No	Sheet	Amendment	Plan title	Prepared by
DA3.01	22	F	Sections AA	Marchese Partners
DA3.02	23	F	Sections BB	Marchese Partners
DA4.11	24	C	Shadow Analysis Diagrams	Marchese Partners
DA4.21	25	B	Solar Analysis Diagrams	Marchese Partners
DA4.21	26	B	Cross Ventilation Diagrams	Marchese Partners
DA4.40	27	A	Storage Diagrams	Marchese Partners
DA5.01	28	E	Finishes Schedule	Marchese Partners
DA6.01	29		Perspective Views	Marchese Partners
DA6.02	30		Perspective Views	Marchese Partners
LA01	1	A	Cover Sheet	Taylor Brammer Landscape Architects
LA02	2	A	Site Context	Taylor Brammer Landscape Architects
LA03	3	A	Approach and Design Principles	Taylor Brammer Landscape Architects
LA04	4	A	Approach and Design Principles	Taylor Brammer Landscape Architects
LA05	5	A	Approach and Design Principles	Taylor Brammer Landscape Architects
LA06	6	A	Ground Floor Proposal	Taylor Brammer Landscape Architects
LA07	7	A	Ground Floor Proposal – Piazza Section A-A	Taylor Brammer Landscape Architects
LA08	8	A	Ground Floor Proposal – Planting	Taylor Brammer Landscape Architects
LA09	9	A	Ground Floor Proposal – Tree Removal and Retention Plan	Taylor Brammer Landscape Architects
LA10	10	A	Rooftop Terrace Proposal	Taylor Brammer Landscape Architects

Plan No	Sheet	Amendment	Plan title	Prepared by
LA11	11	A	Rooftop Terrace Proposal – Planting	Taylor Brammer Landscape Architects
LA12	12	A	Illustrative Perspective	Taylor Brammer Landscape Architects
10-05-15(A)	1	A	Survey Plan	Grinsell & Johns Pty Ltd
DA-STW-001	1	D	Title Sheet and Locality Plan	Marchese Partners Engineering
DA-STW-002	2	D	Legend, Abbreviations and Drawing List	Marchese Partners Engineering
DA-STW-003	3	D	General Notes	Marchese Partners Engineering
DA-STW-004	4	D	Survey Plan	Marchese Partners Engineering
DA-STW-005	5	D	Erosion and Sediment Control Plan	Marchese Partners Engineering
DA-STW-006	6	D	Erosion and Sediment Control Details	Marchese Partners Engineering
DA-STW-101	7	D	Stormwater Drainage Basement 4	Marchese Partners Engineering
DA-STW-102	8	D	Stormwater Drainage Basement 3	Marchese Partners Engineering
DA-STW-103	9	D	Stormwater Drainage Basement 2	Marchese Partners Engineering
DA-STW-104	10	D	Stormwater Drainage Basement 1	Marchese Partners Engineering
DA-STW-105	11	D	Stormwater Drainage Ground Floor	Marchese Partners Engineering
DA-STW-106	12	D	Stormwater Drainage Level 1	Marchese Partners Engineering
DA-STW-107	13	D	Stormwater Drainage Level 2	Marchese Partners Engineering
DA-STW-108	14	D	Stormwater Drainage Levels 3-5	Marchese Partners Engineering
DA-STW-109	15	D	Stormwater Drainage Levels 6-18	Marchese Partners Engineering
DA-STW-110	16	D	Stormwater Drainage Levels 19-20	Marchese Partners Engineering
DA-STW-111	17	D	Stormwater Drainage Lower Roof Level	Marchese Partners Engineering
DA-STW-112	18	D	Stormwater Drainage Upper Roof Level	Marchese Partners Engineering
DA-STW-201	19	D	Stormwater Drainage Detail Sheet 1 basement Pumpout Details	Marchese Partners Engineering
DA-STW-202	20	D	Stormwater Drainage Detail Sheet 2 WSUD	Marchese Partners Engineering

Plan No	Sheet	Amendment	Plan title	Prepared by
			Tank Details	
DA-STW-203	21	D	Stormwater Drainage Detail Sheet 3	Marchese Partners Engineering
10-05-15	1	A	Detailed Survey	Grinsell & Johns
16026r2			Traffic, Access and Parking Assessment	Transport and Urban Planning
215534			Statement of Compliance	Accessible Building Solutions
ES201601 10_00			BASIX Assessment Report	ESD Synergy
170328			Statement of Heritage Impact	NBRS & Partners
170321			Conservation Management Plan	NBRS & Partners
170221			Schedule of Conservation Works	NBRS & Partners
15100		C	Site Stormwater and Soil Management Design Report	Marchese Partners Engineering
190/15			Amended Clause 4.6 Written Request	MBPS
190/15			Amended ADG	MBPS

4 Further Information

4.1 TRAFFIC MODELLING

Transport and Urban Planning (Traffic Consultants) have updated the information (**Annexure B**). The following provides a summary of the report.

4.1.1 PROPOSED PARKING

The proposal aims to provide a total of 139 basement car parking spaces over 4 levels resident, visitor and commercial parking spaces, 21 bicycle parking spaces are also proposed.

Based on the DCP we would calculate the on-site residential car parking requirements at:
- 101 spaces for 101 dwellings plus
- 25.25 additional spaces
- 10.1 spaces for visitor parking

TOTAL: 136 spaces

A further 21 bicycle parking spaces are also required. For the commercial component of the proposal 549m² Council's DCP 2015 indicates car parking at 1 space per 25m² of GLFA i.e. a further **22 spaces**.

In this regard it may be reasonable to conclude that the resident visitor spaces (11) may also be included in the 38 commercial space required as peak commercial and resident visitor car parking demands are unlikely to coincide.

By comparison, there is a provision in the Department of Planning Apartment Design Guide, Objective 3J-1 Design Criteria which states that "*for a development on sites that are within 800m of a railway station or light rail stop in the Sydney Metropolitan Area the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant Council, whichever is less*." The RMS's Guide to Traffic Generating Developments recommends the following minimum requirements for high density flat buildings:

- 0.4 spaces per studio unit = 0.8
- 0.4 spaces per 1 bedroom unit = 9.6
- 0.7 spaces per 2 bedroom unit = 46.9
- 1.2 spaces per 3 bedroom unit plus = 9.6
- 1.0 space per 7 units (for visitor parking) = 14.4
*TOTAL say **81 spaces***

The commercial/office components of the proposal at 549m2 the RMS Guide requires car parking at 1 space per 40m2 GFA i.e. 14 spaces. Whilst the retail components of the site at 197m2, the RMS Guide requires car parking at 4.3 spaces per 100m2 GLA i.e. 8 spaces.

NB: the parking rate of 4.3 spaces per 100m2 is based on the combined floor area of the adjoining Campbelltown CBD exceeding 20,000m2 where this additional commercial floor space is provided as an addition to the CBD and assumes linked trips.

Based on the RMS 2002 Guidelines the proposal requires a total 81 resident and 22 non-resident on-site parking spaces i.e. 103 car parking spaces including visitor spaces.

4.1.2 TRAFFIC GENERATION

The RMS Guide to Traffic Generating Developments, 2002 (Ver 2.2) and the supplementary technical direction TDT 2013/04A suggests that medium density housing and commercial uses including retail shops have the following traffic generation rates and characteristics during the AM and PM peak periods:

- **Shop Top Housing/Apartments**
  - Weekday peak hour trips @ 0.4 to 0.5 per dwelling and
  - Daily trips @ 4-5 per dwelling.

The 101 apartment dwellings should (in theory) realise **50 to 51 additional AM and PM peak hour trips** and up to 510 vehicle trips daily.

- **Retail Shops**
  - Evening peak hour @ 7.5 trips per 100m2 GLFA. The 197m2 of retail and office areas should (in theory) realise up to 15 **additional evening peak hour trips**. However as the future uses are an extension to the existing Campbelltown commercial area actual traffic levels and future trips may be far lower due to the prevalence of a higher level of linked and walk trips.

- **Office/Commercial Uses**

  - Peak hour trips @ 2.0 trips per 100m2 GFA. The office/commercial areas 549m2 should result in up to **11 additional AM and PM trips**.

For assessment purposes we have adopted a projected AM peak of **+61** vehicles per hour and PM peak of **+77** additional trips.

Assuming the future peak vehicle trips occur concurrently with the peak PM ground level use then the combined peak hour traffic scenario is:

- AM Peak 61 trips/hour including 18 in and 43 out
- PM Peak 77 trips/hour including 18 out and 59 in

4.1.3 TRAFFIC IMPACTS

The likely traffic impacts arising from these additional 50 to 51 residential and +34 retail trips in the PM peak 5-6pm should be viewed in the context of the existing situation.

- Firstly the additional traffic represents about 1.5 additional vehicle movements every minute in the peak hour;

- Secondly a higher level of linked and walk commercial trips and higher level of public transport trips for the residential use may see actual additional peak hour trips significantly reduced (ie. up to 50%).

Accordingly the adjacent tee intersection previously analysed in Table 4.2 has been re-analysed with SIDRA for the additional development traffic flows. The analysis found that the uncontrolled intersection of Queen Street with Allman Street would operate with average delays of less than 10 seconds per vehicle during the peak periods. This represents a continued Level of Service A, a good level of service.

4.1.4 PARKING AND ACCESS

The parking layout ramp length (30 metres), grades (20.0%) and transitions (12.5%) are proposed to comply with AS2890.1 and 2.

To minimise any impact from entering vehicles queueing back to Queen Street a 2 car holding area is provided immediately within the site (6.0m wide). The one way section of the ramp to basement 1 (approx. 20 metres) will be controlled by traffic signals.

To prioritise inbound traffic and avoid any queuing, these signals will operate as follows;

- The inbound lane will always be green except when an exiting vehicle generates a call away to red for an exit movement green (approx. 10 seconds).
- Inbound vehicles will be held on a red at the top of the ramp (for approx. 10 seconds) in the event of an exiting vehicle.
- Once an exit vehicle has cleared the ramp inbound vehicles will resume with a green display signal and outbound vehicles will face a red display.

Given the constraints of the site, the access location, width and the movement of vehicles over the kerb to Queen Street, up to 1.5 vehicles (in or out) per minute in peak times, this arrangement is considered acceptable for a mixed use redevelopment in the Campbelltown CBD. This single two way access situation is commensurate with similar larger commercial developments with the CBD.

4.1.5 SERVICING

The site will be serviced at basement level 1 and for (contracted) garbage collection by a small rigid truck and deliveries by courier vans and small trucks. A SRV turning area is provided directly opposite the entry/exit driveway/ramp specifically for this purpose.

The main points relating to the traffic and parking implications of the proposed development are as follows:

- The proposed development would increase employment densities close to existing public transport services;
- The proposed parking provision is in accordance with Department of Planning and Environment and RMS requirements and is considered appropriate;
- Access, servicing and layout arrangements will be provided in accordance with AS 2890.1 – 2004 and AS 2890.2 – 2002; and
- The existing road network will be able to cater for future traffic growth including the additional traffic generated by the proposed development.

4.2 ACCESSIBILITY

As the building design has been amended, Accessible Building Solutions has undertaken an assessment of compliance with Australian Standards applicable to the proposed development at **Annexure C**. The assessment concludes that the proposal can achieve compliance with the access provisions of the BCA and the Access to Premises Standard and the essential requirements of AS4299 – Adaptable Housing.

4.3 FLOOD AND STORMWATER

In respect of this issue, Marchese Partners Engineering has undertaken an assessment at **Annexure I**. The following summarises the assessment.

4.3.1 SITE STORMWATER SYSTEM

The site in-ground stormwater system has been designed to capture the 1 in 100 Year Annual Recurrence Interval (ARI) storm event. This system collects and drains all paved areas around the proposed building. A site grading plan has been prepared and stormwater pits and pipes located to drain the site from west to east towards Queen Street. The in-ground site stormwater system drains to the North East before it is discharged from site into Council's drainage system.

4.3.2 ROOF WATER SYSTEM

The roof of the proposed building is a flat concrete roof with a concrete turn up around the perimeter. The roof water for the proposed development is collected and discharged through Rainwater Outlets and a series of DN150mm and 100mm downpipes through building risers to ground level and draining at podium level to the proposed rainwater tank located in basement 01.

This system is detailed further on design plans DA-STW-104 to DA-STW-110. All downpipes and overflows have been designed to accommodate the 1 in 100 year ARI storm event and in accordance with AS3500 Part 3 and the Building Code of Australia.

4.3.3 BASEMENT PUMPOUT SYSTEM

All exposed areas of the site that drain to the basement are drained to a central pump-out pit located on Basement Level 4.

The storage volume has been calculated based on the 100 year ARI storm event for a 2 hour storm duration for an exposed area draining to the basement of 158m^2. The storage control volume provided between the top and bottom water levels is 2.25m^3.

4.3.4 RAINWATER REUSE

The proposed development has a total roof area of 855m^2 which will drain to a 5,000L above ground polymer rainwater tank located on Level 1 of the basement. The rainwater reuse has been allocated to irrigation of turf within the common area and the trees located within the planters. The location and details of the rainwater tank can be found on drawings DA-STW-103 and DA-STW-201 respectively.

4.4 CLAUSE 4.6 REQUEST

An amended Clause 4.6 request for variation accompanies the application at **Annexure K**.

4.5 CRIME PREVENTION

A CPTED assessment was undertaken and addressed in Section 6.4.1 of that Statement. The matters raised can be conditioned in the consent, as they appear to be standard requirements for compliance with CPTED. The landscape plans at **Annexure H** have also taken into consideration the requirements of CPTED.

4.6 WASTE

Waste is stored in the appropriate waste rooms and will be collected by a private contractor.

4.7 BASIX

ESD Synergy has amended the BASIX report to reflect the changes to the plans (**Annexure D**). The assessment concludes that:

"The proposed development has been assessed to optimise its thermal performance (passive and fabric design) using the Nationwide House Energy Rating scheme (NatHERS) and also been assessed in terms of its ability to conserve water and minimise energy consumption through BASIX Tool. With the commitment recommendations contained within this report the proposed development is able to meet BASIX requirements and is BASIX compliant".

4.8 HERITAGE

The Heritage Council raised issues with the design of the building and the setbacks. The Heritage Council also wanted a commitment to the conservation of the heritage item. In this regard NRBS Partners undertook the required assessment (refer to **Annexures E, F** and **G**).

The following provides a summary of these reports.

4.8.1 HERITAGE IMPACT ASSESSMENT

4.8.1.1 INTRODUCTION

This Statement of Heritage Impact has been prepared in relation to the following impact assessment criteria, the *Campbelltown Local Environmental Plan (LEP) 2015,* the *Campbelltown Development Control Plan (DCP),* and the New South Wales Heritage Office (now the Heritage Division of the NSW Office of Environment and Heritage) guidelines, *Altering Heritage Assets* and *Statements of Heritage Impact*.

The following assessment of this application is based on the guidelines set out by the NSW Heritage Office (now Heritage Division of the Department of Environment and Heritage) publication *Statements of Heritage Impact*, 2002. The standard format has been adapted to suit the circumstances of this application.

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

- The heritage-listed former CBC bank branch built in 1880 in the Victorian Italianate style would be retained and conserved;
- The front fence and trees in the vicinity of the former bank branch would be retained. The fence would be conserved;
- The intrusive elements built around the former bank branch since 1958 would be removed;
- The Schedule of Conservation Works for the former bank branch would be carried out as part of this development application. This schedule follows a thorough investigation of the built fabric of the former bank branch and its fencing, and a comparison of drawings and photos of the many other similar bank branches designed in the same period by GA Mansfield. The building defects have been identified by Nicola Ashurst, scheduled and specified for conservation.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

- The larger part of the development is the construction of a multi-storey residential tower at the rear of the site. There would be a dramatic contrast in scale between the 1880 former bank branch and this tower, but when there is a wall of similar towers to the west of the 1880 building and the adjacent post office, there will be quite different scales of development along Queen Street. Campbelltown Council has an opportunity to ensure a low scale of development along the frontage to Queen Street that is similar to existing, and taller development behind

The following sympathetic solutions have been considered and discounted for the following reasons:

- The design has evolved with heritage advice over many months. Areas of design deliberation have included the scale of the tall building's foyer so that it is similar in scale to the 1880 building, the articulation of the facades to have the right degree of spatial complexity to suit their scale, and the landscape design to blur the contrast in scale between new and old buildings.

4.8.1.2 DEMOLITION OF A BUILDING OR STRUCTURE

Have all options for retention and adaptive reuse been explored? Can all the significant elements of the heritage item be kept and any new development be located elsewhere on the site? *Its demolition essential at this time or can it be postponed in case future circumstances make it retention and conservation more feasible?*

- The demolition of the 1990s commercial building would have no adverse impact on the heritage significance of the site because it is a recent building of no architectural distinction.
- The demolition of the post-war additions to the 1880 former bank branch would have a positive heritage impact by removing changes that disfigure and conceal original fabric of the building. The demolition of post-war fabric will enable fabric to be reconstructed at the 1880 bank building based on documentary and physical evidence. The Heritage Division stated the view that the post-war accretions around the 1880 building should be removed.

4.8.1.3 NEW DEVELOPMENTS ADJACENT TO A HERITAGE ITEM

How is the impact of the new development of the heritage significance of the item or area to be minimised?

- The new mixed-use tower would be set back (varying) 19m from the rear of the main block of the 1880 former bank building. This setback allows for landscaping and semi-public spaces to blur the contrast in scale.
- The proposed development would generate the funds for the very extensive works to conserve the 1880 former bank building according to the Schedule of Conservation Works. This work would have a thoroughly positive impact on the heritage item.

Why is the new development required to be adjacent to heritage item?

- The development responds to the desired future character for high-rise mixed use buildings close to the railway station and central business district of Campbelltown.

How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?

- The tower would be set within the property boundary of the heritage item, but the effective curtilage of the site is smaller, and would exclude the rear section of the site occupied by the 1990s-commercial building. This 1990s-building wiped out the archaeological record within its footprint and diminished the traditional sense of a yard at the rear of this site. The current form of the former bank building has little opportunity to look over the rear of the site from within the building.

How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?

- The proposed tower would not diminish the visibility of the 1880s former bank building from the public domain.
- Considering that there are no traditional views to the rear (north-west) from original openings in the 1880s building, the proposed tower would not diminish existing views from the 1880s building to the hills to the west of Campbelltown. The proposed tower, and others like it that may be proposed, would respond to the desired future character of the precinct. This would diminish the recoverable views to the rear when the rear verandah is reconstructed. There was a traditional view from the verandah over the rear of the former bank's yard, over the railway line, and onto the grazing hills of the horizon.

- The proposed landscaping has been designed to give the sense that the former bank and its residence have a backyard. Trees between the proposed tower and heritage item would help to blur the contrast in scale, which is highly desirable in heritage terms.

Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?

- See the review by Casey & Lowe of the Archaeological Assessment of the site by Martin Carney, 1994.

Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?

- At 19m from the rear of the main block of the heritage item, there would be sufficient distance between the main heritage block and the development that a sense of a backyard (or semi-public space) could be created. This landscaping should also stand as a sort of barrier between a full appreciation of the contrast in scale between the buildings.
- The proposed tower would have a two-storey entrance foyer that would be exposed in distant views from Queen Street, so that this element would have a similar scale to the 1880 period bank building. The tower would have a degree of spatial complexity, filigree and vertically oriented shutters to have affinity with the Victorian Italianate forms of the former bank.

Will the additions visually dominate the heritage item? How has this been minimised?

- The proposed tower will have a dramatic contrast in scale with the former bank building. With the other towers expected to be built responding to the desired future character in the planning documents, this wall of towers offset from the railway line is likely to produce a new background to the former bank and its neighbouring former post office in the same style.

Will the public, and users of the item, still be able to view and appreciate its significance?

- The proposed development will enable the 1880 former bank to much better appreciated by the public, since the intrusive northern side addition would be removed and the original fabric made good. The development will continue to provide public access to the rear of the site, so the reconstructed rear verandah will enhance public perceptions of the building. The former bank is likely to be put to a commercial use, so the public is likely to have access to several rooms of the conserved / reconstructed interior.

4.8.1.4 SUBDIVISION

How is the proposed curtilage allowed around the heritage item appropriate? Could future development that results from this subdivision compromise the significance of the heritage item? How has this been minimised? Could future development that results from this subdivision affect views to and from, the heritage item? How are negative impacts to be minimised?

- The development of the site, incorporating the conservation of the former bank branch, is likely to become a strata plan. This would be a suitable means of ensuring that there is long-term funding for the maintenance of the heritage item and its setting.

4.8.1.5 REPAINTING

Have previous (including original) colour schemes been investigated? Are previous schemes being reinstated?

- The early colour schemes have been investigated. The 1880s building will be repainted in a scheme that references the original and likely second colour schemes,

4.8.1.6 NEW LANDSCAPE WORKS

How has the impact of the new work on the heritage significance of the existing landscape been minimised? Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated?

- The subject site contains two trees, a Peruvian pepper and a Virginian juniper. Both were likely planted around the middle of the Twentieth Century and have moderate landscape significance. These trees would be removed for the new driveway. The row of trees on the southern side of the site would be retained and provide a buffer between the subject site and Campbelltown Mall.
- The garden behind the front palisade fence has no heritage significance, and must be removed in order to conserve the adjacent sandstone building fabric. It would be replanted with low-height plants.
- The photographic record does not indicate that the site ever had a significant cultural landscape of planting.
- The proposed landscape design would direct eye movement and pedestrians down the northern side boundary of the site. This is traditional, and reasonably appropriate to direct people towards the proposed tower. The geometry of the landscape design follows that of the former bank.

Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented?

- Taylor Brammer are experienced in analysing heritage landscapes, and in designing for the adaptation of heritage landscapes. In this situation, the design focus is to make the landscape appropriate for the surrounds of a Victorian Italianate former bank building, rather than conserving the plant material and landscape design of the site.

Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered?

- The landscape works in themselves would not have any archaeological impacts. The archaeological impacts of the project generally are discussed in the review of the Archaeological Assessment by Casey & Lowe.

How does the work impact on views to, and from, adjacent heritage items?

- The landscape works are intended to blur the contrast in scale between the conserved former bank building and the high-rise tower at the rear of the site through the planting of a feature tree capable of growing large in the space between the two buildings. Otherwise, the former bank building would be quite well exposed in views from within the front half of the site.

4.8.1.7 CONCLUSION

The proposed mixed-use tower responds to the desired future character of the Campbelltown commercial core. The tower would be located as far back in the site as possible (approximately 19m), to maximise the distance between the tower and retained 1880 former bank building. This would create a dramatic contrast in scale that is anticipated in the planning controls.

This adverse heritage impact would be mitigated by:

- Full conservation of the 1880 former bank building and its fence according to the Schedule of Conservation Works;
- Removing the intrusive post-war additions to the heritage item, enabling reconstruction to interpret the former bank in its original from;
- A landscape plan that gives some sense of a backyard behind the bank, and would help to blur the contrast in scale between the buildings;
- An interpretation plan would explain the significance of the heritage item to the public

While allowing for the proposed tower to affect the setting of the heritage item as anticipated in the planning documents, the mitigating measures as proposed are thorough to reconstruct the original form of the building, conserve its original fabric, and provide management policies to guide an appropriate range of uses that will provide for the on-going use of this significant building.

4.8.2 CONSERVATION MANAGEMENT PLAN AND SCHEDULE OF WORKS

Part of the requirement of the Heritage Council was to prepare a Conservation Management Plan (**Annexure** F) and a Schedule of Works (**Annexure G**). Such documents have been prepared by NRBS Partners in accordance with the Burra Charter requirements for the conservation and management of a heritage item.

4.9 LANDSCAPE

Amended landscape plans have been prepare by Taylor Brammer (**Annexure** H) and have been prepared having regard to the heritage item and in conjunction with the assessment undertaken by NRBS Partners, discussed above.

5 Conclusion

This SoEE concludes that the development will achieve appropriate and desirable outcomes on the site that should be recommended for approval on the following grounds:

- The proposal is consistent with relevant town planning policies and statutory controls, including State Government Policies;
- The proposal represents an appropriate balance between built form, density and open space;
- The proposal contributes to a sustainable development of the site;
- The proposal contributes to a range of environmental, social and economic outcomes benefitting future residents and the broader community; and
- The proposal results in no unacceptable impacts.

Having regard to the above analysis it is clear that residents of the Campbelltown Local Government Area are experiencing housing stress due to a housing shortage which is resulting in creating pressure in the housing and rental market, driving prices and ensuring Sydney remains the least affordable capital city in NSW. With an increase in house prices, there is a significant demand for accommodation that meets the needs of people who are on low income, single, with single families feeling the impact of housing stress more than any other household types.

The development proposes a multi-dwelling housing development that is consistent with future character and built form pattern envisioned by Council by virtue of the zoning of the land. It is noted that the proposal is of an appropriate height, bulk and scale and maintains appropriate setbacks in accordance with Council controls.

The potential negative social impacts resulting from the proposal are of minor scale noting that multi dwelling housing is permissible with consent in the zone. The development will also contribute towards alleviating Sydney's housing affordability by providing an additional 100 residential dwellings within the housing market of the Campbelltown CBD.

This will permit a greater number of working singles, couples and young families to take advantage of the excellent public transport, retail and recreation opportunities in the neighbourhood and contribute towards improving the diversity of the community in the area and have a beneficial impact on the community in terms of reducing demand on social infrastructure.

This Assessment reviews the demand for housing and concludes that the proposal will not generate negative social impacts, rather will contribute to meeting a social need, consistent with State and Local policies and planning controls.

In summation, the development proposal is in the interest of both Council and the broader community for the land to be developed in accordance with the zoning. It is considered to support Council's objectives and strategies for Campbelltown as a whole.

Annexure "A"
Reduced Architectural Plans

Annexure "B"
Traffic Assessment

Annexure "C"
Accesibility Assessment

Annexure "D"
BASIX Assessment

Annexure "E"
Heritage Impact Assessment

Annexure "F"
Conservation Management Plan

Annexure "G"
Schedule of Works

Annexure "H"
Landscape Plans

Annexure "I"
Hydraulic Assessment

Annexure "J"
Clause 4.6 Variation

Annexure "K"
ADG Compliance

Annexure "L"
Design Statement