

Statement of Environmental Effects

Bankstown Compass Centre

83-99 North Terrace, Bankstown

Submitted to the City of Canterbury-Bankstown Council
on behalf of Barings Real Estate Australia



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

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B. Consultation Outcomes Report	Ethos Urban
C. Architectural Design Report	Hatch
D. Flood Impact Assessment	Xavier Knight
E. Waste Management Plan	Waste Audit
F. Urban Design Report	Hatch
G. Traffic Impact Assessment	PTC
H. Landscape Plans	Site Image
I. Landscape Design Report	Site Image
J. Plan of Management	Barings
K. Accessibility Report	Access Australia
L. Noise and Vibration Impact Assessment	E-LAB Consulting
M. Site Survey	Craig & Rhodes
N. Groundwater Assessment	Douglas Partners
O. Preliminary Site Investigation	Douglas Partners
P. Design Verification Statement	PTW
Q. Ecologically Sustainable Development Report	E-LAB Consulting
R. BASIX Certificate and Stamped Plans	E-LAB Consulting
S. Heritage Impact Statement	PTW

Appendix		Author
T.	Stormwater Management Report	Robert Bird Group
U.	Civil Engineering Drawings	Robert Bird Group
V.	Utilities Report	WSP
W.	DCP Compliance Table	Ethos Urban
X.	Reflectivity Statement	CPP
Y.	Wind Impact Assessment	CPP Wind Engineering Consultants
Z.	Vertical Transport Assessment	WSP
AA.	Aviation Assessment	Rehbein Airport Consulting
BB.	BCA Report	Steve Watson and Partners
CC.	Fire Engineering Statement	E-LAB Consulting
DD.	Arboricultural Impact Assessment	Truth About Trees Pty Ltd
EE.	Structural Statement	Robert Bird Group

1.0 Introduction

This Statement of Environmental Effects (SEE) is submitted to the City of Canterbury-Bankstown Council (Council) in support of a Development Application (DA) for the redevelopment of the Compass Centre into a high-quality mixed use development at 83-99 North Terrace (the site).

The DA is integrated development under section 4.46 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and requires an Aquifer Interference Approval from the NSW Office of Water under section 91 of the *Water Management Act 2000*.

This SEE has been prepared by Ethos Urban on behalf of Barings Real Estate Australia (Barings), and is based on the Architectural Drawings prepared by PTW (see **Appendix A**) and other supporting technical information appended to the report (see **Table of Contents**). This report describes the site, its environs and the proposed development, and provides an assessment of the environmental impacts and identifies the steps to be taken to protect or lessen the potential impacts on the environment.

1.1 The Applicant – Barings and Aware Super

Barings Real Estate Australia (Barings), in partnership with Aware Real Estate (as property investment platform of Aware Super), is seeking to contribute to the transformation of Bankstown by redeveloping the Compass Centre, making the most of its central location in the heart of Bankstown. The Bankstown CBD is currently undergoing a period of significant change and revitalisation, including the delivery of fast and reliable Sydney Metro services from Bankstown to Sydenham by late 2025.

Aware Real Estate have embarked on a fresh approach to develop and retain ownership of much needed housing and housing diversity. Aware Real Estate will deliver a high-quality mixed-use product creating a liveable, vibrant, sustainable and accessible place. New housing will form an essential component of the Compass Centre redevelopment.

1.2 Overview of the Proposed Development

The proposed development seeks the comprehensive redevelopment of the Compass Centre into a high-quality mixed-use development. The DA specifically seeks consent for the following:

- Site preparation and early works, including demolition of all existing structures, bulk excavation, remediation and tree removal.
- Construction and use of mixed-use development comprising a five (5) storey mixed use podium, with three (3) towers above which are between 19-24 storeys.

More specifically, the proposed development comprises:

- a 19-storey hotel tower in the south-west corner of the site;
- a 24-storey residential tower in the south-east corner of the site;
- a 24-storey residential tower in the north-east corner of the site;
- ground floor retail activating the ground plane;
- a gym at the southeastern corner of levels 1 and 2;
- a medium sized supermarket at the west of level 1;
- provision of common residential amenity spaces at the north of levels 2 to 3;
- a childcare use at the north-east corner of the podium rooftop;
- ancillary uses associated with the hotel in the hotel tower's podium rooftop;
- medical centre uses in the southeast tower's podium rooftop; and
- provision of an internal north-south through site link connecting The Mall to North Terrace, as well as additional internal east-west links from Fetherstone Street and The Appian Way, providing connections to both The Mall and North Terrace.

- Construction of a two (2) level basement car park, as well as the inclusion of car parking on levels 1, 2 and 3 of the podium, which are to be sleeved through façade activation, active uses, and landscaping. The proposal will include:
 - a total of 495 car spaces;
 - two (2) HRV, one (1) MRV and one (1) SRV loading space;
 - 185 bicycle spaces; and
 - 27 motorcycle spaces.
- Vehicular access from Fetherstone Street to the west of the site.
- Inclusion of podium terraces and landscaping throughout the site, including deep soil.
- Extension and augmentation of services and utilities to the development as required.

1.3 Pre-lodgement consultation

1.3.1 Local area study

The design of the proposal has been informed by a comprehensive analysis of the local area conducted by Brickfields Consulting, as well as a detailed concept design process, involving the relevant design and technical team inputs.

The work undertaken by Brickfields Consulting involved the following:

- stakeholder engagement with the project team;
- background documentation review;
- site visits;
- desktop competitive review;
- ABS Analysis;
- quantitative Local Area Profiling;
- quantitative Local Area Focus Groups; and
- stakeholder Workshops

This background work has helped to understand Bankstown's multicultural make up, its worker profile, and the desires of local residents for its future development and improvement. The key insights and observations from Brickfields Consulting's work are identified in **Figure 1** below. These insights have been utilised in developing the detailed concept design of the proposal to create a high-quality architectural outcome that appropriately responds to the local context, site conditions, and the applicable planning controls.

01 A cultural melting pot Bankstown's cultural diversity is highly valued. The area's rich blend of nationalities fosters an atmosphere of acceptance – making those from diverse backgrounds feel welcome.	02 Foodie mecca The diverse culinary offerings are a key attractor, bringing visitors, workers and residents into the town centre. The array of cuisines are highly authentic, and the presence of halal enables a convenient experience for Muslim patrons.	03 Far and fragmented For many, Bankstown lacks a centralised cluster of retail, dining and entertainment. Favoured venues are often significant distances apart, making it difficult to visit multiple places, especially on an evening out.	06 Car is king Car dependency is strong in the region. As a result, many are concerned of the traffic and parking impacts that come with new developments. Despite this, public transport is not preferred and awareness of the Metro line is very low.	07 Food is life Food is the cornerstone to many facets of social and cultural life for those in the region. This is true for religious holidays, events (e.g. weddings), entertaining in the home, as well as regular social occasions with family and friends.	08 Local loyalty Customers are deeply tied to distinctive vendors in Bankstown and South West Sydney, with many having maintained their loyalty for many years. The main drivers stem from nostalgia, personal service, and the desire for good-value fresh produce.
04 Safety concerns Despite Bankstown's reputation as a high crime area, many residents and visitors believe this label is unjustified. However, concerns still exist regarding reckless drivers and evening safety (i.e. walking alone, accessing transport).	05 Raising the profile Parts of Bankstown appear neglected and dated, leaving residents disheartened and visitors deterred. Overall, the gentrification of Bankstown is welcomed, as long as its cultural authenticity is preserved.		09 Greenspace escape Bankstown is lacking in quality parklands and greenspaces. Many venture elsewhere to access this. Meanwhile, those that utilise the area's parks expressed feeling unsafe.	10 Looking for nightlife Bankstown lacks a strong night-time economy, losing visitation to Parramatta, Cronulla and the city. Many would value options for dessert, coffee, or socialising after dinner.	

Figure 1 *Insights into Bankstown*

Source: Brickfields Consulting

1.3.2 Bankstown market assessment

In the process of determining the uses that were to be provided as part of the proposal, Barings engaged Urbis, Location IQ, Tourism and Hospitality Services Australasia and Health Projects International to undertake a market assessment in relation to the site to determine uses that have local demand and can feasibly be accommodated on the site. The investigations undertaken indicated that the proposed hotel, function centre, gym and medical uses are all in demand in the area, which led to their inclusion within the scope of the subject DA.

1.3.3 Stakeholder and community engagement

In addition to the local area study, the project team has been undertaking stakeholder and community engagement to help allow for improved project outcomes. The stakeholder and community consultation that has taken place is summarised in **Figure 2** below. Further detail relating to the community and stakeholder consultation undertaken is provided in the Consultation Outcomes Report prepared by Ethos Urban included at **Appendix B**.



Figure 2 Engagement overview

Source: Ethos Urban

1.3.4 Pre-DA meeting with Council

A pre-lodgement meeting was held with Council staff on 26 September 2023. During the meeting, Council officers discussed a number of matters that required further assessment and consideration as part of the application. This feedback has been addressed in the design where possible, and a full response is provided within the Design Report at **Appendix C**. A response to these matters is also provided in **Table 1** below.

Table 1 Response to pre-lodgement meeting comments

Comment	Response
Pre-DA feedback – 26 October 2023	
The subject site is impacted by flooding and stormwater flows through the Bankstown City Centre, which will result in an undesirable retail/ground level interface with the Appian Way due to the need to raise finished floor levels to be above flood levels. It is encouraged that the applicant work with Council on its broader City Centre capital works to improve stormwater flow and flood levels, which would allow for improved street interface for the Compass Centre and reduced finished floor levels. This can be achieved through a concurrent process any forthcoming Development Application. Furthermore, subject to further discussions and design resolution, it is encouraged that the applicant continue to work with Council on the Appian Way interface, given the planned significance of this north-south link upon completion of Sydney Metro works at Bankstown Station	The Flood Impact Assessment Report sets out that flood impacts can be mitigated through upgrades within the reserve such as additional stormwater infrastructure or excavation. The applicant has reached out to Council to discuss this in further detail and is willing to work with Council to achieve a suitable outcome. Further detail regarding flood impacts is provided in Section 4.3.6 and in the Flood Impact Assessment at Appendix D .
The proposed development will require referral to external agencies including Transport for NSW, Ausgrid, Bankstown Airport (and CASA), and Sydney Water. Additional agency referrals may be required depending on the affectations and issues identified in the detailed assessment of the proposal. Any	Noted.

Comment	Response
matters raised by external agencies will need to be fully addressed and resolved.	
The design excellence criteria set out in the CBLEP are critical and must be satisfied if the proposed development is to benefit from the building height, floor space ratio, and first floor residential provisions prescribed therein.	Noted. The design excellence criteria in the Canterbury Bankstown Local Environmental Plan 2023 are addressed in detail within Section 4.3.2 .
It has been indicated that the FSR of the proposed development complies with the maximum prescribed by the CBLEP. It is imperative that the maximum FSR is indeed complied with, and FSR/GFA calculations must include any areas that should ideally be enclosed so as to bring about a development demonstrating design excellence in appearance, function, liveability and internal amenity.	Noted. The proposal includes all areas that are considered gross floor area (GFA) within the calculation of floor space ratio (FSR) and GFA.
Impact of the proposed development on the surrounding road network must be fully examined having regard to Council's Complete Streets CBD Transport and Place Plan, Transport for NSW aspirations for the area in and around Bankstown Train Station, the proposed vehicle access from Fetherstone Street, proposed traffic flows around the site and nearby intersections, and the traffic movements and volumes forecast for the development of the neighbouring Vicinity site. Pedestrian movements must be included in this modelling and additional or upgraded pedestrian crossings (potentially signalised) may be required as part of the proposed development.	The Traffic Impact Assessment prepared by PTC included at Appendix G examines the impact of the proposed development on the surrounding road network having regard to Complete Streets, Transport for NSW aspirations for the area in and around Bankstown railway station, the proposed vehicle access from Fetherstone Street, and proposed traffic flows around the site and nearby intersections. With respect to the future development scenario, including Complete Streets and the Vicinity site, it is noted that Council has endorsed the Complete Streets Plan as a means to transition to a transport network that prioritises active transport and less reliance on motor vehicles. The actual development outcomes throughout the city centre and the material effects of delivering on the Complete Streets Plan will not be known until detailed development proposals are developed across the city centre, including on the Vicinity site. This also applies to reduction impacts on traffic activity through the centre, which will not be known until detailed road and intersection layouts are established and the restrictive road capacities take effect. Given the limited additional traffic impact caused by the proposal compared to the existing situation, it is expected that the proposed development will not have a notable impact on the operation of the future road network and will benefit from the modal shift promoted by the Completes Streets Plan. Further detail is provided in Section 4.3.4 and at Appendix G.
Proposed waste storage and collection arrangements are to be to the satisfaction of Council's waste and resource recovery team (please refer to attached advice).	The proposed waste storage and collection arrangements are in accordance with Council's waste and resource recovery advice. This is detailed in the Design Report at Appendix C and is further demonstrated in the Waste Management Report prepared by Waste Audit (Appendix E).
The width of the proposed through site link must be examined with respect to its function, legibility, scale, and proportions relative to the proposed adjacent buildings. For reference, the through site link recently supported at 32 Kitchener Parade has a minimum 20m width. The proposed arrival and destination points of the link also need to be examined and must provide for optimal pedestrian movement through the site. It is also noted that the central north/south link would currently terminate at the northern boundary of the site and would not connect to The Mall. This needs to be resolved so that the link serves its intended purpose.	The applicant engaged two retail consultants including Retail Strategy Group and Place Design Management to provide advice on appropriate tenancy sizes, as well as advise on recommended through site link widths to allow for success of the retail uses. The retail consultants also reviewed and collaborated on the opening size of the arrival and destination points, to provide optimal pedestrian movements through the site. The design response based on retail consultant's expertise, addresses the appropriate design of entry points (in terms of size, location of escalators and lifts), through site link widths (both for the north-south and east-west widths), diversity of types, sizes and positioning of tenancies and associated outdoor activations,

Comment	Response
	corner design treatments and treatments of retail tenancies adjacent to entries from The North Terrace, The Mall and The Appian Way. As such, the site lane widths for this project are approximately 9m for Compass Way and 5m for Fetherstone Walk. Further detail in this regard is provided in the Design Report included at Appendix C.
The planning proposal for the neighbouring Vicinity site needs to be examined to ensure that any anticipated site layout and building envelopes are appropriately considered in the proposed arrangement of the Compass Centre development.	The proposed design has considered the planning proposal for the neighbouring Vicinity site, and responded accordingly with the design of built form, to ensure that the design appropriately relates to both existing and future contexts. This is addressed in detail within the Design Report and is also considered in detail within the Urban Design Report prepared by Hatch (refer to Appendix F). It is noted that the Traffic Impact Assessment prepared by PTC includes a scenario which considers the traffic impacts with the inclusion of the Bankstown Central development (refer to Appendix G).
Elevations are required for all proposed buildings individually. Consolidated elevations are also required, from each viewpoint and as streetscape elevations taking in the neighbouring buildings.	Elevations are provided for all the proposed buildings and streetscape elevations are also provided taking in the neighbouring buildings. These are provided within the Architectural Drawings at Appendix A.
The proposal seeks a departure from the site layout contemplated by Council's DCP. The DCP shows 3 residential towers above a commercial podium, however the proposal replaces the residential tower at the south-western corner of the site with a non-residential tower. This must be examined with respect to impacts on dwelling and employment targets (i.e. less residential floor space and more non-residential floor space). The DCP also shows all car parking located at basement level. The proposed development seeks to provide above ground car parking (in addition to basement parking) and does not comply.	The proposal includes two residential and one hotel tower following a highest and best use analysis of different uses which found that these uses were most appropriate. Further, this also aligns with the intention of the Bankstown City Centre Master Plan to maximise the delivery of 'employment generating uses' on the site, which includes hotel uses. Importantly, the proposed design of the buildings is consistent with the relevant objectives of the Canterbury-Bankstown DCP 2023 as it achieves good design in terms of building form, bulk, architectural treatment, visual amenity and landscape, as demonstrated through the generally positive feedback provided by Council's Design Review Panel. Further discussion in this regard is provided in Section 1.2.4 and in the Design Report prepared by PTW at Appendix C. Further, Barings engaged THSA Hotel + Tourism Advisors to undertake a hotel demand assessment and estimates of future trading performance of a hotel on the site. With relation to car parking, the proposal includes two levels of basement car parking in addition to three levels of above ground car parking. The above ground car parking has been appropriately sleeved with active uses, façade activation and landscaped elements which allows for these parts of the building to achieve good design in terms of building form, architectural treatment, visual amenity and landscape, in accordance with the relevant objective of the Canterbury-Bankstown DCP 2023. The positive design response with relation to the above ground parking was also supported by Council's Design Review Panel. Further discussion in this regard is provided in Section 4.3.1 as it relates to activation of above ground podium levels, and in the Design Report prepared by PTW at Appendix C.
If it is determined that a non-residential tower at the south-western corner of the site is appropriate and supportable, consideration should be given to making this tower a 'landmark' building through its design and finishes (subject to endorsement by Council's Design Review Panel and within the limits of the applicable planning controls).	The non-residential tower at the south-western corner of the site has been designed to present as a landmark building through its design and finishes. The design approach for this building has been supported by Council's Design Review Panel. Further detail is provided in Section 4.3.1 under the subheading relating to the hotel tower.

Comment	Response
The pre-DA submission refers to 'environmental constraints' as the reason that additional basement levels are not achievable. These 'environmental constraints' need to be clearly set out and quantified if consideration is to be given to above ground car parking.	The proposed above ground parking levels address the following issues: • The water table impacts are minimized with less depth of basements • A more sustainable solution in terms of costs, use of energy for fully ventilated basements • Allows flexibility for future alternative uses The geotechnical engineering report identifies that to introduce additional basement levels would mean that the basement would be further below the ground water table and extend deeper into bedrock. This would significantly impact the constructability of the basement. E-Lab Consulting have also advised that above ground car parking offers many benefits. The embodied carbon of each car parking space compared a basement located car parking space would be significantly lower due to reduction of construction activities and materials. Operational carbon benefits are realised through significantly reduced mechanical ventilation systems; also offering lower running and operating costs. The above ground car parking is also designed with future flexibility in mind to effectively adapt to active and shared mobility trends over time.
If it is agreed that above ground car parking should be considered, it would be contingent on an appropriate design response. Some degree of screening (or green wall) may be appropriate, however this should only be applied to parts of the facade. Active uses (i.e. floor space) should be introduced at the podium levels to sleeve any above ground parking, and any above ground parking levels need to be adaptable to a range of future uses (i.e. floor-to-ceiling heights, service locations, etc).	The above ground car parking has been appropriately sleeved with active uses, landscaped elements and façade activation in the form of louvre/screens and textured brick façades. These screening mechanisms allow for a positive design outcome at the façade of these above ground parking levels. Additionally, the above ground parking levels have been increased in height to be 3.15m to enable adaptability to accommodate other uses or the inclusion of diverse residential dwellings. This is detailed further in the Design Report at Appendix C.
The proposal to include a 'health and wellness' circuit at podium level is noted. Examples of where this has been successfully implemented elsewhere need to be provided. If accepted as an appropriate building feature/amenity, it will need to be designed so that it does not occupy the entire periphery of the podium level on which it is located.	The health and wellness circuit has been omitted from the proposed development.
High quality, tactile finishes should be provided at the lower levels of the building where people will relate most with the development.	The podium palette consists of patterned and textured brickwork that are durable and hard wearing, as well as fine grain metal detailing and glass. The combined palette is high quality, tactile and allows for the achievement of a human scale. The material and finishes palette is detailed further in Section 3.4.
Proposed hydrant and substation locations will need to be clearly shown. These elements should be located so as not to interfere with any area where active frontages are deemed critical.	The substation is proposed at the Fetherstone Street frontage, adjacent to the hotel and residential car park entry, which is appropriate given that this is the least prominent street frontage and it is located directly adjacent to the car park entry. Similarly, the hydrants are generally located on the western façade, accessed from Fetherstone Street, as illustrated on the Architectural Drawings at Appendix A.
The proposed development has minimal building setback to the northern boundary of the site. This is a boundary to adjacent B4-zoned land and needs to be treated accordingly. Building separation that accords with the Apartment Design Guide may be required	The northern boundary of the site interfaces with Phil Engisch Reserve, which currently includes a public reserve and is a portion of land that is limited in size. This space is also subject to a 3m street setback in accordance with Chapter 6.2, Section 3, Figure 3a of the Canterbury-Bankstown DCP 2023. Accordingly, this portion of the lot to the north is constrained and has limited ability to deliver a building up to the maximum building height in this location, while producing an appropriate urban design outcome. It

Comment	Response
	is reasonably foreseen that the only viable type of use that could be delivered in this location would potentially be a small retail tenancy, with any other type of development impacting on the ability of the Compass Centre site appropriately achieving design excellence with regard to Clause 6.16 of the Canterbury-Bankstown LEP 2023. The north eastern setback has been redesigned to allow for circulation and activation within the northern boundary line. The separation increases closer to the northern entry. The site to the north is currently Phil Engisch Reserve which is seen to be a positive contribution to the urban precinct and is also identified as public space in the Bankstown City Centre Master Plan.
Potential impacts on the existing, adjacent buildings at 3 Fetherstone Street and 62 The Mall must be comprehensively examined.	The potential impacts on the existing adjacent buildings at 3 Fetherstone Street and 62 The Mall have been examined. The location of Towers A, B and C are impacted by the location of the 3 Fetherstone Street residential building. The proposed hotel and residential buildings respect the current amenity of 3 Fetherstone Street by maintaining ADG compliant 24m separation with this building and any future residential tower form that may occur on the former Bankstown City Library site. There are also no solar access impacts to 62 The Mall, and minimal solar access impacts to 3 Fetherstone Street (68% of apartments remain unaffected), in which only one apartment on each level is subject to a reduced solar access outcome as a result of the proposed development, consequently receiving 1.5 hours of solar access in mid-winter. Further detail is provided in Section 4.3.2.
The proposed development would cause 3 Fetherstone Street to fail the solar access criteria set out in the Apartment Design Guide. Building mass diagrams showing a scheme that would maintain solar access compliance to 3 Fetherstone Street needs to be provided so that an informed assessment of each scenario can be undertaken.	As noted above, the solar access impacts to 3 Fetherstone Street are minimal given that the proposal has been carefully designed with regard to Objective 3B-2 of the ADG to minimise overshadowing of the neighbouring property at 3 Fetherstone Street during mid winter. Accordingly, only the south-eastern apartment on each level of 3 Fetherstone Street is affected, with this apartment on each level still achieving 1.5 hours of solar access. There are 40 (68%) apartments throughout this adjoining development which remain unaffected. Further detail is provided in Section 4.3.2.
Given the proximity of the site to Bankstown train station the residential parking can be calculated according to TfNSW (formerly RMS) guidelines (as prescribed by the Apartment Design Guide). This may yield a surplus in resident parking. However the proposed parking provision for the non-residential components of the development is substantially less than what is required by Council's DCP. This needs to be examined and justified. Additional non-residential parking may be required. Alternatively, if a shortfall in non-residential parking is deemed supportable then clauses 2.8 to 2.10 (inclusive) in Chapter 3.2 of Council's DCP must be complied with (including the need for contributions via a VPA). Car parking also needs to be appropriately 'split' between the residential and non-residential uses (i.e. resident parking needs to be secure and separate from non-residents).	The proposal has been redesigned to accord with the required car parking for each land use. Further detail relating to car parking provision is provided in Section 4.3.5.
The proposed development seeks to rely on the Apartment Design Guide provisions that contemplate a lack of opportunity for deep soil zones in CBD settings. This needs to be discussed with Council's Design Review Panel, and	The proposed development has been designed to maximise deep soil provision, achieving 1.6% deep soil area, notwithstanding the site's CBD location. In accordance with this feedback, the proposal includes deep soil in the northern and southern ends of the through-site link to provide green entries to the development that

Comment	Response
opportunities for some deep soil 'pockets' at strategic locations across the site should be explored. Two such locations are at the northern and southern ends of the through site link, to provide 'green' entries to the development that speak to the open space areas of Paul Keating Park (beyond the neighbouring site to the north) and Swane Reserve (across North Terrace to the south). Deep soil along the western edge of the through site link adjacent the existing Bankstown Library building should also be explored.	speak to the open space areas of Paul Keating Park to the north and Swane Reserve to the south. Deep soil area has also been provided along the eastern edge of the site. An abundance of on structure landscaping has also been provided. Further detail in relation to this pre-DA feedback item is provided in the Design Report at Appendix C. Further detail in relation to the proposed landscaped elements is provided in Section 3.6 and in the Landscape Plans and Landscape Design Report prepared by Site Image at Appendix H and Appendix I.
Communal open space needs to be designed and located to ensure that it is inviting, accessible, and adaptable to a range of recreational uses by residents. It is unclear how the proposed Level 2 'communal roof' would be accessed (it should not be accessed via any carparking areas), and calculation of the required communal open space area cannot include any spaces that can also be accessed by non-residents (e.g. the podium level 'outdoor dining zone'). Options for proposed 'barrier control' to separate the residential communal open space from the adjacent non-residential areas need to be explored to ensure that CPTED principles are adhered to.	The proposed development includes a variety of inviting, accessible and adaptable communal open spaces, that cater for a wide variety of uses by residents. These include BBQ and dining areas, play spaces, open lawn areas, study zones and tree shaded walkways. Screening and barrier control will be employed to ensure the achievement of CPTED principles of natural surveillance, access control, territorial re-enforcement and space management. Access to the Level 2 communal area has been addressed in the proposed design with stair and lift access from the Ground Floor.
The proposed facade treatment needs to be discussed with Council's Design Review Panel. The intended treatment of the podium levels appears to contain some competing facade elements and question is raised over whether the podium design relates appropriately to the human scale. Proposed escalator design also needs to be carefully examined and alternative options explored.	The proposed façade treatment has been discussed with Council's Design Review Panel and this has been significantly improved since the time of the DA, as reflected in the feedback provided by Council's Design Review Panel, where positive responses were provided in relation to materiality following the latest meeting. Further detail in this regard is provided in Section 1.2.4 and in the detailed response to the Design Review Panel Feedback provided in the Design Report at Appendix C. The escalator raised as an issue as part of this feedback item has since been omitted and is not included as part of the proposed design.
Assurance is needed that the proposed mezzanine areas would only extend as shown on the Mezzanine Level plan. These areas need to be designed so that post-development extensions cannot be easily undertaken. Detailed design justification is needed in this regard.	The mezzanine areas have since been omitted from the proposed development, as demonstrated in the Architectural Drawings included at Appendix A.
Potential impacts of the proposed 'hospitality' podium uses need to be carefully considered, including impacts on the proposed residential uses within the development and the existing residential apartments neighbouring the site.	The proposed podium uses have been carefully considered and have been informed by a series of workshops held in collaboration with place makers and retail consultants. The inputs from these specialists found that the best fit design to suit the needs of the site for level 4 and 5 includes: • A childcare centre on level four of Building C to the north-east of the site. • An events space/function centre associated with the hotel building on level 5 and function rooms, gyms, bar and all day dining on level 4 in the south-west corner of the site. • Diverse medical suites to be accommodated at the south-eastern corner of the site at level 4. Importantly, it is noted that the proposal has been designed to ensure that compliance with ADG separation requirements is achieved between these uses, 3 Fetherstone Street, and the residential accommodation in proposed Buildings B and C. Activated zones or areas considered to have higher noise impacts

Comment	Response
	have also been designed to mostly face east and south away from residential uses.
The proponent is to liaise with Council's City Assets Unit and meet any requirements set out with respect to flooding, stormwater, civil and asset management issues.	Barings design team including civil stormwater and flooding engineers met with Council City Assets unit and obtained their design documentation of the current and proposed assets to ensure that proposed development meets their requirements with respect to flooding, stormwater, civil and asset management issues. These measures have been incorporated into the flooding and stormwater assessments and design. Further detail is provided in the Flood Impact Assessment at Appendix D .
On-site detention will need to be provided in accordance with Council's DCP and the relevant Australian Standards	Noted. On-site detention has been provided in accordance with Council's DCP and the relevant Australian standards.
A flood study will be required and must demonstrate no loss in flood storage, as the subject site is flood affected.	A Flood Impact Assessment which incorporates a TUFLOW model has been prepared and is included at Appendix D . Stormwater inflow hydrographs and stormwater upgrade plans along The Appian Way and North Terrace have been provided by Council and have been incorporated in the flood model and Flood Impact Assessment (Appendix D) to demonstrate no loss in flood storage.
Minimum floor levels and evacuation shall be demonstrated to comply with Chapter 2 in Council's Flood Risk Management DCP.	The Flood Impact Assessment at Appendix D addresses each of the items contained within Chapter 2 of the Canterbury-Bankstown DCP 2023 relating to Flood Risk Management.
All car parking facilities will need to be designed in accordance with AS2890 parking series.	Noted. Car parking facilities are designed in accordance with the relevant standards.
A plan of management for all proposed communal areas should be provided with the DA..	A plan of management has been prepared for all proposed communal areas and is included at Appendix J .
Waste	
Also attached is the pre-DA advice from Council's Waste and Resource Recovery Team	Comments from Council's Waste and Resource Recovery Team have been considered within the design of the proposed development and are addressed in the Waste Management Plan at Appendix E .
Pre-DA feedback – 5 April 2024	
It is unclear how the matters concerning flooding and stormwater impacts have been resolved. It is noted that the proposed finished floor levels at the ground floor are set generally at or about the adjacent road / footpath levels. Any forthcoming DA would need to demonstrate how the stormwater flows and flood levels would be managed to allow for this design approach.	The floor levels established for the proposed development are based on flood management advice. Further detail regarding management of flood issues is provided in the Flood Impact Assessment at Appendix D .
There are still concerns around how the proposal has responded to potential future development on the adjoining land to the north. This land is zoned B4 and a full range of potential development and built form outcomes needs to be tested (including the mid-block connection / through site link). The proposed development needs to demonstrate an appropriate design response to each of the potential outcomes for this adjoining site.	The proposal provides a setback ranging from 1.4m to 4.4m to the adjoining land to the north of the site. The Canterbury-Bankstown DCP 2023 sets out that side and rear setbacks are to be determined based on the following: • whether the proposed setbacks respond to site conditions; and • whether the proposed setbacks are compatible with the surrounding context and • desired character of the precinct; and • whether the proposed setbacks comply with the Apartment Design Guide. The proposed 1.4m to 4.4m setback to the land to the north provides adequate space for pedestrian movement and

Comment	Response
	permeability, and the access provided is compliant with the relevant accessibility standards, as confirmed in the Accessibility Statement included at Appendix K. Additionally, this setback is considered to be appropriate given that the desired character of the land to the north, which currently contains Phil Engisch Reserve, is envisaged to be retained as 'open space' in Council's Bankstown City Centre Master Plan. This is also reflected in the Canterbury-Bankstown DCP 2023, which does not foresee any development being delivered in this location. Further detail in this regard is provided in Section 4.3.1 in relation to 'side and rear setbacks' and in Section 4.3.3 in relation to 'development potential of adjoining properties'. It is also noted that this land to the north of the site is limited in size and is subject to a 3m street setback in accordance with Chapter 6.2, Section 3, Figure 3a of the Canterbury-Bankstown DCP 2023. Accordingly, this portion of the lot to the north is constrained and has limited ability to deliver a building up to the maximum building height in this location, while producing an appropriate urban design outcome.
Although the proposed extent of deep soil has been increased, it still fails to meet the ADG criteria. Further opportunities to increase the provision of deep soil across the development site should be explored.	The design guidance for Section 3E of the ADG states that: <i>Achieving the design criteria may not be possible on some sites including where:</i> • the location and building typology have limited or no space for deep soil at ground level (e.g. central business district, constrained sites, high density areas, or in centres) • there is 100% site coverage or non-residential uses at ground floor level. The site is within the Bankstown City Centre and there are non-residential uses at the ground level which along with the extent of excavation required to accommodate the basement parking levels, restricts the ability to provide deep soil. Notwithstanding this, the proposal has been designed to maximise deep soil provision, providing 1.6% deep soil area and also includes significant planting on structure to ensure a well landscaped environment is still accessible to all residents and to ensure a high level of residential amenity is achieved. The proposal will also include acceptable stormwater management in line with the related design guidance. Accordingly, the proposal is consistent with the design guidance.
The proposed above-ground car parking levels have large, deep floorplates. Question is raised over their adaptability to future residential use if car dependency declines. Consideration needs to be given to how these areas could accommodate alternative future uses. Higher floor-to-ceiling clearances may be necessary.	The floor-to-floor heights have been revised to allow for these levels to have floor to floor heights of 3150mm to allow for these levels to be adapted residential uses. Alternative options for future uses could be the removal of one or two slab levels to create two levels with floor-to-floor heights of 4725mm which would be suitable for retail, gym, storage or other uses that are found to be viable in such a location.
Open circulation cores / corridors on the proposed residential levels would not promote an appropriate degree of weather protection or resident amenity. The circulation cores / corridors need to be enclosed, and would be included in GFA calculations.	These areas are weather covered however they have been redesigned to allow for reorientation of openings of lift BG1 and CP1 to allow for additional under canopy protection.
Further activation of the podium at the 'Appian Walk' entry should be considered. Extending the ground floor tenancies up into Levels 1, 2 and 3 would provide an improved balance of 'open' and 'solid' façade elements.	The retail consultant that was engaged to advise on the provision of appropriate retail tenancies in the podium advised that retail located in these areas would not be viable. Notwithstanding this, activation at the Appian Walk entry can be achieved by incorporating Indigenous art or digital sign boards on levels 1, 2 and 3. The inclusion of Indigenous art is detailed further in Section 3.9.

Comment	Response
Impacts on the existing development on Fetherstone Street from the proposed hotel function and bar / terrace areas need to be carefully examined.	The hotel facilities on Level 3 facing Fetherstone street are predominantly quiet interior focussed activities with appropriate acoustic treatment, including lobby, reception, lounge and all day dining. The terraces surrounding these facilities will have soft landscaping to further absorb noise. The facilities on upper level 4 are also predominantly interior focussed spaces with appropriate acoustic treatment including pre-function for events spaces and a corner bar. The corner bar is likely to be a more active space but is not planned to have live or loud music. The terrace at level 4 is relatively small and would have additional acoustic absorption treatment. The Noise and Vibration Impact Assessment prepared by E-LAB Consulting included at Appendix L confirms that there will be no significant adverse impacts relating to any of the proposed uses.
The impact of overshadowing from future development on the former library site (immediately to the north) on the proposed Level 2 communal open space area needs to be considered. The 'sun eye view diagrams' submitted with the plan package suggest that this open space area would likely be overshadowed for most of the day. This may impact the design of this space and the ability to achieve ADG compliance.	The proposed development achieves the required level of solar access to the principal communal open space on the rooftops of Buildings B and C, notwithstanding any future development scenario which may impact the solar access received by the level 2 communal open space.

1.3.5 Design Review Panel consultation

Prior to lodgement of this DA, the project was required to be presented to Council's Design Review Panel (DRP) on two separate occasions to satisfy the design excellence requirement in clause 6.16 of the Canterbury-Bankstown Local Environmental Plan 2023. The dates of the two DRP meetings were as follows:

- 12 October 2023; and
- 22 February 2024.

The latest feedback received from the DRP following the 22 February meeting was generally positive and noted that the proposal presented to the DRP promises '*a potential development that could set a high standard for the nature of new developments in the centre of Bankstown*' and that '*the Panel does not feel the need to fully review the project again*'.

A summary of the feedback provided by the DRP in the two meetings, along with the design response to the relevant feedback is provided in the Design Review Report prepared by PTW included in the Design Report at **Appendix C**. Further detail regarding the built form responses to certain DRP feedback is also incorporated within the built form and urban design assessment in **Section 4.3.1**.

A detailed assessment of the proposal against the relevant design excellence provisions set out in clause 6.16 of the Canterbury-Bankstown LEP 2023 is provided in **Section 4.3.2**.

1.3.6 Independent urban design review

Following feedback from the DRP in the first DRP meeting, the project team engaged Hatch as the Urban Design consultant to provide an understanding of the site context, its relationship with its surrounds, the existing character and the future character. The urban design review also included a verification of the proposed scheme based on an independent urban design analysis. The Urban Design Report prepared by Hatch is included as **Appendix F** to the SEE

1.3.7 Expert retail advice

Following engagement with the DRP in the first DRP meeting, one of the key points of feedback was to undertake appropriate research to appropriately define the uses within the podium. Accordingly, Barings

engaged Retail Strategy Group, a specialised retail consultant, to help inform the design of the retail tenancies and uses located on the podium to cater to local demand and responds directly to the diverse experience of global culture within the Bankstown region. The research and input from the retail consultant has developed a mixture of podium uses ranging from fresh food, all-day casual dining, everyday convenience, medical suites, personal services, unique function spaces, and a world-class child care facility, which will offer locals, residents and visitors with a highly activated place to meet, shop, dine, work and relax.

1.3.8 Expert hotel advice

A hotel consultant was engaged as part of the project. The design team has worked in close consultation with the hotel consultant, Tourism and Hospitality Services Australasia, to ensure the appropriate design of the hotel to suit the local context.

1.3.9 Connecting with Country

The proposed design of the development has been informed by Designing with Country input from Yerrabingin, which is further detailed in the Design Report prepared by PTW at **Appendix C**. The design has been informed by consideration of key elements of Country as identified in **Figure 3** below.

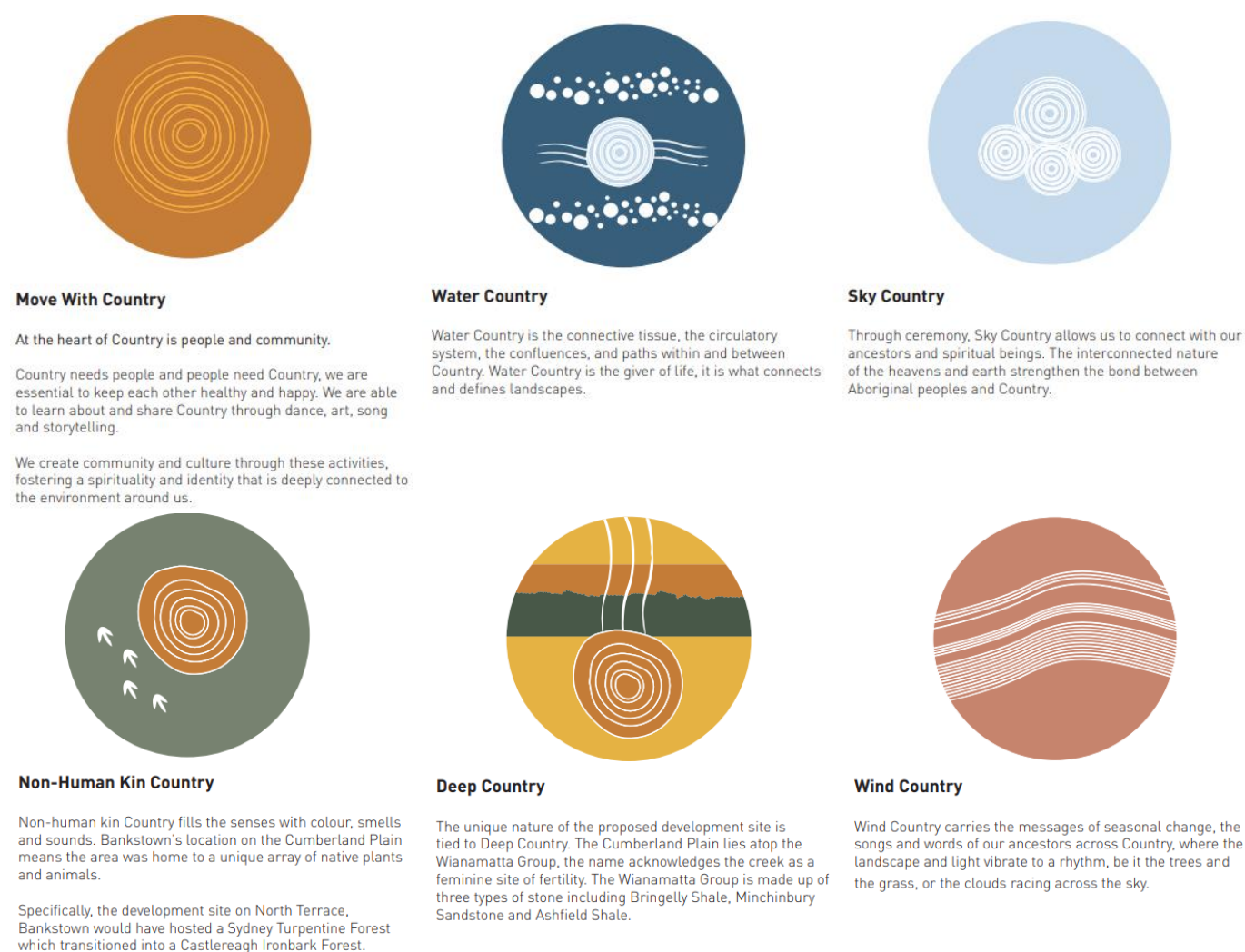


Figure 3 Connection with Country elements of Country

Source: Yerrabingin

2.0 Site Analysis

2.1 Site Location and Context

The site is located at 83-99 North Terrace, Bankstown within the City of Canterbury Bankstown local government area (LGA). It is located to the north of Bankstown railway station, to the south of Paul Keating Park and forms part of the street block bounded by The Mall (north), The Appian Way (east), North Terrace (south), and Fetherstone Street (west), however does not comprise a street frontage to The Mall, given that its northern boundary interfaces with the former Bankstown City Library site and Phil English Reserve.

It is located within the Bankstown City Centre, surrounded by a mix of civic, retail, office, business and residential uses. It is situated in a location that is highly serviced by public transport, being approximately 60m to the north of Bankstown railway station and the future Bankstown metro station, and within the immediate proximity of the Bankstown bus interchange. It is also situated directly south of Paul Keating Park, Western Sydney University Bankstown Campus, the contemporary Bankstown Library and Knowledge Centre, Bryan Brown Theatre and Function Centre, and immediately west of the Bankstown Central Shopping Centre.

The site's locational context is shown in **Figure 4**.

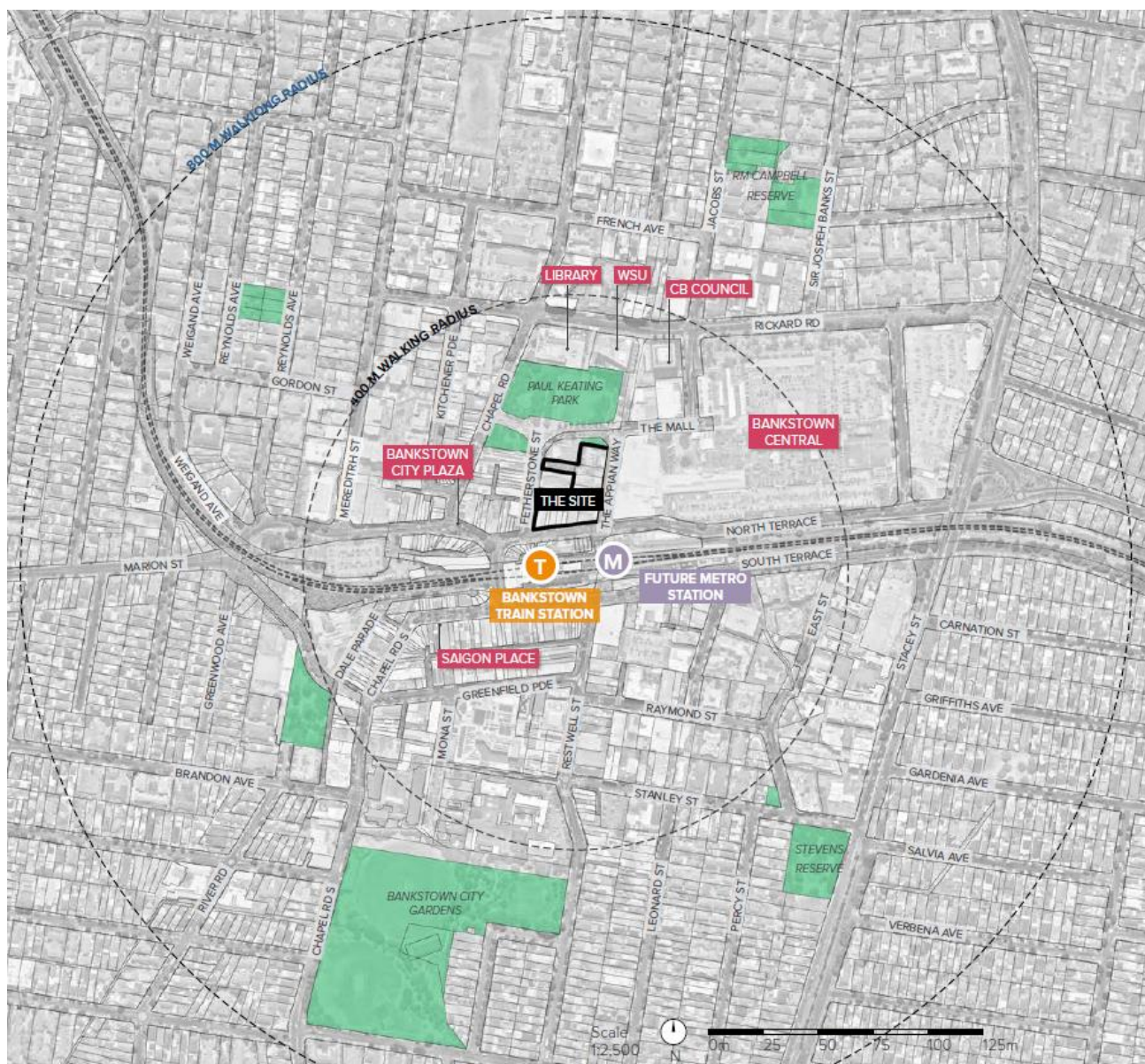


Figure 4 Site context map

Source: Hatch

2.2 Site description

The site is irregular in shape and has street frontages to The Appian Way (109m in length), North Terrace (95m in length), and Fetherstone Street (57m in the south-west and 15m in the north-west). The site comprises 13 allotments, legally described in **Table 2**, and has a site area of 8,175.4m².

An aerial photograph of the site is provided in **Figure 5**.

Table 2 Legal description of the site

Address	Lot and DP
99 North Terrace, Bankstown	Lot 15-17, 21-24, 27 DP 5541
	Lot 1, DP 507818
	Lot 1, DP 207810
85 North Terrace, Bankstown	Lot 18B, DP 412699
83 North Terrace, Bankstown	Lot 19-20, DP 5541



Figure 5 Site aerial map

Source: Nearmap, Ethos Urban

2.2.1 Existing development

The site is currently occupied by fine grain one to two storey retail, office and business tenancies, along with an eight storey commercial office tower with an outdated design, materiality and finishes, including red brick façades along its eastern and western edges, as shown in **Figure 6**. The existing development also includes an internal arcade that provides a north-south connection, a connection to and from The Appian Way in the east, and a connection to Fetherstone Street in the west. The connections to this arcade are all shown in **Figure 8**.

The edges of the site generally comprise continuous awnings which support the high level of pedestrian activity in this Bankstown City Centre location. Business signage is commonly located on or below the awnings. Some of the tenancies across the site are two storey and comprise upper level business or office tenancies.

Photographs of the existing development are provided in **Figure 6** below.



Existing development as viewed from the south-west



Existing development as viewed from Swane Reserve to the south



Existing development as viewed from the corner of The Appian Way and the Mall in the north-east



Existing development as viewed from the corner of North Terrace and The Appian Way in the south-east

Figure 6 Existing development on the site

2.2.2 Access and connectivity

Vehicular access and parking

Vehicular parking is provided along the north of the site, which is accessed from The Appian Way at the north-eastern corner of the site (refer to **Figure 7**). Vehicular egress from this car park is provided at the north-western corner of the site, to the immediate south of the former Bankstown City Library building (refer to **Figure 7**). Vehicle parking access is also provided from Fetherstone Street to the immediate south of the adjoining residential building at 3 Fetherstone Street (refer to **Figure 7**).



Vehicular access provided from The Appian Way in the north-east



Vehicular egress provided from Fetherstone Street in the north-west



Car park situated in the north eastern corner of the site



Car park access to the west of the site from Fetherstone Street

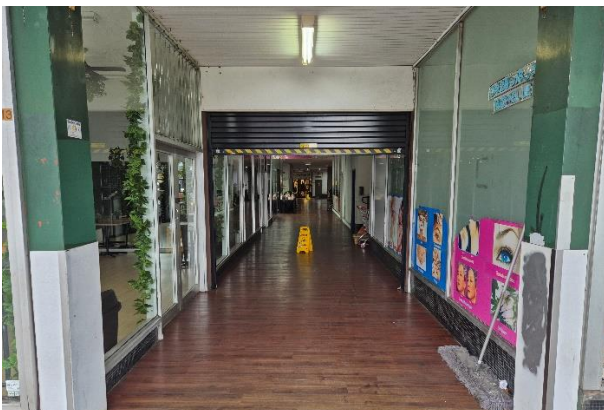
Figure 7 Vehicular access and egress provided to the site

At the time of writing, off-street parking in the vicinity of the site is free and in some locations is not subject to any time restriction. The following off-street car parking is available within a short-walking distance from the site:

- West Terrace Car Park – 256 spaces
- Marion Street Car Park – 530 spaces
- Greenfield Parade Car Park – 340 spaces
- Bankstown Civic Tower – 459 spaces

Pedestrian access

Pedestrian access is provided through the footpaths surrounding the site. Internal access is provided through the arcade which also serves as a through site link providing north-south and east-west connections. The existing arcade and through-site link connections are shown in **Figure 8**.



Existing pedestrian access to the site from Fetherstone Street in the west



Existing pedestrian access to the site from North Terrace in the south



Existing pedestrian access from the existing public car park at the north of the site



Existing pedestrian access from The Appian Way in the east

Figure 8 Existing through site-link connections

2.2.3 Topography and vegetation

A Site Survey has been prepared by Craig and Rhodes and is included at **Appendix M**. The survey illustrates that the site slopes downwards from the south-western corner of Fetherstone Street (RL 26.00), with a fall of approximately 4.42m through to the south eastern corner of The Appian Way (RL 21.58) and 2.5m to the north-west corner of the site (RL 23.5). The remainder of the site surface is relatively flat.

The site comprises trees within the north-west corner along all of its interfaces with the former Bankstown City Library building. There are also trees to the north-east of the site where it interfaces with Phil Engisch Reserve. Otherwise, the site is free of vegetation.

2.3 Surrounding development

The site is located to the north of Bankstown railway station and to the south of Paul Keating Park, with the surrounding development generally comprising retail, office, business, civic and residential uses ranging from low-density through to a high-density scale. The site is also in the vicinity of several heritage items of local significance, as summarised in **Section 2.3.5**.

2.3.1 North

Directly to the north of the site is the former Bankstown City Library building and Phil Engisch Reserve. Further north, on the northern side of The Mall is the Bankstown civic precinct including Paul Keating Park, Bankstown Council Chambers, Bankstown Library and Knowledge Centre, Bankstown Civic Tower, Western Sydney University (WSU) Bankstown Campus, the Bryan Brown Theatre and Function Centre, and HOYTS Bankstown.

These key surrounding developments to the north of the site are shown in **Figure 9** below.



The Former Bankstown City Library site which adjoins the site to the north, as viewed from Paul Keating Park in the north



Phil Engisch Reserve which adjoins the site to the north, as viewed from Paul Keating Park in the north



Paul Keating Park and WSU Bankstown campus in the background



HOYTS Bankstown to the north-east of the site and the Bankstown Civic Tower to the right of the image



Bankstown Council Chambers to the north-west of the site



Bryan Brown Theatre and Function Centre (left), Bankstown Library and Knowledge Centre (middle) and WSU Bankstown Campus (right)

Figure 9 Surrounding development to the north of the site

2.3.2 East

Directly to the east of the site is the Bankstown Central Shopping Centre, which is a retail centre spread over 11.4 hectares, and ranging from two to three storeys. It contains a range of retail stores including supermarkets, department stores, food and beverage retail, business premises, and medical uses, as well as at-grade and above ground parking. The Bankstown Central Shopping Centre site also includes a bus interchange.

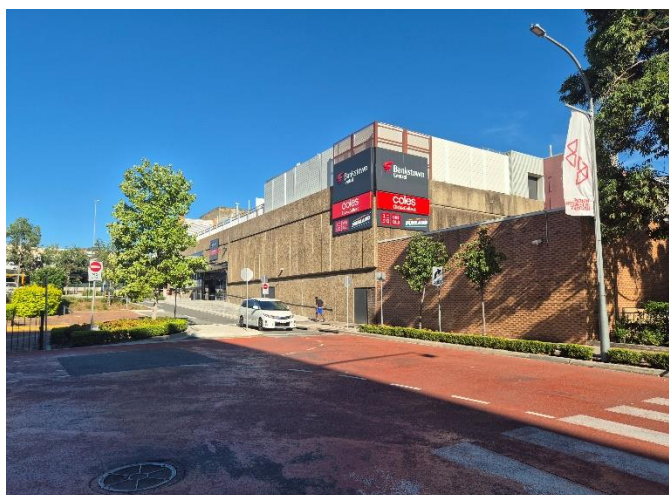
Photographs of this surrounding development to the east are provided in **Figure 10** below.



Bankstown Central, as viewed from the corner of North Terrace and The Appian Way



Bankstown Central as viewed from the east of the site along The Appian Way



Bankstown Central, as viewed from the corner of The Mall and Jacobs Street



The bus interchange located to the east of the site, within the Bankstown Central site

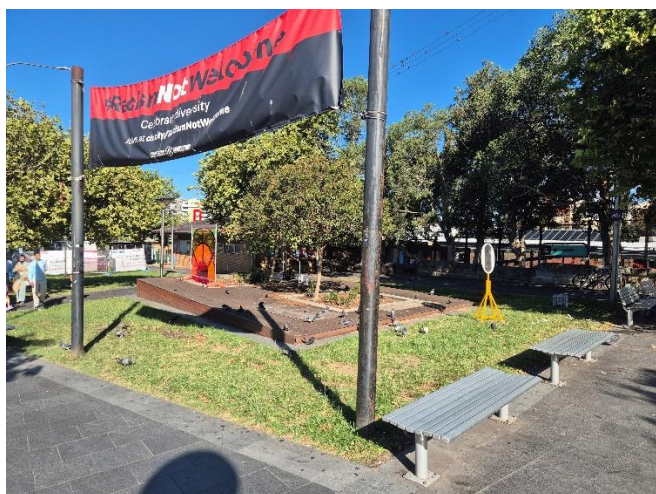
Figure 10 Surrounding development to the east of the site

2.3.3 South

To the south of the site is the local heritage significant Bankstown railway station, which is also the site of the future Bankstown metro station. On the opposite side of North Terrace to the south of the site is Swane Reserve, which adjoins the railway to the north, along with fine grain retail tenancies. Beyond the railway station to the south is the local heritage Bankstown Parcels Office (former), which has recently been demolished in accordance with the approved Sydney Metro Works subject to SSI-8256-Mod-1 to allow for the intended at-grade north-south corridor that will be delivered as part of the Bankstown Metro station, connecting Restwell Street in the south with The Appian Way in the north, in line with 'The Avenue' character area envisaged in the Bankstown City Centre Master Plan.

Other development to the south of the railway station includes Bankstown bus interchange, as well as low to medium scale buildings containing retail, business and office tenancies. Further south of the site is the Flinders Centre commercial office tower, along with higher density residential flat buildings to the south-east.

Photographs of development to the south are provided in **Figure 11**.



Swane Reserve to the south of the site



Bankstown railway station and fine grain retail to the south of the site



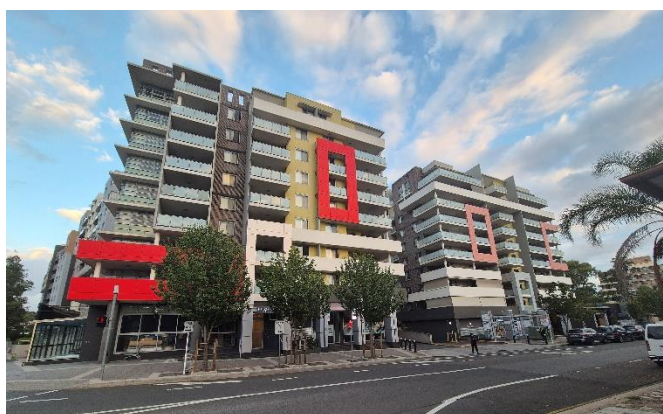
Heritage significant former Bankstown Parcels Post Office which is to be demolished to accommodate the future Bankstown metro station



Bankstown bus interchange and low to medium scale retail, office and business tenancies to the south of the railway station



Low to medium scale commercial premises and the high scale Flinders Centre office building in the background on Restwell Street



Residential flat building to the south-east of the site along West Terrace

Figure 11 Surrounding development to the south of the site

2.3.4 West

The site is adjoined to the west by a mixed use residential development located at 3 Fetherstone Street, which comprises a two storey commercial podium and an 11 storey residential tower. This adjoining development presents a two storey blank wall to the existing at grade car park at the north-west of the site. Otherwise, development along the western side of Fetherstone Street is characterised as fine grain one to three storey commercial development. The Bankstown Court House is located in the north of the block directly to the west. Further west is additional low to medium scale commercial development, as well as higher scale development in the form of the Bankstown RSL development, the Bankstown Police Station, and the Spring Square mixed use development. Photographs of the development to the west are provided in **Figure 12**.



Mixed use residential development adjoining the site to the west at 3 Fetherstone Street



Fine grain retail, office and business uses to the west of the site along Fetherstone Street



Bankstown Court House



Low to medium scale commercial development to the west of the site



Spring Square mixed use residential development to the west of the site on Meredith Street



Bankstown RSL development to the west of the site on Marion Street

Figure 12 Surrounding development to the west of the site

2.3.5 Heritage

The site is not identified as a heritage item, nor is it located within a heritage conservation area. As shown in **Figure 13**, the site is adjacent to several items of local heritage significance. This includes:

- 102 Bankstown City Plaza – Bankstown Hotel (Item I9)
- 109 Bankstown City Plaza – Shop (former accommodation house) (Item I10)
- 143 Bankstown City Plaza – Bankstown parcels office (former) (Item I11)
- 143 Bankstown City Plaza – Bankstown Railway Station building and platform (Item I12)
- 346 Chapel Road – Shop, “Rosen Chambers” (Item I13)
- 375 Chapel Road – Council Chambers (Item I14)
- 290 South Terrace – Shop (Item I21)



Figure 13 Heritage item in the vicinity of the site (site outlined in red)

3.0 Description of proposed development

This DA seeks approval for the following development:

- Site preparation and early works, including demolition of all existing structures, bulk excavation, remediation and tree removal;
- Construction and use of mixed-use development comprising a five (5) storey mixed use podium, with three (3) towers above which are between 19-24 storeys. More specifically, the proposed development comprises:
 - a 19-storey hotel tower in the south-west corner of the site;
 - a 24-storey residential tower in the south-east corner of the site;
 - a 24-storey residential tower in the north-east corner of the site;
 - ground floor retail activating the ground plane;
 - a gym at the southeastern corner of levels 1 and 2;
 - a medium sized supermarket at the west of level 1;
 - provision of common residential amenity spaces at the north of levels 2 to 3;
 - a childcare use at the north-east corner of the podium rooftop;
 - ancillary uses associated with the hotel in the hotel tower's podium rooftop;
 - medical centre uses in the southeast tower's podium rooftop; and
 - provision of an internal north-south through site link connecting The Mall to North Terrace, as well as additional internal east-west links from Fetherstone Street and The Appian Way, providing connections to both The Mall and North Terrace.
- Construction of a two (2) level basement car park, as well as the inclusion of car parking on levels 1, 2 and 3 of the podium, which are to be sleeved through façade activation, active uses, landscaping and active mezzanine floors. The proposal will include:
 - a total of 495 car spaces;
 - 185 bicycle spaces; and
 - two (2) HRV, one (1) MRV and one (SRV) loading space; – 27 motorcycle spaces.
- Vehicular access from Fetherstone Street to the west of the site.
- Inclusion of podium terraces and landscaping throughout the site, including deep soil.
- Extension and augmentation of services and utilities to the development as required.

Architectural drawings prepared by PTW and Landscaping Plans prepared by Site Image illustrating the proposed development are included at **Appendix A** and **Appendix H** respectively. Further details regarding the proposal are provided in the Design Report prepared by PTW (**Appendix C**) and the Landscape Design Report prepared by Site Image (**Appendix I**).

Photomontages of the proposed development are provided at **Figure 14 – Figure 16** below. A ground floor plan is included at **Figure 17** and typical tower residential and hotel floor plans are included at **Figure 18** and **Figure 19**.



Figure 14 *Proposed development as viewed from North Terrace in the south*

Source: PTW



Figure 15 *Proposed Compass Way internal through-site link as viewed from the south*

Source: PTW



Figure 16 *Proposed development as viewed from Paul Keating Park in the north*

Source: PTW



Figure 17 Proposed ground floor plan

Source: PTW

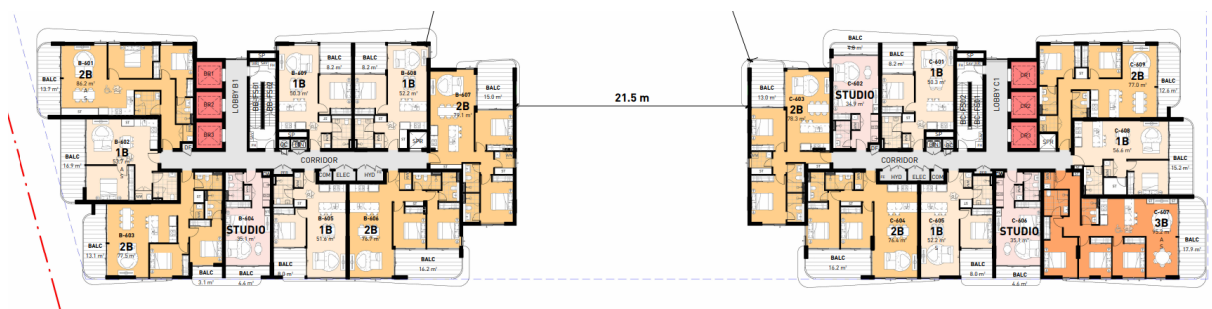


Figure 18 Proposed typical residential floor plan

Source: PTW

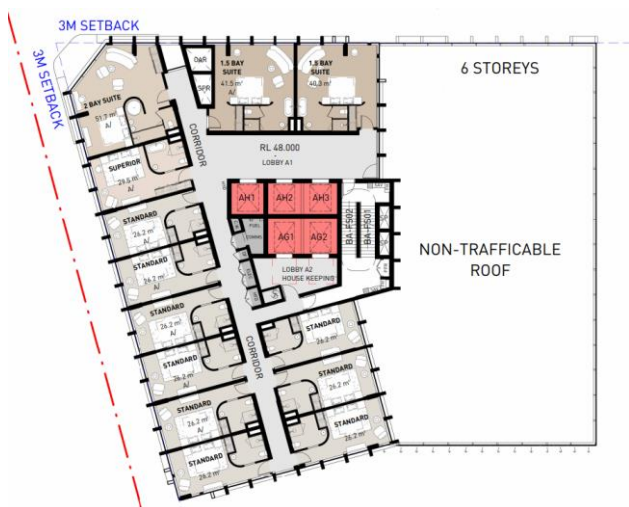


Figure 19 Proposed typical hotel floor plan

Source: PTW

3.1 Design principles

The planning and design principles adopted for the proposed development of the site are as follows:

- Activating the ground plane and creating a thriving precinct in the heart of Bankstown City Centre through the inclusion of a mixture of uses and internal through-site links.
- Providing a visually appealing and appropriate arrangement of mixed uses that responds to the site's locational context and cater to the diverse demographic context.
- Design a built form that promotes the achievement of a human scale response.
- Provide high quality and functional communal open space areas for the enjoyment of visitors and residents.
- Provide an innovative and diverse housing model in a highly accessible location to public transport and within easy walking distance to a wide range of Bankstown's attractions.
- Create a development that is consistent with transit-oriented development principles, to reflect the scale and density appropriate for a site within the Bankstown City Centre and in proximity to the railway station.
- Creating a visually stimulating and dynamic podium façade designed to attract interest through its activation and materials.
- Utilising landscaping and a mixture of diverse and high-quality façade materials to allow for appropriate articulation of the podium as it presents to each frontage.
- Creating a safe place in which the local community and visitors can live, work and play both during the day and in the evenings.
- Create highly desirable residential accommodation, including a diversity of apartment types and mixes in response to housing needs.
- Delivering a high level of amenity for residents through the inclusion of communal open spaces including rooftop spaces with significant views, and a diverse offer of residential communal spaces.

3.2 Numerical overview

The key numeric development information is summarised in **Table 3**.

Table 3 Key development information

Component	Proposal
Overall development	
Site area	8,175m ²
GFA – total	40,874m²
• Residential	• 25,087m ²
• Retail	• 4,533.7m ²
• Hotel	• 9,534m ²
• Gym	• 435.3m ²
• Childcare	• 576m ²
• Medical centre	• 708m ²
FSR	5:1
Maximum building height	RL 107.95 (82.5m)
Podium setbacks and separation	
• North	• 1m - 4.4m setback to adjoining sites to the north-east of the site and 0m - 16.2m separation from Building A to 3 Fetherstone Street
• South	• 0-3m setback to North Terrace
• East	• 0 - 5.2m setback to The Appian Way
• West	• 0-3m setback to Fetherstone Street, 0m - 18.7m separation from 3 Fetherstone Street and 11.3m-13.1m from Building C to the former Bankstown City Library site
Hotel rooms	169

Component	Proposal
Dwelling mix – total	339
• Studio	• 55
• 1 bed	• 131
• 2 bed	• 132
• 3 bed	• 21
Car spaces – total	495 (including 41 accessible spaces)
• Residential	• 240 (including 34 accessible spaces)
• Retail and gym	• 124 (including 3 accessible spaces)
• Hotel and function centre	• 78 (including 2 accessible spaces)
• Medical centre	• 28 (including 1 accessible space)
• Childcare	• 25 (including 1 accessible space)
Bicycle spaces – total	185
• Residential	• 102 resident spaces in storage cages and 39 visitor spaces
• Retail	• 15 staff and 9 visitor spaces
• Gym	• 1 staff and 3 visitor spaces
• Childcare	• 6 staff spaces
• Hotel	• 10 spaces
Motorcycle spaces	27 motorcycle spaces
Landscaped Area	2,669.63m ² (32.7%)
Deep Soil Area	130.8m ² (1.6%)
Communal Open Space	2,076.4m ² (25.4%)
Building A (Hotel)	
Height in storeys	19
Maximum building height	RL 93.6 (68.6m)
GFA total	9,534m ²
Tower setbacks and separation	
• North	• 16.2m - 31.9m separation from 3 Fetherstone Street
• South	• 2.5 - 3m setback from North Terrace
• East	• 29.7m separation from proposed Building B
• West	• 2.5-3m setback from Fetherstone Street
Building B (Residential)	
Height in storeys	24
Maximum building height	RL 107.95 (82.5m)
GFA total	12,389m ²
Tower setbacks and separation	
• North	• 21.5m separation from proposed Building C
• South	• 0-3m setback from North Terrace
• East	• 0 - 2.47m setback from The Appian Way
• West	• 20.7m - 24.4m separation from 3 Fetherstone Street and 29.7m from proposed Building C.

Component	Proposal
Building C (Residential)	
Height in storeys	24
Maximum building height	RL 107.95 (82.5m)
GFA total	12,198m ²
Tower setbacks and separation • North • 3.1m - 5.4m setback from Phil Engisch Reserve site • South • 21.5m setback from proposed Building B • East • 0 - 2.4m setback from The Appian Way • West • 22.8m - 27.4m separation from 3 Fetherstone Street and 13.1m - 16.1m from the former Bankstown City Library site	

3.3 Site layout and proposed buildings

The detailed design of the proposed development can be separated into five main components, being the podium, Building A (Hotel), Building B (Residential) and Building C (Residential), and the public domain and landscaped elements. Details of each of these elements of the proposal are outlined in the following sections:

- Podium form of the development (**Section 3.4.1, Section 3.5 and Section 3.6.1**);
- Building A hotel tower (**Section 3.4.2, Section 3.5 and Section 3.6.2**);
- Building B residential tower (**Section 3.4.3, Section 3.5 and Section 3.6.3**);
- Building C residential tower (**Section 3.4.4, Section 3.5 and Section 3.6.4**); and
- Public domain and landscaped elements (**Section 3.7**).

A Site Plan identifying the location of each of these buildings is provided at **Figure 20**.

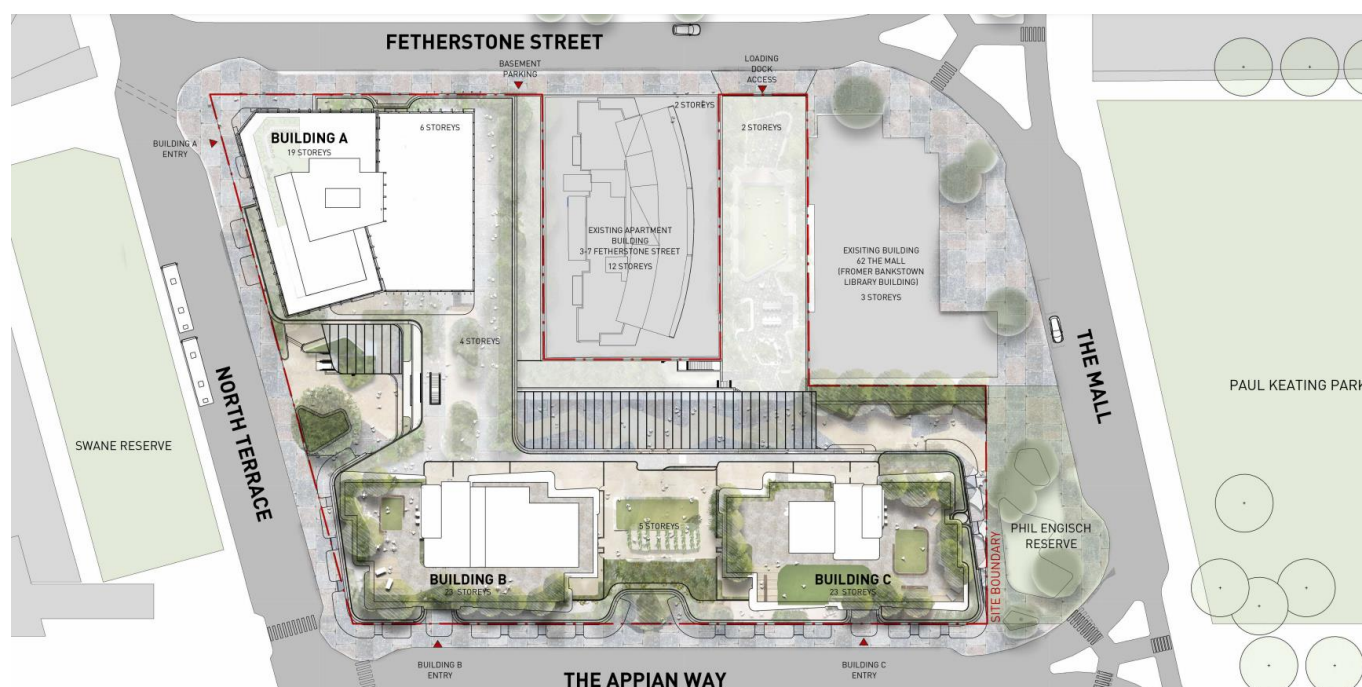


Figure 20 Proposed site plan identifying the location of the buildings

Source: PTW

3.3.1 Mixed use podium

The podium form of the proposed building comprises a mixture of retail, gym, childcare, medical centre and function centre intended land uses across five levels (ground level through to level 4), ground floor residential and hotel lobbies, and residential communal amenity spaces. The diversity of uses accommodated within the podium form are detailed in **Section 3.6.1**.

The podium form includes a height of RL43.5 (approximately 22.07m). It includes nil setbacks from each side at the ground plane, which is generally maintained up to level 4. An increased setback of 1m - 4.4m is provided to the north-east corner of the site at the interface with Phil Engisch Reserve.

The podium maintains separation from 3 Fetherstone Street to the west ranging from 0m – 2m at the ground level through to level 2, which increases to 5.8m at level 3, and 18.7m at level 4. To the north of the proposed hotel building 0m separation is achieved from 3 Fetherstone Street at ground and first levels. This separation distances increases to 9m at levels 2 and 3, and 16.2m at level 4. A separation distance of 11.3m is also achieved to the west from the proposed Building C residential building in the north-east corner.

The design also accommodates public domain elements in the form of internal through-site links at the ground level, which are activated by a mixture of retail tenancies (as detailed in **Section 3.6.2**) and embellished with landscaped elements (as detailed in **Section 3.7**). The proposed through-site links (shown in **Figure 21**) include:

- Compass Way which provides a 9m wide north-south pedestrian link connecting Bankstown Railway Station in the south through to Paul Keating Park in the north.
- Fetherstone Walk which provides a pedestrian link from Fetherstone Street in the west through the site.
- The Appian Walk which provides a pedestrian link from The Appian Way in the east through the site.

The podium includes a void through the centre above the location of the through-site links which are treated with transparent materiality that allows for natural light to filter into the ground level retail area, while also providing shelter to users of the development. Further detail is provided in **Section 3.7**. The podium will only be accessible during the opening hours of the non-residential uses which are detailed in **Section 3.10**.

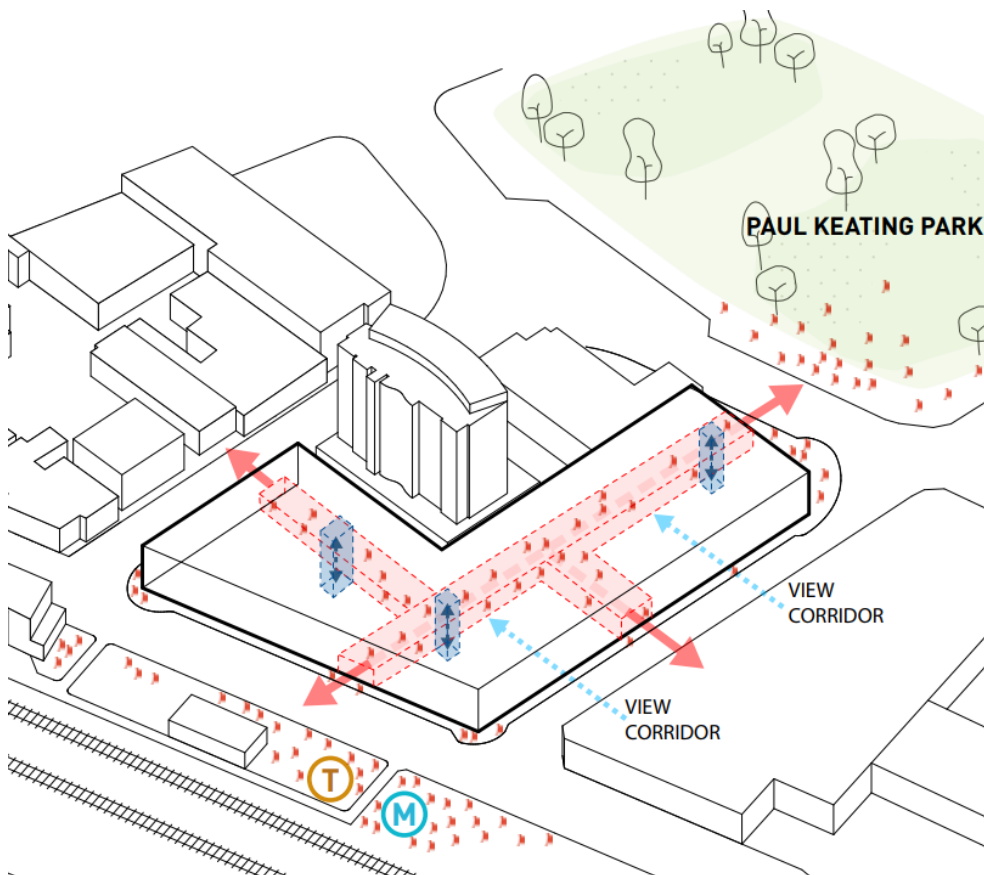


Figure 21 Proposed through-site links

Source: PTW

3.3.2 Building A (hotel)

On the south-west corner of the site is the proposed hotel tower. This tower form connects from the broader podium and comprises one storey with a ballroom, function room, ancillary hotel facilities, 169 hotel rooms across 13 storeys, and a rooftop with a bar, a back of house area and plant space.

This hotel building will have a maximum height of RL 93.6 (68.6m), equating to a total of 19 storeys (including the five storey podium below), and will have a general setback of 3m to both North Terrace and Fetherstone Street. It is separated between 16.2m and 31.9m from the existing shop top housing building to the north at 3 Fetherstone Street, and 29.7m from the proposed Building B residential building to the east.

The hotel building is characterised by its highly glazed façade with articulated aluminium elements. Further detail regard the materiality of the building is provided in that allow for it to present as a landmark building on the corner of North Terrace and Fetherstone Street and to emphasise the key entry point to this building, as illustrated in **Figure 22**. The landmark presentation of the building is emphasised further through an additional 3m setback that is provided at this corner.



Figure 22 Building A (hotel) as viewed from the south-east

Source: PTW

3.3.3 Buildings B and C (residential)

The proposed residential buildings both have a tower form of 19 storeys above the five podium levels, reaching a maximum building height of 24 storeys, equating to RL 107.95 (82.5m). The buildings comprise 339 apartments across 19 levels, with typical residential apartment layouts across levels 6-23. The upper tower level of the buildings does not include apartments, instead containing communal open space, as well as plant space.

The tower forms of the two residential buildings include increased setbacks and separation when compared to the podium elements below, including 21.5m between each other, and a varied setback to The Appian Way on Level 5, generally including a nil setback which increases to 2.6m for each of the buildings and 5.2m between the two buildings at the location of the communal open space which separates the buildings. The upper levels above level 5 include a setback ranging from 2.2 – 2.47m to The Appian Way.

The following additional tower setbacks and separation are adopted by the buildings:

- Building B includes a 0-3m setback to North Terrace on Level 5 which increases to 3m for all the levels above.
- Building C includes a 3.1m - 5.4m setback to its northern frontage on Level 5 and above.
- Building B includes 20.7m - 24.4m separation from the existing shop top housing building at 3 Fetherstone Street.
- Building C includes 22.8m - 27.4m separation from the existing shop top housing building at 3 Fetherstone Street and 13.1m – 16.1m separation from the former Bankstown City Library site.

Further detail with regard to the materiality and finishes of the tower building is provided in **Section 3.5** below.

Figure 23 below illustrates the proposed form of the two residential buildings proposed along the eastern side of the site.



Figure 23 Eastern elevation showing the proposed residential buildings (Buildings B and C)

Source: PTW

3.3.4 Building setbacks and separation

The proposed development has been designed to include podium elements that are built to the boundary with appropriate building setbacks and separation distances provided where necessary, as illustrated in **Figure 24**. The setback and separation distances proposed throughout the development are detailed further in **Table 3**.

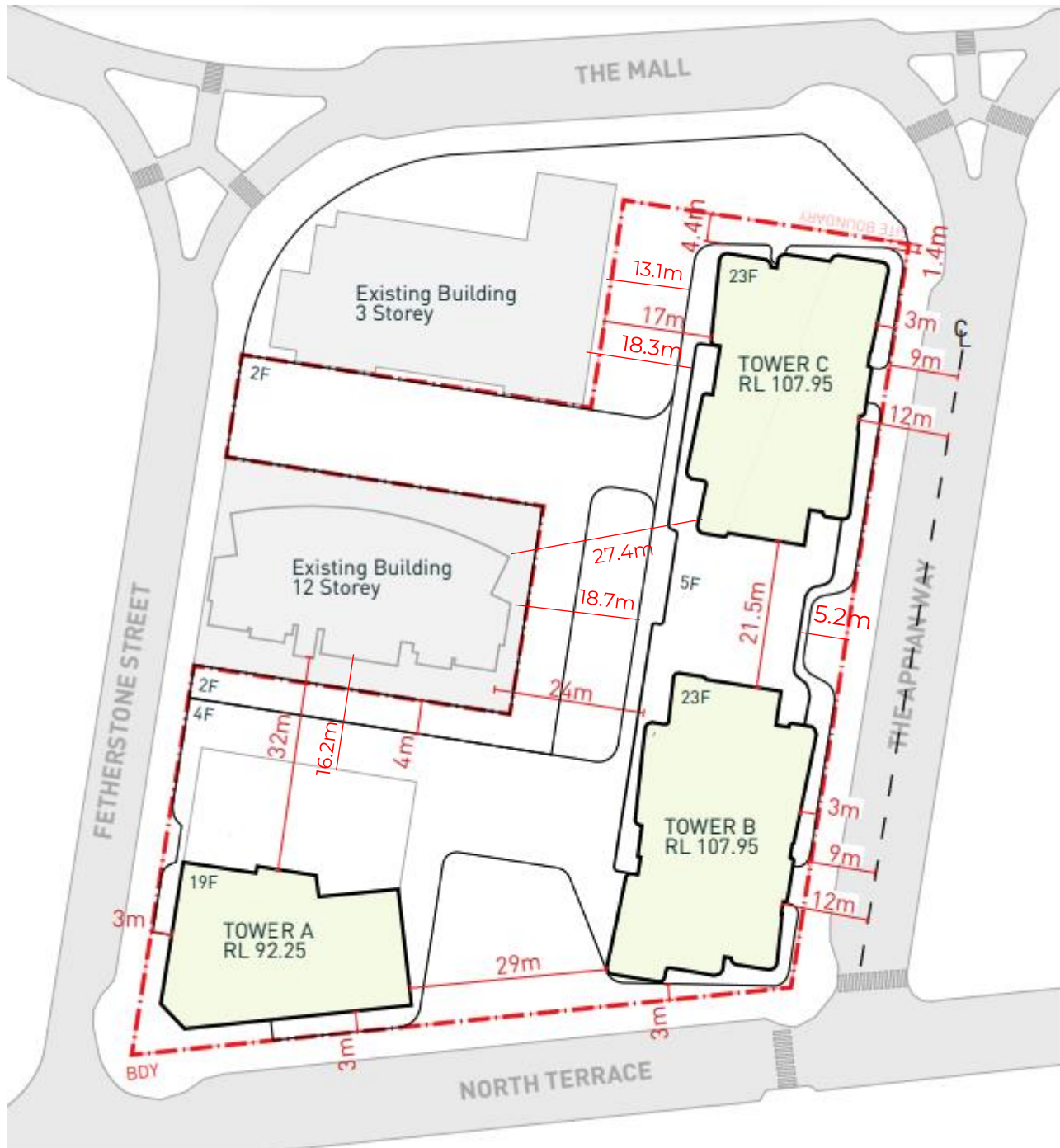


Figure 24 Proposed setbacks and separation distances

Source: PTW

3.4 External materials and finishes

A schedule of external materials and finishes has been prepared by PTW and will be provided with the Architectural Drawings that will accompany the DA. The proposal comprises a unique design constituting varied materials and finishes of a high quality throughout the hotel and residential buildings.

The hotel building consists of high quality materials and finishes, which comprises beige brickwork and white aluminium louvres at the podium, along with dark bronze aluminium framing and clear glass / colour backed glass for the tower. This is illustrated in **Figure 25** below.

The proposed residential buildings include a wide variety of high quality materials in both the podium and tower. In the podium it comprises a mixture of brickwork including beige, bright brown and hit and miss bright brown bricks, along with concrete, dark grey and fresh gold powdercoated finishes, as well as clear glass / colour backed glass.

The tower is also designed with a variety of materials including beige brick, bronze, vivid white and charcoal finishes, and clear glass / colour backed glass. All the materials adopted for the residential buildings are illustrated in **Figure 25** below.



Figure 25 *Proposed materials and finishes schedule*

Source: PTW

3.5 Land uses

3.5.1 Basement and podium

A level by level summary of the proposed uses in the basement and podium is provided in **Table 4**. The configuration of each level is illustrated in the Architectural Drawings included at **Appendix A**.

Table 4 Level by level description of basement and podium component.

Level	Use
Basement level 2	Car parking, plant, storage, mechanical services
Basement level 1	Car parking, hotel end of trip facilities, plant, storage, loading zones, waste rooms, ancillary hotel features, mechanical services
Ground level	Retail tenancies, hotel and residential lobbies, plant, amenities, substation, fire control room
Level 1	Medium-sized supermarket, recreation facility (indoor), community study/meeting space, retail storage, car parking, motorcycle parking, plant, substation, mechanical services
Level 2	Recreation facility (indoor), residential communal area, residential communal open space, car parking, motorcycle parking, bicycle parking, ancillary hotel features, plant, mechanical services
Level 3	Residential communal areas, car parking, motorcycle parking, bicycle parking, retail end of trip facilities, plant, mechanical services
Level 4	Hotel lobby, ancillary hotel features (hotel, kitchen, gym, function room, dining), medical suites, childcare facility

3.5.2 Building A (Hotel)

A level by level summary of the proposed uses in the proposed hotel tower is provided in **Table 5**. The configuration of each level is illustrated in the Architectural Drawings at **Appendix A**.

Table 5 Level by level description of hotel tower component

Level	Use
Level 5	Ballroom, furniture storage, function room, bar, kitchen
Level 6-18	Hotel rooms, housekeeping room
Level 19	Rooftop bar, plant, back of house area

3.5.3 Building B and Building C (Residential)

A level by level summary of the proposed uses in the proposed Building B and Building C residential towers is provided in **Table 6**. The configuration of each level is illustrated in the Architectural Drawings at **Appendix A**.

Table 6 Level by level description of hotel tower component

Level	Use
Level 5	Residential communal open space, apartments
Level 6-23	Apartments, mechanical services
Level 24 (rooftop)	Communal open space, plant, PV zone

3.6 Landscaping and public domain

The landscape design has been developed by Site Image, with Landscape Drawings (**Appendix H**) and a Landscape Design Report (**Appendix I**) included as part of the DA. The proposed landscaping has been dispersed across different parts of the development including the ground plane, podium levels, and on the rooftops of the hotel and residential buildings. The following key landscape design principles have been adopted for the proposed development:

- **Extending the park:** borrowing the amenity of Paul Keating Park and Phil English Reserve and extending into the site.
- **A Connected precinct:** A transitional space connecting pedestrians to the north, south-east and west.
- **An Urban Forest:** Framing spaces with hyperdense landscape to create an urban oasis.
- **Landscape Gullies:** Cascading landscape and staggered gullies to upper levels at key entry points distinguishing the Compass Centre.
- **Designing with Country:** Using site narratives and key Connection with Country themes to lead the landscape design.
- **Designing for Bankstown:** A colourful transitional precinct that provides the Bankstown community with a culturally diverse retail hub.
- **Enhancing Canopy Coverage:** Utilising deep soil zones and on structure landscaping to provide tree canopy across the site.
- **Activating the Edges:** Upgrading the public domain to promote a pedestrian focused precinct

Reference images for each of these landscape design principles are provided in **Figure 26**. It is noted that the proposed landscaping maximises deep soil provision notwithstanding the CBD location of the site, and also provides significant landscaping on structure, as demonstrated in **Figure 27**.

The landscaping proposed as part of the development is described in the following subsections.

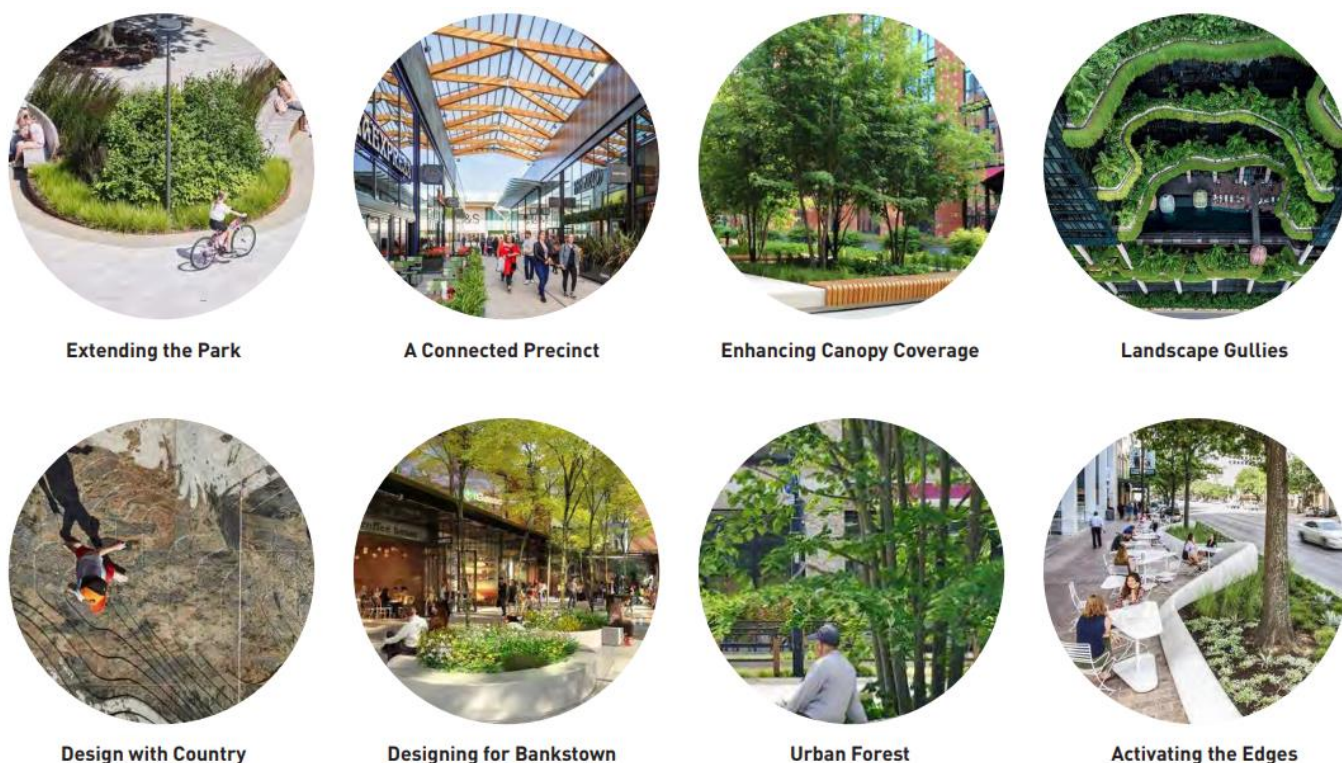


Figure 26 Reference images of landscape principles

Source: Site Image

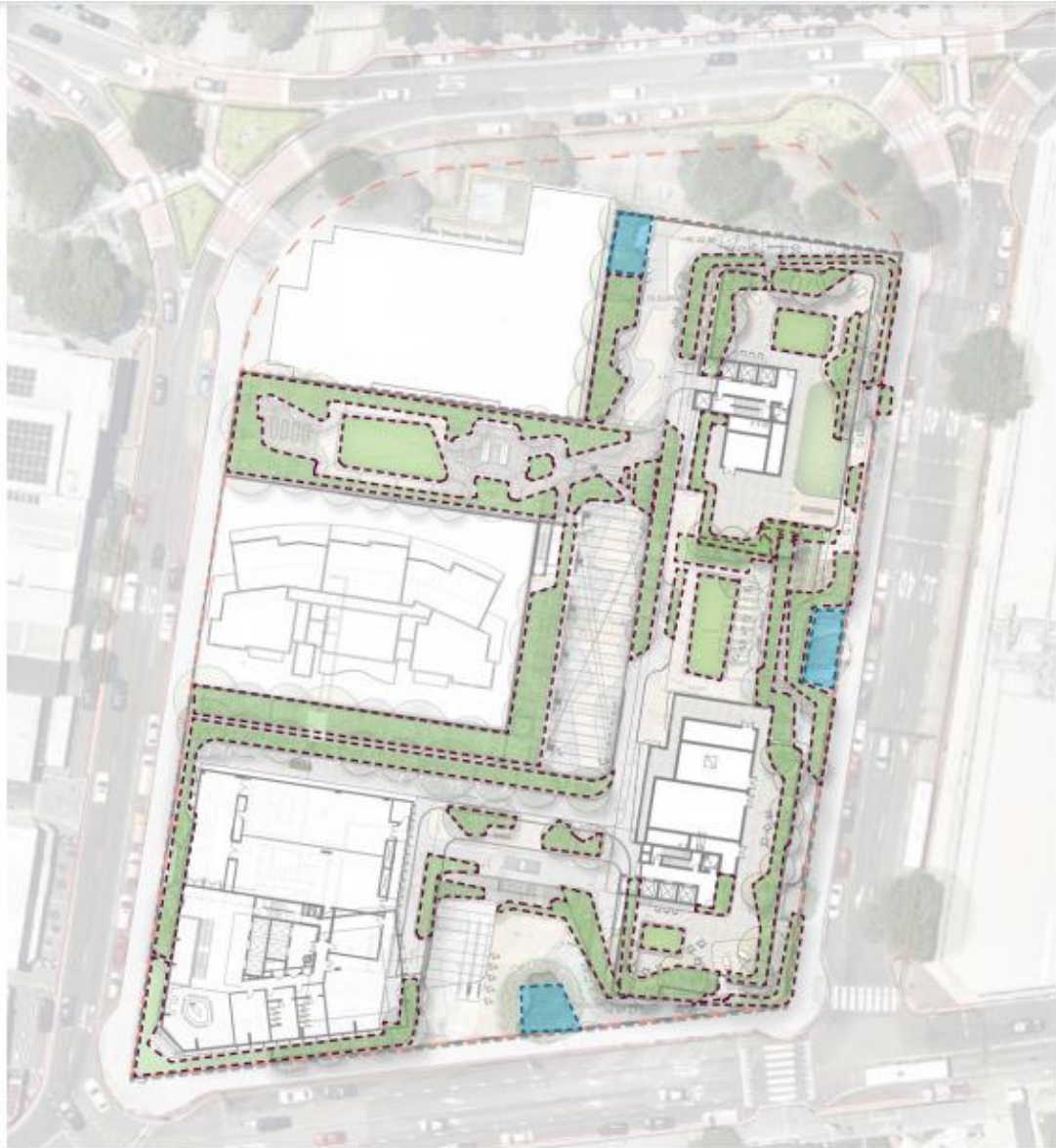


Figure 27 Proposed deep soil area and landscaped area on structure

Source: Site Image

3.6.1 Ground level landscaping

The ground level landscape master plan incorporates a few landscaped components, including:

1. Deep soil zone with integrated seating and dining to the Northern Gateway (refer to **Figure 27**).
2. Paving features using ecotones and colour of Country. Paving designed as a wayfinding tool for site users.
3. Landscape gullies and cascading gardens within the Southern Gateway drawing the eye to upper levels.
4. Landscape feature/ landmark to the south and east creating a gateway from the railway station and The Appian Way. Deep soil pocket in these zones to ensure healthy tree growth (refer to **Figure 27**).
5. Compass Way activated with feature multi-level void allowing light into the ground floor retail zone. Space to be open and ensure visual links to the north and south.

The location of each of these landscaped elements is shown in **Figure 28** below.

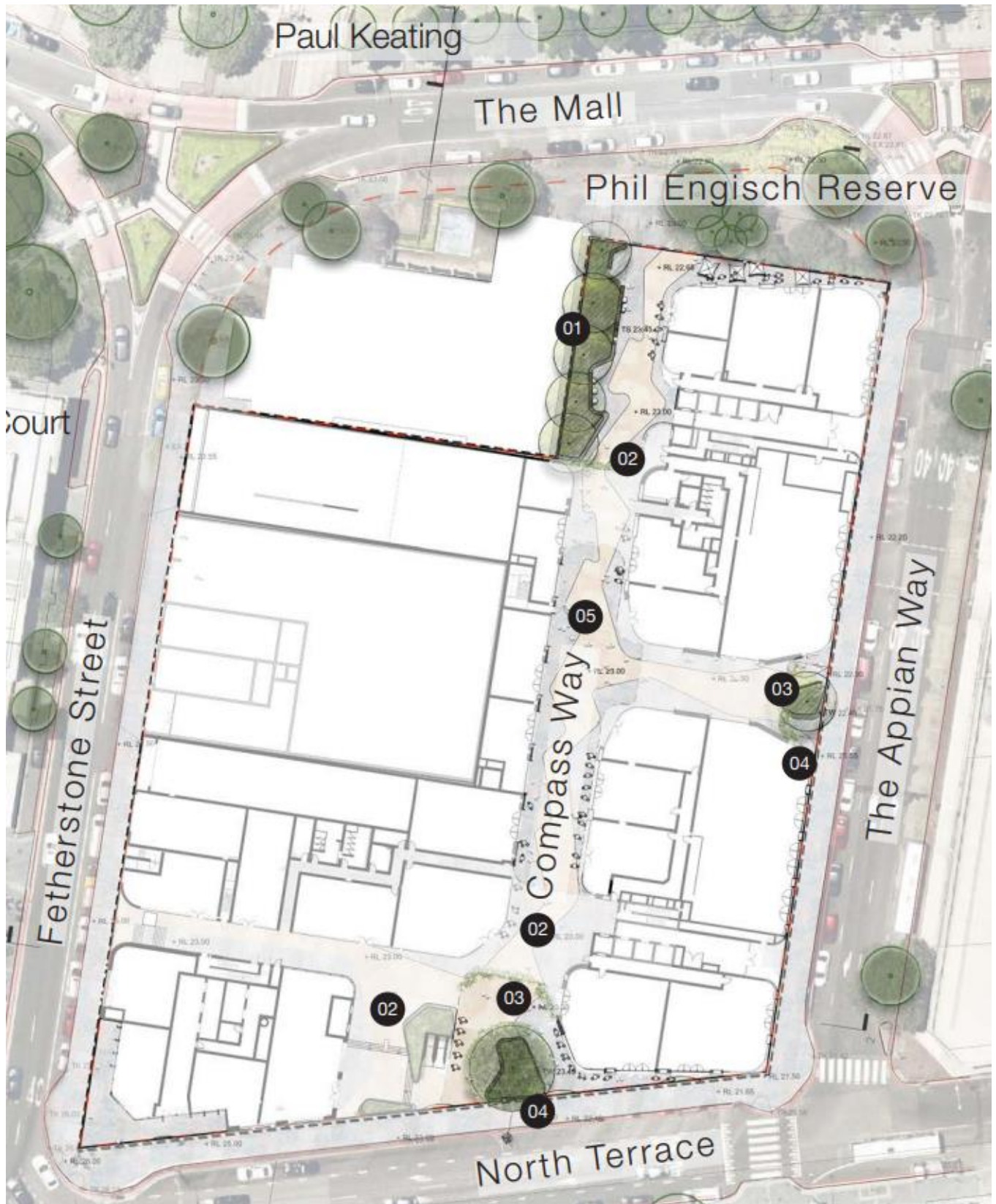


Figure 28 Proposed ground floor landscape master plan

Source: Site Image

3.6.2 Level 1 landscaping

The level 1 landscape master plan incorporates three key elements (shown in **Figure 29** below), including:

1. A study and work zone
2. Feature paving and signage elements for storytelling.
3. Green gully edge planters



Figure 29 Level 1 landscaped elements

Source: Site Image

3.6.3 Level 2 landscaping

The level 2 landscape master plan incorporates a few key elements (shown in **Figure 30**), including:

1. Communal open space with a range of amenities including a central lawn area, outdoor BBQ area for resident access only, and seating integrated with tree planting and a lush understory to soften and cool the built form.
2. Spill out seating for residents in the residential communal space.
3. Urban canopy opportunities to the south of 3 Fetherstone Street.
4. Green gully edge planters.



Figure 30 Level 2 landscaped elements

Source: Site Image

3.6.4 Level 3 landscaping

The level 3 landscape master plan incorporates three key elements (shown in **Figure 31**), including:

1. Residential communal spill out space with fringe planting.
2. Green gully cascading gardens.
3. View to landscaping in the communal open space and gardens below.



Figure 31 Level 3 landscaped elements

Source: Site Image

3.6.5 Level 4 landscaping

The level 4 landscape master plan incorporates key elements for the childcare use, as well as for the general activation of the space. The proposed landscaped elements (shown in **Figure 32**), include the following:

1. Childcare outdoor play and learning spaces.
2. Outdoor seating to activate the edges of each of the proposed uses on Level 4.
3. Functional breakout spaces for group settings integrated with planters.



Figure 32 Level 4 landscaped elements

Source: Site Image

3.6.6 Level 5 residential communal spaces

The level 5 residential communal space includes a variety of landscaped elements (shown in **Figure 33**), including:

1. Dense volume planting to fringes of communal area.
2. Communal open turf area offering gathering and activation opportunities.
3. BBQ area and high top dining bench seating for residential use.
4. Trellis over canopy for enhanced greenery and shade amenity.



Figure 33 Level 5 landscaped elements

Source: Site Image

3.6.7 Communal rooftop

The residential communal rooftop includes a mixture of landscaped elements (shown in **Figure 34**), including:

1. Small-medium sized trees with dense volume planting to fringes framing expansive views.
2. Flexible use lawn areas providing activation opportunities and passive recreation.
3. A variety of seating areas with views of the surrounding skyline, parklands and the Blue Mountains beyond.
4. BBQ and dining amenities for use by residents.



Figure 34 Communal rooftop landscaped elements

Source: Site Image

3.7 Transport, access and parking

3.7.1 Pedestrian access

Building entries and through-site links

Pedestrian access to the residential lobbies will be from The Appian Way and the hotel lobby will be accessed from North Terrace, as illustrated in **Figure 35**. The retail tenancies will be accessed from all the building frontages, as well as through the internal through-site links, which are shown in **Figure 35**.

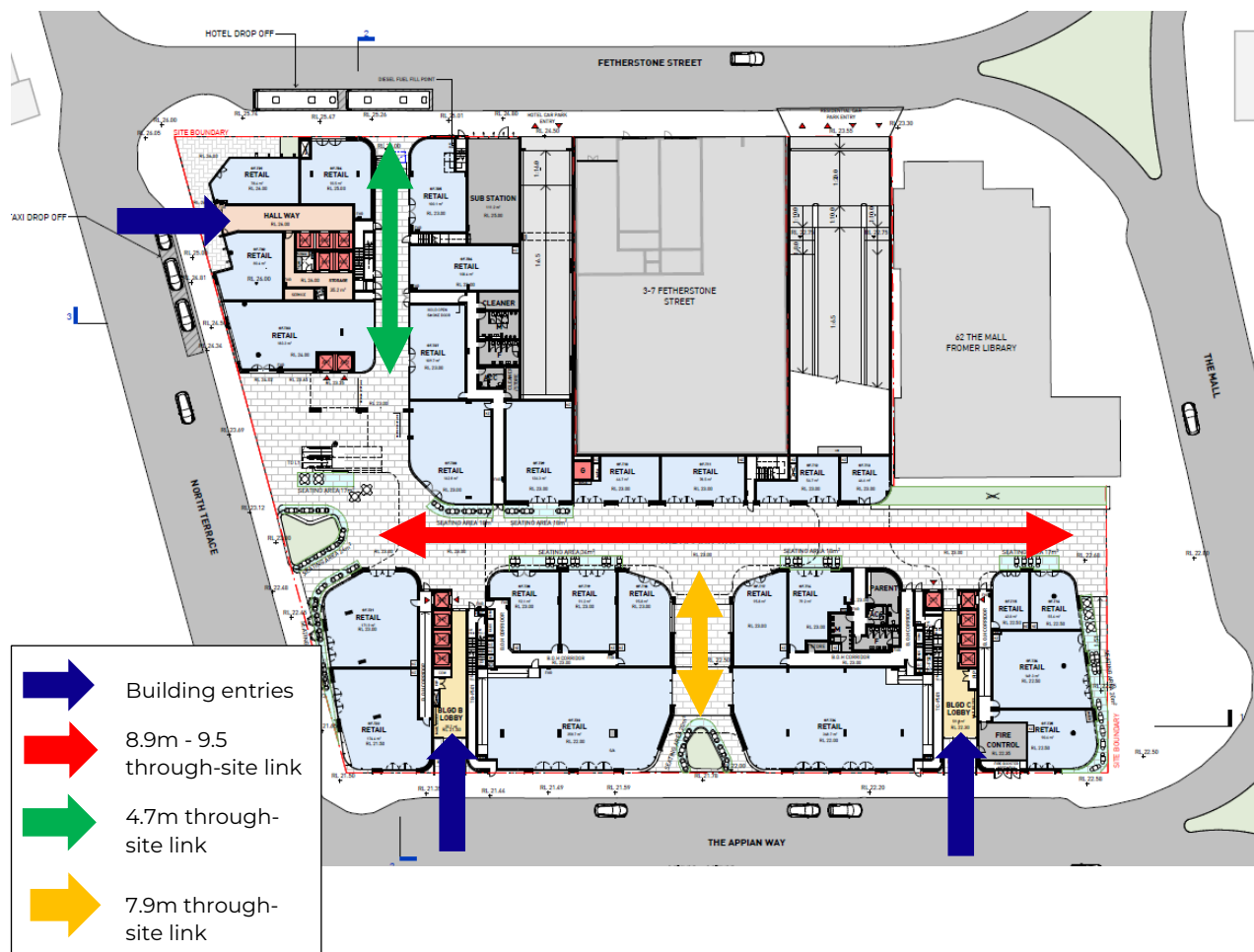


Figure 35 Building entrances and through-site links

Source: PTW

3.7.2 Vehicle access and parking

Vehicle access and egress to the proposed development is provided from the driveways along Fetherstone Street. Vehicular access to the hotel and residential parking areas is provided via the driveway to the south of the adjoining site at 3 Fetherstone Street, while vehicular access to the parking areas for the other uses is provided via the driveway to the north of the adjoining site at 3 Fetherstone Street. The development provides a total of 495 parking spaces throughout two basement levels and 3 above ground parking levels.

The proposed development also proposes a coach pick-up and drop-off area for the hotel along North Terrace, opposite the site's frontage, accommodating up to two heavy rigid vehicles. This arrangement will allow visitors and guests to walk along the pedestrian walkway to access the hotel's entrance. Additionally, there is an existing pick-up and drop-off area for other land uses along the site's frontage, accommodating up to three cars at a time.

The vehicular access points along Fetherstone Street and the pick-up and drop off locations along North Terrace are shown in **Figure 36**. Parking allocation is detailed in **Table 7**.

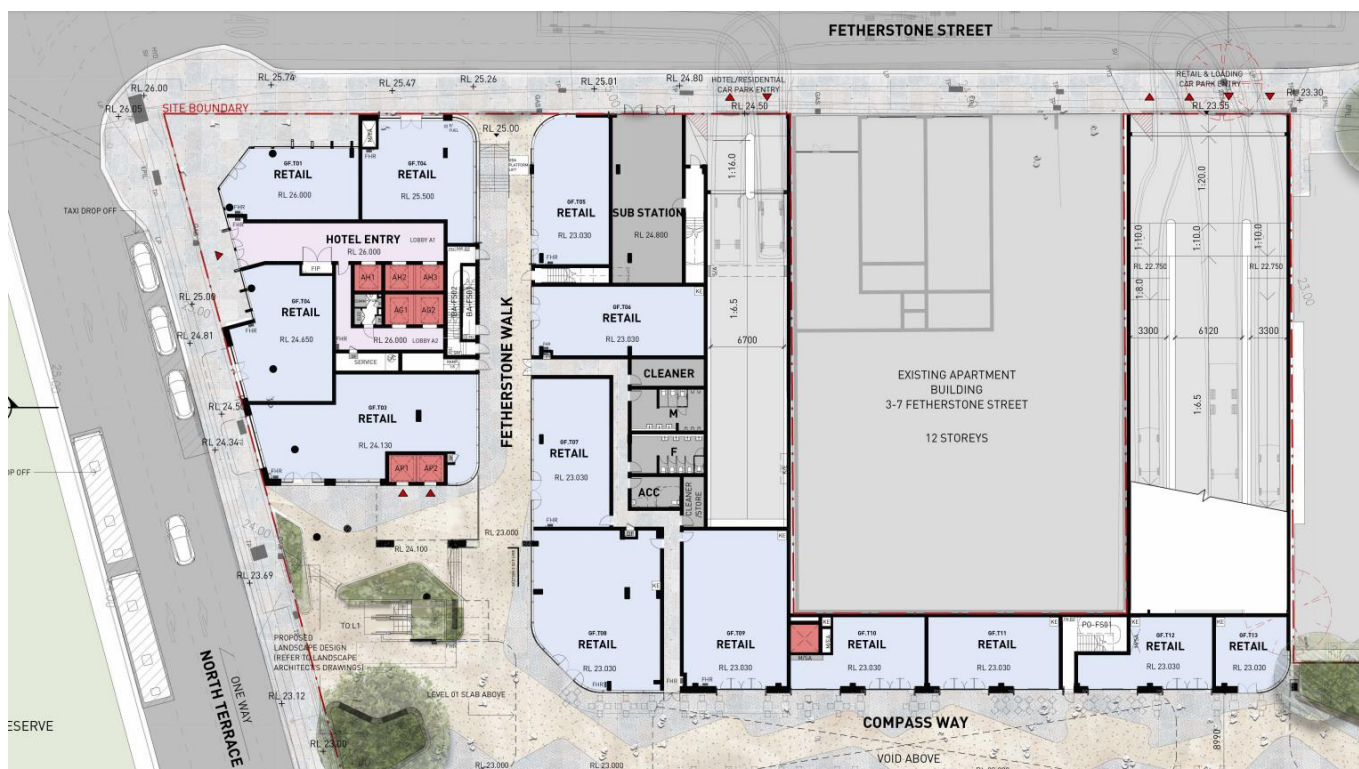


Figure 36 Proposed vehicular access and pick-up and drop-off locations

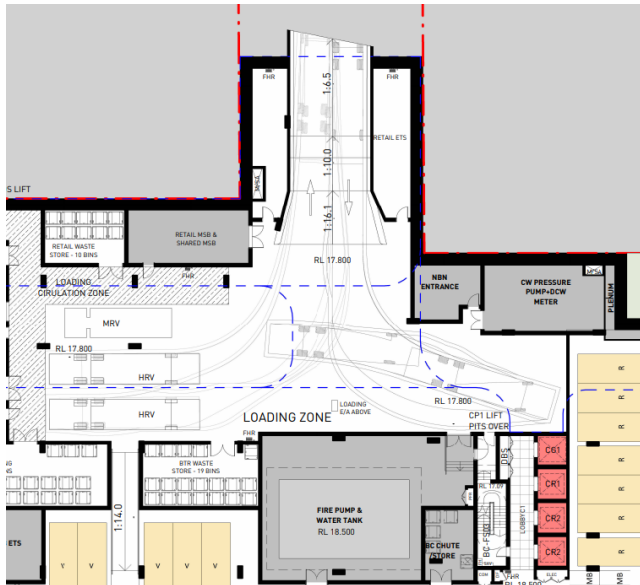
Source: PTW

Table 7 Parking schedule

Type	Number of spaces
Car spaces – total	• 495
• Standard spaces	• 454
• Accessible spaces	• 41
Motorcycle	27
Hotel drop off spaces	2 heavy rigid vehicle spaces
Taxi/Car drop off spaces	3 car spaces

3.7.3 Loading and servicing

A loading dock is proposed at the north-east of Basement Level 1, to the north of the adjoining site at 3 Fetherstone Street. This loading dock comprises 2 heavy rigid vehicle spaces and one medium rigid vehicle space (see **Figure 37**). The loading dock is accessible via the loading dock entry from the north-west corner of the site along Fetherstone Street. Two small rigid vehicle spaces, accessible from the hotel car park entry are also provided at the north-west of Basement Level 1 to service the hotel use (see **Figure 37**). The service vehicle spaces have all been designed so that service vehicles can enter and exit in a forward direction.



Proposed loading zone on basement level 1 accommodating 2 HRVs and 1 MRV



Proposed SRV spaces on basement level 1

Figure 37 Proposed service vehicle spaces and swept path diagrams

Source: PTW

3.7.4 Bicycle parking and end-of-trip facilities

To maximise tenant and resident wellbeing and the amenity afforded by the development, the proposal includes bicycle parking and end of trip facilities (EoT). The EoT are provided on basement level 1 for the hotel use and at level 3 for the retail use. The proposed bicycle parking and EoT facilities are summarised in **Table 8** below.

Table 8 Summary of bicycle parking and EoT facilities

Component	Number
Bicycle spaces – total	185
- Residential - Retail - Gym - Childcare - Hotel	102 resident spaces in storage cages and 39 visitor spaces 15 staff and 9 visitor spaces 1 staff and 3 visitor spaces 6 spaces 10 spaces
Showers	1 male and 1 female shower in the retail EoT
Lockers	8 lockers in the hotel EoT 5 lockers in the retail EoT
Toilets	4 male, 4 female and 1 accessible toilet in the hotel EoT 1 male, 1 female and 1 accessible toilet in the retail EoT

3.8 Site preparation and early works

3.8.1 Excavation

The proposed redevelopment requires bulk excavation up to RL 15.5 to accommodate the two proposed basement levels, as illustrated in **Figure 38**. The proposed excavation is detailed further in the Groundwater Assessment prepared by Douglas and Partners included at **Appendix N**.

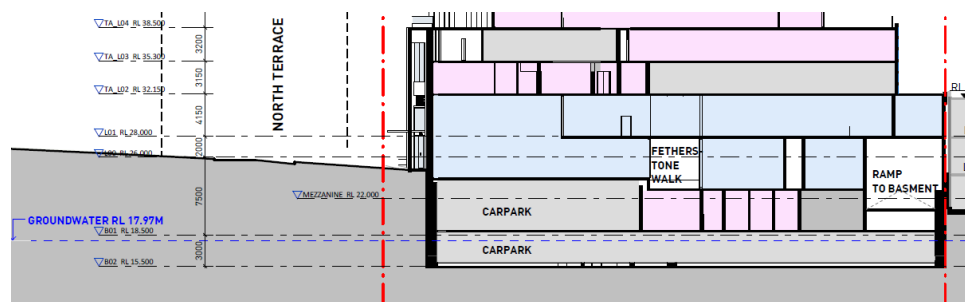


Figure 38 Section demonstrating the extent of excavation required

Source: PTW

3.8.2 Demolition and tree removal

In order to facilitate the proposed development, demolition is sought for all elements of the existing development within the site. Additionally, the proposal will require the removal of 22 trees. A proposed demolition plan is provided at **Figure 39** below.

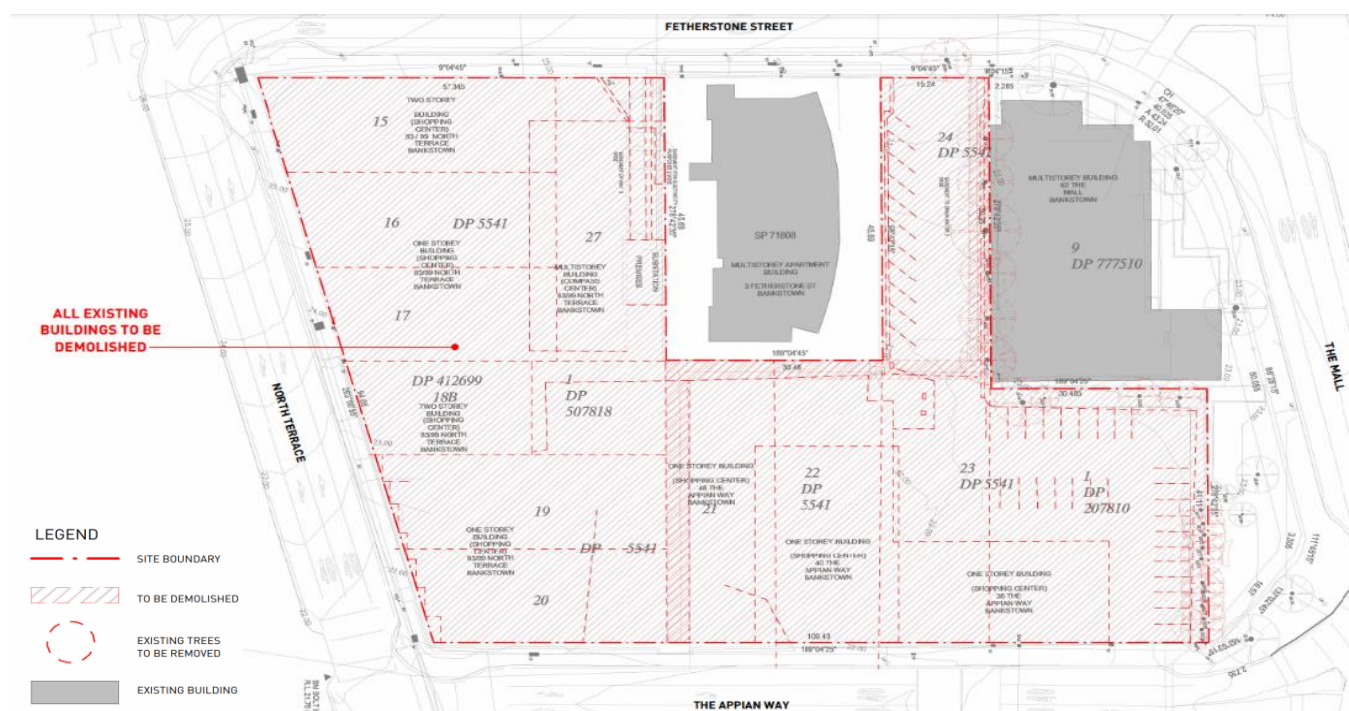


Figure 39 Demolition plan

Source: PTW

3.9 Public art

The proposed development includes opportunities for public art in the zones identified in red within **Figure 40** and **Figure 41** below. This will include opportunities for designing with Country artwork to be incorporated within the brickwork in these locations, subject to detailed design post approval. A reference image for potential artwork in this location is provided in **Figure 42**.



Figure 40 Location of public art zones on The Appian Way façade (outlined in red)

Source: PTW and Ethos Urban



Figure 41 Location of public art zone on the North Terrace façade (outlined in red)

Source: PTW and Ethos Urban



Figure 42 Reference image of brickwork interpretative artwork

Source: PTW

3.10 Non-residential use trading hours

The proposed hours of operation are as follows:

- **Shops, medical and gym:** 6:00am to 11:00pm Monday to Thursday, Sunday and public holidays, and 6:00am to 12:00am on Fridays and Saturdays.

- **Food and drink premises and cafés:** 6:00am to 10:00pm Monday to Thursday and Sunday, and 6:00am to 11:00pm on Fridays and Saturdays.
- **Childcare:** 7:00am to 6:00pm Monday to Friday.

3.11 Construction staging

The proposed development will include five (5) construction stages, as follows:

- Stage 1 – Demolition, remediation, excavation and site preparation works.
- Stage 2 – Two level basement.
- Stage 3 – Podium.
- Stage 4 – Tower forms
- Stage 5 – Public domain.

Any conditions relating to the requirements for construction certificates should be structured to accommodate the above.

4.0 Planning Assessment

Under Section 4.15(1) of the Environmental Planning & Assessment Act 1979 (EP&A Act), in determining a DA the consent authority must consider a range of matters relevant to the development. These include the provisions of environmental planning instruments; impacts of the built and natural environment; the social and economic impacts of the development; the suitability of the site; and whether the public interest would be served by the development.

The assessment includes only those matters under Section 4.15(1) that are relevant to the proposal. The planning issues associated with the proposed development are assessed below.

4.1 Legislation, strategic plans and environmental planning instruments

4.1.1 State legislation

Under Section 4.46(1) of the EP&A Act, Integrated Development requires consent and respective approvals from the relevant approval bodies in order for development to be carried.

The relevant State Legislation is discussed in **Table 9** below.

Table 9 Relevant NSW Acts of Parliament

Acts	Comments
Water Management Act 2000	The proposed development includes excavation depths reaching RL 15.5m. The Preliminary Groundwater Assessment prepared by Douglas Partners (Appendix N) outlines that the groundwater level ranges from RL 16.4 to RL 17.97m. As such, base excavation is approximately 0.9m - 2.47m deeper than the groundwater level and will require activity approval under section 91. This renders the proposal integrated development pursuant to section 4.46 of the EP&A Act. Further detail is provided in Section 4.4 .

4.1.2 Strategic planning context

The development’s consistency with the relevant strategic planning policy context is outlined in **Table 10** below.

Table 10 Summary of consistency with the relevant strategic plans

Plan	Comments
Greater Sydney Region Plan ‘A Metropolis of Three Cities’	The Greater Sydney Region Plan is the current metropolitan strategy that establishes a vision for the future growth of Sydney to 2056. The proposal broadly supports the ten directions and objectives outlined in the Strategy in that it: • Co-locates employment generating uses and housing with public transport including the existing Bankstown railway station, future Metro Station and bus services. • Co-locates a wide variety of uses, including residential. • Delivers high levels of amenity and walkability through the inclusion of through-site links, landscaped elements, activated ground floor uses and essential services, as well as a high quality design that improves visual amenity. • Contributes to the delivery of significant employment growth within the Bankstown City Centre, comprising a variety of employment uses which aligns with the intent to improve innovation and global competitiveness in strategic centres such as Bankstown. • Co-locates health and education uses in the form of the proposed childcare and medical centre uses, as well as through-site links and activated retail space which will consequently encourage social interaction and social cohesion. • Includes a mixture of retail and other services including hotel type accommodation adjacent to the precinct.
South District Plan	The vision for Greater Sydney envisages Sydney as a metropolis of three cities, including the Western Parkland City, the Central River City, and the Eastern Harbour City, comprising five

Plan	Comments
	more refined districts. Of these, the proposal is located within the South District. The proposal supports the objectives of the South District in that it: • Supports the growth and investment in the Bankstown City Centre which is recognised as a local centre for its access to retail, centred around transport interchanged nodes. • Supports the District Plan's aim to provide 83,500 homes by 2036. • Includes a wide variety of employment uses that will contribute to the target of delivering 17,000 - 25,000 jobs in Bankstown by 2036. • Concentrates the delivery of new homes around centres with good transport connections. • Delivers a sustainable development incorporating a variety of employment uses, an activated ground level and podium, and key through-site links which together will help transition Bankstown into a highly productive, economically vibrant and liveable centre. • Provides north-south and east-west through-site link connections activated with an array of retail uses and appropriate CPTED measures, the proposal will galvanise Bankstown's nighttime economy within this key part of the Bankstown City Centre which is currently inactive at night. • Provides a north-south through site link from the railway station (and future Metro Station) to Paul Keating Park, which in conjunction with the proposed significant landscaped elements and active ground level uses frontages, will allow for the development to enhance the quality of Paul Keating Park. • Includes a mixture of retail and other services including hotel type accommodation adjacent to the precinct.
Canterbury-Bankstown Local Strategic Planning Statement 2020 – Connective City 2036	The Canterbury-Bankstown Local Strategic Planning Statement 2020 – Connective City 2036 (LSPS) gives effect to the District Plans that were endorsed by the Department of Planning, Industry and Environment (now the Department of Planning, Housing and Infrastructure) in 2018. Council's LSPS sets out a series of actions to achieve the vision and guide future changes to Council's planning controls. The proposed development will achieve consistency Council's LSPS, given that: • The development contributes towards its target of delivering 39,350 dwellings by 2036 to house the expected 135,000 additional residents. • It involves the renewal of a key site that will facilitate the vision of activating The Appian Way into a street lined with shops and restaurants through providing ground level retail uses along The Appian Way. • The proposal includes high density development with three high quality tower buildings that exhibit design excellence and will significantly revitalise this key site in the Bankstown City Centre, setting a high standard for future development in the vicinity of the site. • It includes a high-quality hotel which contributes to the vision to deliver enhanced visitor accommodation within Bankstown City Centre. • It includes meeting and events uses within Bankstown City Centre which will provide further employment. • It includes a wide variety of employment uses that will contribute to the target of delivering 25,000 jobs in Bankstown by 2036. • It provides north-south and east-west through-site link connections activated with an array of retail uses and appropriate CPTED measures, which will galvanise Bankstown's nighttime economy and contribute into transforming the Bankstown City Centre into a genuine destination in Greater Sydney. • It supports transport orientated development principles by co-locating housing and employment uses within the immediate proximity of public transport. • Provides an attractive ground floor domain that prioritises pedestrian needs. • Delivers a sensitive civil and landscape function which supports a wholistic environmental response. • Delivers a high-quality building within a Strategic Centre.
Bankstown City Centre Master Plan	The Bankstown City Centre Master Plan is a growth strategy which seeks to guide Bankstown City Centre to become an active, 24 hour centre that will support its health and education functions with high quality places, increased capacity for jobs, a strong open space, transport and pedestrian network, more diverse and affordable housing and design excellence. The proposal aligns with the intent of the Master Plan in that:

- It provides north-south and east-west through-site link connections activated with an array of retail uses and appropriate CPTED measures, which will galvanise Bankstown's nighttime economy in this location which is currently inactive at night. This is consistent with the vision for the city centre character area.
- It includes a variety of employment uses and a wide range of retail uses that will add interest to the pedestrian experience.
- It includes ground level retail uses at each frontage and a transparent rooftop above the internal retail tenancies which allows for natural light to filter into the ground plane retail area while also providing weather protection, in turn allowing for an optimal fine grain retail experience.
- It will significantly contribute to its target to deliver 12,500 additional homes by 2036.
- It involves ground plane retail uses along The Appian Way which will contribute to achieving the vision for The Avenue character area which seeks to create retail activation down this key activity spine.
- The proposal includes tower forms along North Terrace that will act as visual and directional markers for visitors, in line with the future character statement set by for The Avenue character area. This will invite people from the railway station and future metro station, as well as from the university in the north.
- The proposal provides a hotel building in the south-west corner of the site which will act as a unique visual marker along North Terrace, while also delivering a substantial proportion of employment generating floor space (which includes hotel uses), in line with the intent to maximise employment generating floor space on the Compass Centre site.
- The proposal maximises the employment generating floor space that is delivered on the site by undertaking a market assessment to determine the highest and best employment generating land uses that can be accommodated on the site.

Bankstown Complete Streets

Bankstown Complete Streets was adopted by Council in 2019 and is the master plan to guide street and transport upgrades in the Bankstown CBD over the next 15-20 years. It seeks to create an integrated transport and streetscape plan to ensure the city centre is both an accessible and appealing destination. The envisaged road layout set out within Bankstown Complete Streets is shown in **Figure 43**.

The proposal is consistent with the vision set out in Bankstown Complete Streets as it:

- Provides ground level retail tenancies along The Appian Way which will activate this frontage and contribute to the pedestrian focus that is intended for The Appian Way, given that it is earmarked as a shared zone.
- Includes active frontages and awnings along parts of Fetherstone Street.
- Includes a hotel use with ground plane retail uses in the location that is identified as pedestrian only in the south-western corner of the site along Fetherstone Street.
- The general inclusion of ground floor retail tenancies and through-site links will support the activation of the public domain and improve walkability by providing connections to and from the railway (and future metro) station in the south, and Paul Keating Park and the civic precinct in the north, as well as Bankstown Central in the east.
- Includes service vehicle access from Fetherstone Street which is the least prominent street and the one frontage that is not earmarked to be a shared path or transit street, and is already utilised for vehicular access by the existing development at 3 Fetherstone Street.

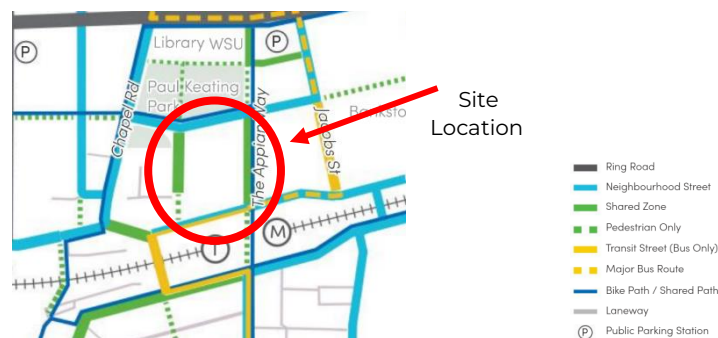


Figure 43 Proposed Bankstown Complete Streets Master Plan

Source: Canterbury-Bankstown Council

Plan	Comments
Canterbury-Bankstown Housing Strategy 2020	The Canterbury-Bankstown Housing Strategy 2020 (Housing Strategy) coordinates the delivery of houses and provides an overarching city-wide framework. The proposed development is consistent with the intent of the Housing Strategy, as it: • Delivers a significant number of dwellings within Bankstown City Centre, as part of a mixed use development with substantial amenity, which will contribute to the Housing Strategy's target to deliver 50,000 dwellings by 2036, and for 80% of these dwellings to be within walking distance of centres and places of high amenity. • Delivers housing growth in a Strategic Centre which is supported by sufficient infrastructure to accommodate the growth. • Will deliver housing on land with minimal environmental constraints and ease of access to mass transport. • Provides an increased proportion of smaller dwellings to meet the changing needs of households. • Delivers high rise apartments which are identified as an appropriate housing type within the Housing Strategy. • Delivers high rise housing in the Bankstown City Centre catering for a range of housing types to accommodate singles, couples, families, older people and people with a disability.
Canterbury-Bankstown Employment Lands Strategy 2020	The Employment Lands Strategy provides strategic directions and an action plan to support the economic development and prosperity of the Canterbury-Bankstown LGA. The proposal aligns with the intent of the Employment Lands Strategy as it: • Includes 15,788m² of non-residential uses which will significantly contribute to the target to deliver 7,880 - 15,880 jobs by 2036, or an additional 273,220m² – 550,630m² of floor space to cater for employment floorspace demand. • Includes a mixture of different employment uses that will deliver on aim 1 of the Employment Lands Strategy which seeks to '<i>elevate Bankstown City Centre's position in the centres hierarchy for South West Sydney to encourage development of a high profile mixed use CBD</i>'. • Provides a mixed use transit oriented development within a key site in the Bankstown City Centre, with various employment uses provided in the podium and two residential towers.
Community Strategic Plan – CBCity 2036	The CBCity 2036 established seven destinations created through public consultation with the community throughout 2019-2022. The development is consistent with the destinations created from CBCity 2036 for the following reasons: • The renewal of the site will improve accessibility and safety within the site, adopting CPTED measures that will promote harmony and inclusiveness. • The proposal embeds ecologically sustainable development principles and significant landscaped elements to achieve a development outcome that protects and promotes biodiversity and reduces the carbon footprint. • Provides an innovate design outcome incorporating various different uses that will encourage further investment in Bankstown City Centre, encouraging future growth and prosperity for Bankstown. • The proposal includes through-site link connections and ground plane retail which invites pedestrians to visit the site, and the design of the development has been made accessible to all. • The proposal includes a gym use which will encourage healthy and active lifestyle behaviours. It also incorporates significant landscaped elements which will have beneficial health impacts on workers, residents and visitors. • The development will deliver an attractive and sustainable built environment that is consistent with relevant plans. • The proposal is informed by a comprehensive community engagement process, as outlined in Section 1.2.1, Section 1.2.3 and within the Consultation Outcomes Report at Appendix B.
Paul Keating Park Master Plan	The Paul Keating Park Master Plan provides a suite of criteria to guide redevelopment within the Bankstown Civic Precinct. The Master Plan identifies a number of improvements to the public domain surrounding the site, including the following: • Create a green corridor along The Mall, inverting the road hierarchy to prioritise pedestrian circulation and open space to promote the experience of a 'road through a park'.

Plan	Comments
	- Promote pedestrian safety in surrounding streets by creating a vegetation buffer to separate people from vehicle movement, whilst establishing a sense of arrival into the civic precinct. - Establish a wide pedestrian thoroughfare from the future metro station to the civic precinct along The Appian Way, with increased tree canopy, the provision of formal and informal seating, and paving as The Appian Way is envisaged to become a shared zone. The proposed development will seamlessly integrate with these elements through its delivery of activated ground plane retail uses and the inclusion of north-south and east-west through-site links connecting to and from The Appian and The Mall, while also providing important connections to and from Bankstown railway station and the future metro station.

4.1.3 State environmental planning policies

The development's consistency with the relevant State environmental planning policies (SEPPs) is assessed in **Table 11** below.

Table 11 Summary of consistency with State Environmental Planning Policies

Plan	Comments
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	A consent authority must not consent to the carrying out of any development on land unless it has considered whether land is contaminated and if the land is contaminated, it is satisfied that the land is or can be made suitable for the proposed development. A Preliminary Site Investigation (PSI) prepared by Douglas Partners is included at Appendix O which concludes that the site is/can be made suitable for the proposed uses, subject to the implementation of its recommendations. The methodology utilised in the report has been confirmed by Douglas Partners as being equivalent in scope as the Contamination Assessment provided with DA/877/2016, which was previously submitted in relation to the site, involving a desktop review and intrusive testing to demonstrate the suitability of the site for the proposed development, albeit with greater spatial coverage than the previous report.
<i>State Environmental Planning Policy (Housing) 2021</i>	A Design Verification Statement prepared by PTW is provided at Appendix P and verifies that the proposal has been designed in accordance with the design principles for residential apartment development set out in Schedule 9 of the Housing SEPP. Consideration of the NSW Apartment Design Guide is set out at Section 4.3.4 and Appendix C . The proposal has also undergone a design review process, as detailed in Section 1.2.5 and within the Design Report at Appendix C .
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	The proposed development is deemed to be 'traffic-generating development' under section 2.122 of the Transport and Infrastructure SEPP as it seeks approval for a car park with 200 or more car parking spaces, and 300 or more residential dwellings. The application must therefore be referred to Roads and Maritime Services (RMS) for comment. It is also noted that in accordance with Section 2.100 of the Transport and Infrastructure SEPP, the Noise and Vibration Impact Assessment included at Appendix L confirms that the proposal will comply with the relevant noise criteria. Further to the above, the proposal includes a childcare facility. Chapter 3 of the Transport and Infrastructure SEPP aims to ensure once a childcare centre is approved and built it can meet the physical requirements for the subsequent service approval application. The proposed 100 place childcare has been designed to accommodate the key design metrics, however it is noted that the detailed assessment of the childcare use against the relevant provisions will be undertaken as part of a separate future fit out and use DA.
<i>State Environmental Planning Policy (Planning Systems) 2021</i>	As the proposal is a class of development described in Schedule 6 of the SEPP, being a general development that has an estimated development cost of more than \$30 million, Part 2.4 of the Planning Systems SEPP applies to the DA. Under Part 2.4, the Council's consent function is exercised by the Sydney South Regional Planning Panel.
<i>State Environmental Planning Policy (Sustainable</i>	The NSW Government is committed to developing sustainable and resilient homes and buildings and bringing NSW closer to net zero emissions. As such, the Sustainable Buildings SEPP was made in August 2022, and came into effect on 1 October 2023.

Plan	Comments
Buildings) 2022	The Sustainable Buildings SEPP encourages the design and delivery of more sustainable buildings across NSW. It sets sustainability standards for residential and non-residential development and starts the process of measuring and reporting on the embodied emissions of construction materials. The relevant standards for BASIX buildings relate to energy and water use and thermal performance. An assessment of the proposed development's consistency with the relevant provisions and controls of the Sustainable Buildings SEPP is provided in the ESD Report (Appendix Q). A BASIX Report has also been prepared which includes a BASIX Certificate and Stamped Plans (refer to Appendix R).

4.1.4 Canterbury-Bankstown Local Environmental Plan 2023

The Canterbury-Bankstown Local Environmental Plan 2023 (Canterbury-Bankstown LEP 2023) is the principal guiding environmental planning instrument relevant to the site and establishes the key parameters and standards for new development. The proposal's consistency with the relevant clauses of the Canterbury-Bankstown LEP 2023 is assessed in **Table 12**.

Table 12 Assessment against the Canterbury-Bankstown LEP 2023

Clause	Comments
<i>Clause 2.2 Land use zoning</i>	The site is zoned B4 Mixed Use under the Canterbury-Bankstown LEP 2023. The proposed development includes shop top housing, retail, hotel, medical centre, recreation facility (indoor), childcare and function centre uses. All proposed uses are permissible with consent in the B4 Mixed Use zone. The proposed development is consistent with the objectives of the zones as it: • provides a mixture of compatible land uses within an accessible location that is within the immediate vicinity of Bankstown railway station and the future metro station; • will contribute to reinforcing the role of the Bankstown CBD as a strategic centre; and • involves an architectural design that promotes a high standard of urban design and local amenity.
<i>Clause 2.7 Demolition requires development consent</i>	The proposal seeks consent for demolition, as shown in the Architectural Drawings included at Appendix A. This is also discussed in Section 3.8.
<i>Clause 4.3 Height of buildings</i>	An 83m height limit applies to the entire site subject to clause 6.16(3)(a). The proposal achieves a maximum building height of 82.5m which complies with the LEP maximum building height pursuant to clause 6.16(3)(a), given that the proposal has undergone Council's DRP process, in which it received positive feedback from the Design Review Panel (DRP), as detailed in Section 1.2.5.
<i>Clause 4.4 Floor space ratio</i>	The proposal achieves a maximum FSR of 5:1 which complies with the LEP maximum FSR pursuant to clause 6.16(3)(b), given that the proposal has undergone Council's DRP process, in which it received positive feedback from the DRP, as detailed in Section 1.2.5.
<i>Clause 5.10 Heritage</i>	The site is not identified as a heritage item, nor is it within a heritage conservation area. The site is however situated in the vicinity of the following heritage items: • Shop (former accommodation house) – 109 Bankstown City Plaza (local heritage item I10); • Bankstown Parcels Office (former) – 143 Bankstown City Plaza (local heritage item I11); and • Bankstown Railway Station building and platform – 143 Bankstown City Plaza (local heritage item I12). The proposal has been designed to sympathetically respond to these nearby heritage items. Further discussion is provided in Section 4.4 and within the Heritage Impact Statement included at Appendix S.
<i>Clause 5.21 Flood planning</i>	A Flood Impact Assessment has been prepared by Xavier Knight which outlines the recommended measures to be incorporated to ensure appropriate flood outcomes are achieved. Further detail is provided in Section 4.3.6 and within Appendix D.
<i>Clause 6.1 Acid sulfate soils</i>	The site is not mapped on the acid sulfate soils map and therefore this is not a matter of consideration for the DA.

Clause	Comments
<i>Clause 6.3 Stormwater management and water sensitive urban design</i>	A Stormwater Management Report has been prepared by Robert Bird Group which confirms the development has been designed in accordance with these requirements and is included at Appendix T . Civil Engineering Drawings by Robert Bird Group have also been prepared and are included at Appendix U .
<i>Clause 6.9 Essential services</i>	The proposal has been designed to integrate the essential services listed in this clause, as demonstrated through the Utilities Report prepared by WSP (Appendix V), the Waste Management Plan prepared by Waste Audit (Appendix E), the Stormwater Management Report and Civil Engineering Drawings prepared by Robert Bird Group (Appendix T and Appendix U), and the Traffic Impact Assessment prepared by PTC (Appendix G).
<i>Clause 6.14 Restrictions on Development in Zone B4</i>	The site is mapped as 'Area 3' on the Special Provisions Map. As such, a restriction applies to the site which requires that the ground and first floor are used for the purposes of non-residential purposes. Notwithstanding this, clause 6.16(3)(c) of the Canterbury-Bankstown LEP 2023 minimises this restriction for non-residential floor space to the ground floor only. The proposal includes retail uses on the ground floor which complies with this control, given that the proposal has undergone Council's DRP process to achieve design excellence. Further detail in this regard is provided in Section 1.2.5 .
<i>Clause 6.16 Design excellence at certain land in Bankstown</i>	This clause specifically relates to the site and seeks to ensure that development on the site exhibits design excellence that contributes to the visual and built character values of Bankstown. As noted above in relation to clauses 4.3, 4.4 and 6.14, this clause confirms that if the consent authority finds that the development exhibits design excellence, a building with the following controls can be erected on the site: • a maximum building height of 83m; • a maximum floor space ratio of 5:1; and • the first floor of the building being used for the purposes of residential accommodation. The proposal has been designed by PTW, with considerable experience designing such city shaping projects, and has also undergone a design review by Council's Design Review Panel (DRP) to ensure the achievement of design excellence. Accordingly, the development has been designed to achieve the maximum building height and FSR set out in this clause of the Canterbury-Bankstown LEP 2023. Further detail in relation to the achievement of the specific design excellence provisions contained within Clause 6.16 is provided in the following subsection.

Design excellence

As required under clause 6.16 of the Canterbury-Bankstown LEP 2023, the proposed development exhibits design excellence and will provide a new development which significantly contributes to and enhances the character and quality of built form in Bankstown City Centre. The proposal has undergone design review with Council's DRP to develop a well-considered development outcome that aligns with the strategic intent for Bankstown City Centre. A detailed overview of the proposal's consistency with the provisions of clause 6.16 of the Canterbury-Bankstown LEP 2023 is provided in **Table 13** below.

Table 13 *Design excellence assessment*

Criteria	Assessment
(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,	A high standard of architectural design and materials have been used in the development as demonstrated in the Design Report included at Appendix C .
(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,	The proposal adopts a built form that is consistent with the strategic vision for the site, including tower forms along North Terrace that will act as visual and directional markers to guide visitors to the site and to Bankstown City Centre more generally. It will also contribute to The Appian Way's activation as the key pedestrian spine that runs through Bankstown City Centre connecting Bankstown Sports Club in the south through to Western Sydney University in the north. This will be achieved through the inclusion of retail tenancies and continuous awnings along this frontage that will offer highly improved amenity outcomes.

Criteria	Assessment
	The proposed built form also includes a mixture of high quality materials combined with significant landscaped elements to create an external appearance that improves the quality and amenity of the public domain. The provision of additional through-site links will also considerably improve the amenity of the public domain, as it will afford residents, visitors and workers with convenient connections through the site to key locations such as Bankstown railway station, the future metro station, Paul Keating Park, Bankstown Library and Knowledge Centre, Western Sydney University, Bankstown Central, Bankstown City Plaza and Saigon Place.
(c) how the development addresses the following matters— (i) the relationship of the development with other existing or proposed development on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,	The proposed development has been designed to achieve appropriate setbacks with neighbouring developments in terms of separation, setbacks, amenity and urban form. It includes separation distances that comply with the Apartment Design Guide and setbacks and separation distances that are in accordance with Council's relevant controls in the Canterbury-Bankstown DCP 2023, as detailed in Section 4.3.1 in relation to setbacks and separation distances and in Section 4.3.3 in relation to side and rear setbacks. The proposal also results in acceptable overshadowing impacts as detailed in Section 4.3.3. The built form has also been designed to appropriately respond to the strategic vision for the site set out in the Bankstown City Centre Master Plan, and aligning with the height and density that is being sought for Bankstown Central to the east of the site, which is currently subject to a planning proposal.
(ii) bulk, massing and modulation of buildings,	The proposed development's massing has been guided by the height and floor space provisions of the Canterbury-Bankstown LEP 2023, and the Apartment Design Guide design criteria relating to building separation. The proposal complies with these requirements, and the resulting modulation will deliver a built form outcome consistent with the bulk and massing allowed on the site in accordance with clause 6.16 of the Canterbury-Bankstown LEP 2023, and in alignment with that envisaged in the Bankstown City Centre Master Plan.
(iii) street frontage heights,	The proposal includes a street frontage height that generally aligns with the intent of the Bankstown City Centre Master Plan's street wall and tower typology that applies to the site, as detailed in Section 4.3.1 under the subheading titled 'podium and tower typology'.
(iv) environmental impacts, including sustainable design, wind and reflectivity,	The proposal achieves a high level of sustainability, as demonstrated through the ESD Report included at Appendix Q. It does not result in adverse reflectivity or wind impacts, as demonstrated through the Reflectivity Assessment (Appendix X) and the Wind Impact Assessment (Appendix Y).
(v) pedestrian, cycle, vehicular and service access, circulation and requirements,	The proposal is well integrated with the surrounding pedestrian, cycle and vehicular transport infrastructure. Refer to Section 4.3.5 and the Traffic Impact Assessment (Appendix G) for further discussion.
(vi) the impact on, and any proposed improvements to, the public domain,	The proposed development significantly enhances the public domain on the site by replacing the existing ageing and dark through-site link connections with inviting and activated connections. It also includes a variety of uses throughout the podium that will help to activate this part of the Bankstown City Centre and combined with the intended CPTED measures detailed in Section 4.3.7, will galvanise its night time economy. The proposal also includes significant landscaped elements which will improve the visual amenity of the site. This is detailed further in Section 3.6 and the Landscape Design Report at Appendix I.
(vii) appropriate interfaces at ground level between the development and the public domain,	The proposal includes appropriate interfaces at ground level between the development and the public domain. It generally interfaces with the public domain with activated retail uses that will help activate and invite visitors throughout the Bankstown City Centre to visit the site and its surrounds. Vehicular access to the proposed development is provided at the Fetherstone Street frontage as this is considered to be the most appropriate location given that it is the least prominent street that the site fronts, and it is already in use for vehicular access by the adjoining development at 3 Fetherstone Street. The

Criteria	Assessment
	driveway access to the site from Fetherstone Street will be appropriately designed in accordance with the relevant Australian standards. Further detail is provided in the Traffic Impact Assessment at Appendix G and the Accessibility Report at Appendix K .
(viii) integration of landscape design, including the configuration and design of communal access and communal recreation areas.	The proposed development seamlessly integrates significant landscaped elements into the design of the façade, communal access and communal recreation areas. This is detailed further in Section 3.6 and the Landscape Design Report included at Appendix I .

4.1.5 Draft Bankstown Transport Oriented Development Rezoning Proposal

The Bankstown Transport Oriented Development (TOD) Rezoning Proposal (rezoning proposal) was exhibited by the Department of Planning, Housing and Infrastructure (Department) from 16 July 2024 to 30 August 2024 and is set to be finalised at the end of 2024. The proposed development is broadly consistent with the intent of the overarching objectives relating to the rezoning proposal, which are as follows:

- Increase housing supply in Bankstown City Centre.
- Enable a variety of land uses (residential, commercial, recreational) within walking distance of the Bankstown railway station and future metro station.
- Deliver housing that is supported by attractive public spaces, vibrancy, and community amenity.
- Increase the amount of affordable housing across Bankstown City Centre.
- Consider the vision and objectives of Council's adopted *Bankstown City Centre Master Plan*.

Further to these objectives, the rezoning proposal also proposes the following controls in relation to the site:

- Retention of a 5:1 maximum FSR.
- Retention of 83m building height.
- Inclusion of a minimum 2:1 non-residential floor space control.
- Application of an affordable housing contribution in the range of 3-10% to residential development and subject to development viability.
- Active frontages all around the edges of the site including to Phil Engisch Reserve.
- Extension of operation hours for particular uses in the B4 Mixed Use zone.
- Any residential development with an estimated development cost above \$60 million is State Significant Development until November 2027.

The proposed development is broadly consistent with the general built form intent of these proposed controls. It is also noted that the rezoning proposal is a draft and is subject to change.

4.1.6 Draft changes to business and industrial zones

In response to the NSW Government's standardisation of employment zones across NSW, Council has prepared draft changes to the Canterbury-Bankstown LEP 2023 which affects all business zones, including the B4 Mixed Use zone which applies to the site. Accordingly, the B4 Mixed Use zone is proposed to transition to the MU1 Mixed Use zone.

Importantly, it is noted that this draft amendment to the Canterbury-Bankstown LEP 2023 does not impact the permissibility of the proposed development, but proposes to slightly alter the objectives of the zone to the below listed objectives. New objectives are identified in ***bold italic*** text for ease of reference.

- ***To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.***
- ***To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.***
- ***To minimise conflict between land uses within this zone and land uses within adjoining zones.***
- ***To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.***

- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To reinforce the role of the Bankstown CBD as a strategic centre.
- To promote a high standard of urban design and local amenity.

The proposal is consistent with the proposed zone objectives for the MUI zone as it:

- Provides a mixture of compatible land uses within an accessible location that is within the immediate vicinity of Bankstown railway station and the future metro station.
- Encourages a diversity of business, retail, and other non-residential uses on the ground floor of the development, and which generate employment opportunities.
- Provides diverse and active street frontages to attract pedestrian traffic and contribute to vibrant, diverse and functional streets and public spaces.
- Minimises conflict between land uses within this zone and land uses within adjoining zones.
- Will contribute to reinforcing the role of the Bankstown CBD as a strategic centre.
- Involves an architectural design that promotes a high standard of urban design and local amenity.

4.2 Canterbury-Bankstown Development Control Plan 2023

The Canterbury-Bankstown Development Control Plan 2023 (Canterbury-Bankstown DCP 2023) is the relevant DCP for the site. The proposed development is consistent with the objectives of the Canterbury-Bankstown DCP 2023 for the following reasons:

- The proposed development has been designed with regard to the relevant Canterbury-Bankstown LEP 2023 provisions and the objectives and development controls contained within the Canterbury-Bankstown DCP 2023.
- The proposed development exhibits design excellence and will accordingly deliver a high quality urban environment and built form character.
- The proposed development will significantly revitalise this key site within the Bankstown CBD and will therefore contribute to the prosperity of Canterbury-Bankstown.
- The proposed development is underpinned by ecologically sustainable development measures and also incorporates significant landscaped elements which will protect and enhance the natural environment in Canterbury-Bankstown.

Under Section 4.15(3A) of the EP&A Act, a consent authority is required to apply DCP provisions flexibly and allow reasonable alternative solutions that achieve the objects of those standards. A detailed review of the DA's consistency with the Canterbury-Bankstown DCP 2023 is provided in **Appendix W**. The assessment demonstrates that the proposal achieves a high level of compliance with the relevant development controls. Where compliance with numeric controls cannot be achieved, it is demonstrated that the alternative solutions proposed are reasonable and will achieve the relevant Council objectives.

4.3 Key assessment matters

4.3.1 Built form and urban design

The proposed built form and urban design of the proposal developed by PTW, which is detailed in the Architectural Drawings (**Appendix A**) and the Design Report (**Appendix C**) have been guided by the key planning controls relating to the site, the strategic vision for the site, Council's pre-DA advice, and the advice from Council's DRP. The proposal has carefully considered each of these elements to deliver a development outcome that exhibits design excellence in accordance with clause 6.16 of the Canterbury-Bankstown LEP 2023, as detailed in **Section 4.3.2**.

In light of feedback from Council's DRP, an Urban Design Report has also been prepared by Hatch (**Appendix F**) to provide an understanding of the site context, its relationship with its surrounds, the existing character and the future character. The urban design review also included a verification of the proposed scheme based on an independent urban design analysis.

Importantly, the proposed development also delivers a built form outcome that aligns with the provisions of the Canterbury-Bankstown DCP 2023 that relate to the site in that it:

- involves the retention of this key strategic site as a single site;
- includes high quality built form that exhibits design excellence and will set a high standard for future development in the vicinity of the site, therefore contributing to a high quality urban environment;
- includes separation of buildings that is in accordance with the Apartment Design Guide, and that is also considerate of the site's conditions and surrounding context to contribute to a high quality urban environment; and
- retains the mid-block connection from the railway station to The Mall and The Appian Way, while also providing a connection to Fetherstone Street.

The following subsections set out the rationale behind the proposed podium and tower typology, setbacks and separation distances, and provide a detailed assessment of the built form and urban design of the hotel building, residential buildings, and podium form.

Podium and tower typology

The Canterbury-Bankstown DCP 2023 envisages a podium and tower built form typology across the site, with commercial uses provided in the podium and residential towers above. Accordingly, the proposed development is guided by the intent of these controls, and the adopted built form has been further refined by the Apartment Design Guide separation controls, the vision set out in the Bankstown City Centre Master Plan, and also from advice received from Council's DRP.

In line with the podium and tower built form typology established in the Canterbury-Bankstown DCP 2023 for the site, the proposal includes a podium form that is five storeys in height, and has been guided by the vision for built form set for the site by the Bankstown City Centre Master Plan, which envisages a four storey street wall height along Fetherstone Street and a six storey street wall height along North Terrace and The Appian Way. The proposal balances these envisaged street wall heights, providing a five storey podium, with the sixth level above including minor increases to the setbacks and separation distances, as follows:

- additional 2m separation from the shop top housing development to the west at 3 Fetherstone Street.
- additional 2m setback to the north from Building C, at its interface with Phil Engisch Reserve.
- consistent 3m setback adopted to the west of Building A, along Fetherstone Street.

In this regard, the proposed podium form generally aligns with the Bankstown City Centre Master Plan's envisaged podium street wall heights, and have been designed with careful consideration to pedestrian amenity and human scale of the streetscape environment, which is further discussed in the ensuing subsections.

Above these levels the setbacks and separation distances increase substantially whereby a typical tower form is adopted. The increase in setbacks and separation distances achieved on the typical tower level compared with Level 5 is presented in the Architectural Drawings included at **Appendix A**. This further contributes to the achievement of a human scale, in line with the intent of the Bankstown City Centre Master Plan.

Setbacks and separation distances

Street setbacks

The setbacks and separation distances adopted have been guided by the Canterbury-Bankstown DCP 2023, the Apartment Design Guide (ADG), and the site's context. The Canterbury-Bankstown DCP 2023 recommends a nil street setback to each of the site's frontages.

Consistent with this control, the proposed development is built to boundary at each street frontage, apart from the proposed hotel building which includes partial setbacks of 3m to both North Terrace and Fetherstone Street at the corner of this building (refer to **Figure 44**). These setbacks have been adopted to increase the area provided to pedestrians and to emphasise the pedestrian arrival experience to the hotel lobby and retail tenancies at this corner. This also contributes to increasing the prominence of this corner, in line with requests from the DRP which sought to spatially highlight the prominence of the hotel building in this corner.

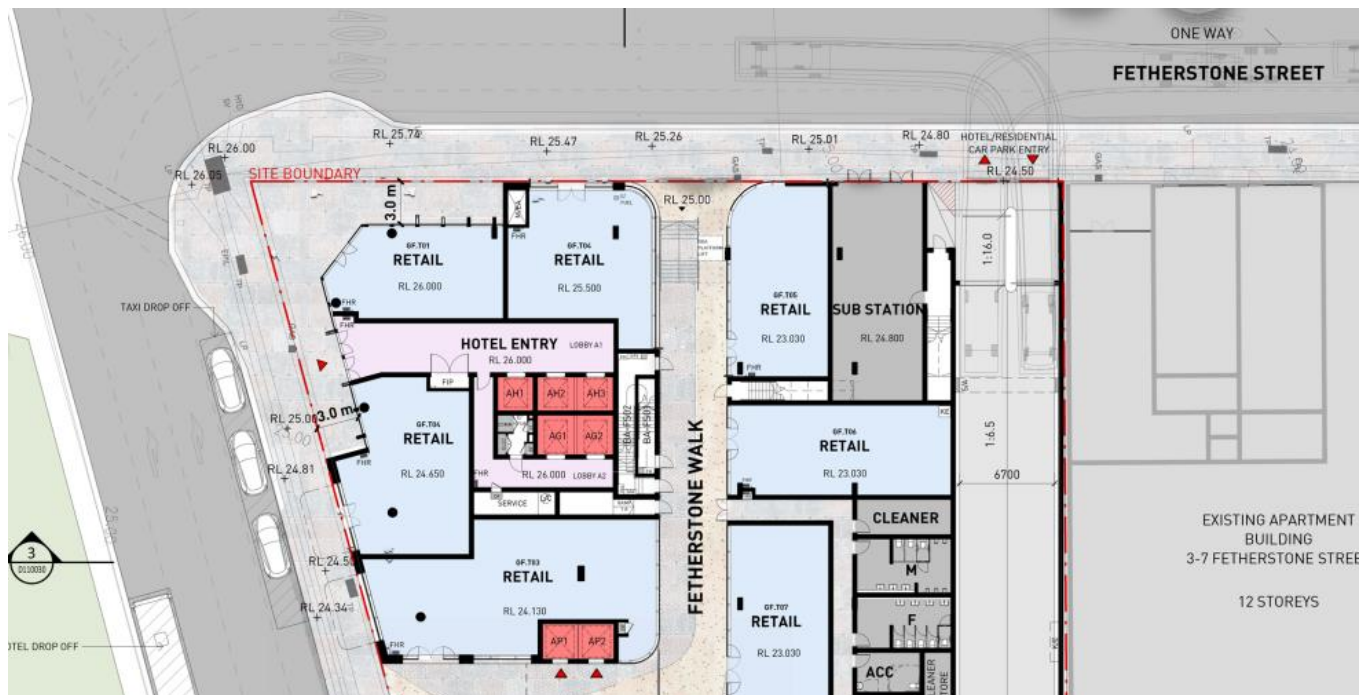


Figure 44 Setback provided at the south-west corner of the proposed hotel building

Source: PTW

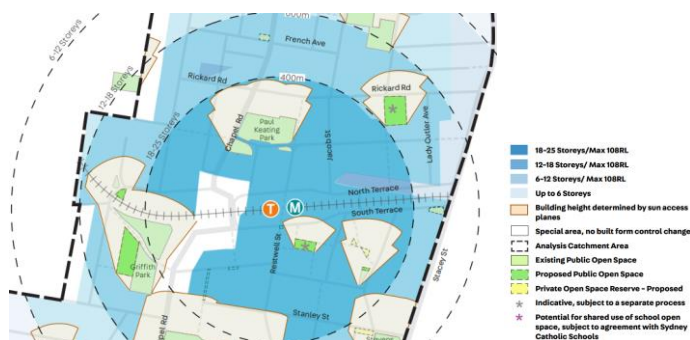
Side and rear setbacks

Additionally, the Canterbury-Bankstown DCP 2023 sets out that side and rear setbacks should respond to site conditions, the surrounding context and desired character of the precinct, and the Apartment Design Guide. The side and rear setbacks adopted as part of the proposal have been carefully designed to ensure that compliance with the Apartment Design Guide is achieved, with respect to the existing building at 3 Fetherstone Street, potential future buildings, and the proposed buildings. This is detailed further in **Section 4.3.3** in relation to 'privacy'. Accordingly, the proposal achieves appropriate separation distances with its surrounding context and complies with the ADG.

In addition to complying with the ADG design criteria for separation distances, the proposal has adopted appropriate side and rear setback distances that are considerate of the desired character of the precinct. In this regard, the proposal includes a setback of 1.4m - 4.4m to the land to the north of the proposed Building C residential building in the north-east corner of the site. This setback is considered to be appropriate given that the land to the north, which currently contains Phil Engisch Reserve, is envisaged to be retained as 'open space' in Council's Bankstown City Centre Master Plan (refer to **Figure 45** below). This is also reflected in the Canterbury-Bankstown DCP 2023, which does not foresee any development being delivered in this location (refer to **Figure 45**). It is also noted that the northern frontage of the site that interfaces with Phil Engisch Reserve is also identified as an active street frontage in the explanation of intended effect for the Bankstown TOD rezoning proposal. The proposed setback and design of this frontage aligns with the intent of this proposed control.

Further, the Canterbury-Bankstown DCP 2023 requires 'the form and separation of buildings on this key strategic site to contribute to a high quality urban environment' as well as to 'retain the mid-block connection from the railway station to The Mall'. The design of the proposal incorporates a through-site link providing a connection from the railway station to The Mall and provides appropriate separation to allow for a high quality urban environment to be achieved in this location which is identified as open space. Moreover, the design excellence provision pertaining to the site in clause 6.16 of the Canterbury-Bankstown LEP 2023 relates to the entire development block apart from 3 Fetherstone Street. The proposed design response provides the optimal development outcome for the broader site that appropriately activates the site, provides the required connectivity to and from the railway and future metro station, and achieves design excellence as detailed in **Section 1.3.5**.

The extent of the nominated setback at this frontage also provides adequate space for accessibility and permeability through the site, as verified through the Accessibility Report provided by Access Australia included at **Appendix K**.



Excerpt from the Bankstown City Centre Master Plan envisaging no development on the land to the north of Building C where Phil English Reserve is currently located and earmarking this land as 'open space'



Excerpt from Canterbury-Bankstown DCP 2023 envisaging no development on the land to the north of Building C, where Phil English Reserve is currently located

Figure 45 *Desired future character for Phil English Reserve to the north of the site*

Source: Canterbury-Bankstown Council

Hotel tower

In developing the design of the hotel building, the project team has sought to accentuate the prominence and street presence of the hotel building, given that it stands individually as its own separate use, and allows for a landmark presence to be achieved. This design response has been adopted in light of feedback from the DRP which requested that this tower be designed to be more prominent, physically, spatially and in terms of access.

In accordance with the feedback received by the DRP, the hotel building is characterised by its highly glazed façade with articulated aluminium elements that allow for it to present as a landmark building on the corner of North Terrace and Fetherstone Street. Accordingly, the physical form of the building has been made prominent. The design also includes double height spaces and associated articulation that emphasises the entries to the hotel lobby and the retail tenancies, as illustrated in **Figure 46**. As discussed and shown in **Figure 45** above, the spatial prominence of the building has also been maximised through the inclusion of a 3m setback at this corner, which optimises the pedestrian arrival experience to the building.



Figure 46 *Proposed hotel building as viewed from the south-west*

Source: PTW

Following the second DRP meeting with Council, the DRP provided highly supportive feedback in relation to the design of the hotel building, stating that *'The proposed hotel tower is a dramatic presence at the corner of Fetherstone Street and North Terrace – this creates a highly visible landmark destination for arrivals from the train/metro station complex'*.

Accordingly, the proposed design of the hotel building has satisfied the request made by the DRP following its first meeting for the project, and the feedback from Council which requested that the south-western building present as a landmark building given that it is a non-residential use. In addition to its alignment with feedback from Council and the DRP, the design of the proposed hotel tower aligns with the Bankstown City Centre Master Plan's vision for tower development to be delivered along North Terrace to act as visual and directional markers for visitors within the area. In this regard, the proposed design will invite visitors to the Compass Centre and thereby improve the activation and vitality of the Bankstown City Centre.

Residential towers

A key consideration in designing the residential towers along the eastern edge of the site was Council's strategic vision in the Bankstown City Centre Master Plan to transition The Appian Way into a shared zone, including an activated pedestrian avenue with retail along its edges. Consistent with this strategic vision, the proposal lines this frontage with retail tenancies and residential lobbies with active frontage, and also maximises external space afforded to retail uses along this frontage. This is illustrated in **Figure 47** which conveys the future scenario of Council's Complete Streets vision. Continuous awnings are also provided along The Appian Way as shown in **Figure 48**. It is noted that this design response is consistent with feedback provided by the DRP which requested that the proposal generously responds to The Appian Way by maximising the external space available for retail uses.



Figure 47 Entry from The Appian Way from the south-east

Source: PTW

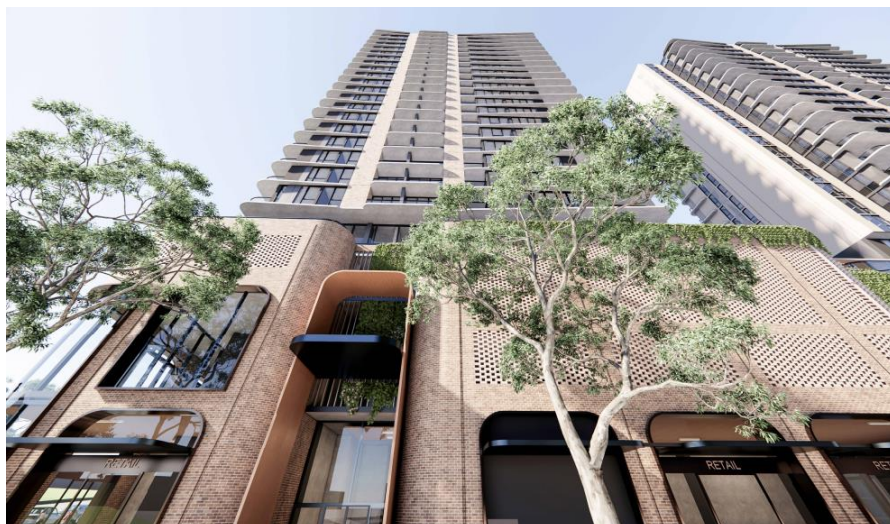


Figure 48 Continuous awnings provided along The Appian Way

Source: PTW

The residential buildings have also been designed to incorporate a mixture of high quality materials that respond to the context including face brickwork and a variety of other materials, as detailed in **Section 3.4**. The two residential buildings have also been designed to include greater façade depths with balconies that recede on the northern and southern façades and therefore create shaded areas to the east and west facades. It also includes horizontal articulation through the balcony design and extended slabs. This allows for an interesting architectural expression, as illustrated in **Figure 49** below.

The abovementioned design responses appropriately respond to the feedback received by the DRP in the first meeting with relation to the articulation of the residential building façades and their materiality.



Proposed typical design of the residential buildings as viewed from The Appian Way



Design of residential building C, as viewed from Paul Keating Park

Figure 49 *Proposed design of the residential buildings*

Source: PTW

In addition to the interface of the residential buildings with The Appian Way and their materiality, the proposal also delivers tower forms in this location which are commensurate with those envisaged in this location within the Bankstown City Centre Master Plan. Similar to the point raised above in relation to the hotel building, the inclusion of the residential tower building in the south-east corner along North Terrace will contribute to achieving the Master Plan's intended outcome of delivering tower forms that will act as visual and directional markers to guide visitors to the site, and to the Bankstown City Centre more generally.

Activation of podium levels

Nomination of podium tenancies

The podium levels have been comprehensively considered to achieve a suitable development outcome that appropriately responds to the site context and provides land uses that are in demand within the Bankstown City Centre. This is in light of feedback from the DRP for a socioeconomic analysis to be undertaken to determine appropriate uses to activate the podium, as well as queries regarding the dimensions of the proposed through-site links. The project team subsequently engaged retail specialists to determine the appropriate dimensions and types of land uses that would allow for a successful podium outcome.

The investigations that were undertaken indicated that a diversity of tenancy sizes and a variety of tenancy types would need to be accommodated within the podium. The diversity of tenancy sizes that were found to be necessary and the tenancy types are shown in **Figure 50** and **Figure 51** below.



Figure 50 Proposed size of podium tenancies

Source: Hatch

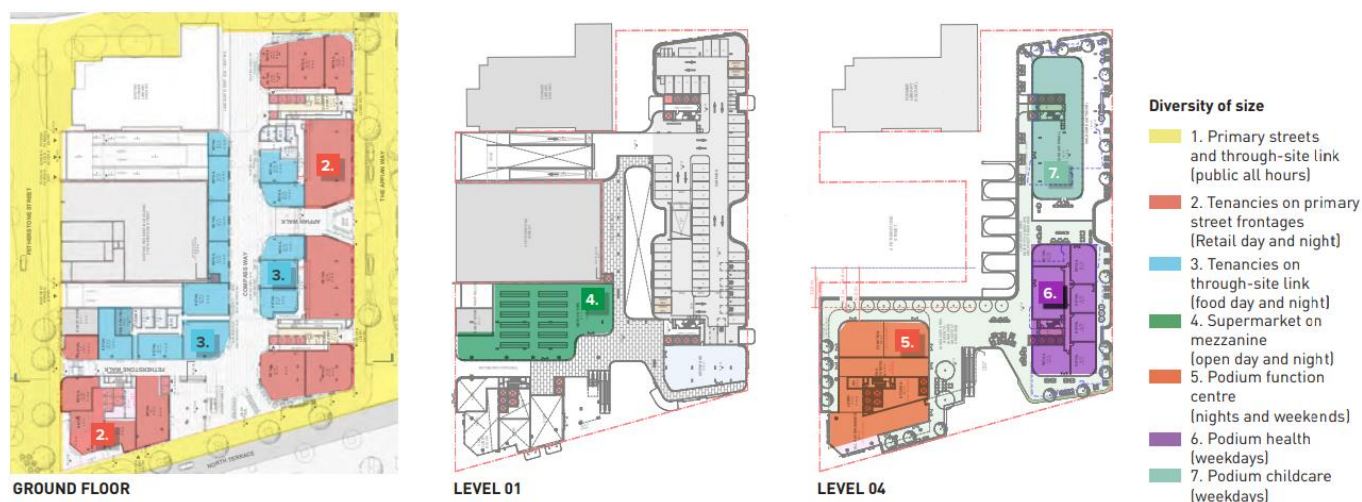


Figure 51 Proposed types of podium tenancies

Source: Hatch

Proposed through-site links

The Canterbury-Bankstown DCP 2023 includes a provision which sets out that development on the site is to retain the mid-block connection from the railway station to The Mall and The Appian Way. The proposed development retains and significantly enhances these through-site links compared to their existing form shown in **Figure 51** above. The proposal also includes an additional through-site link to and from Fetherstone Street, in the form of Fetherstone Walk.

It is noted that the expert retail input that was obtained to inform the size and types of tenancies across the development also contributed to determining the dimensions of the proposed ground floor through-site links. An illustration of these through-site links and their respective dimensions are summarised above within **Section 3.3.1** and in **Figure 51**.

A photomontage is provided at **Figure 52** which visualises the ground plane environment within the Compass Way through-site link. Importantly, it is noted that this through-site link includes a transparent glazed rooftop which allows for weather protection while also affording visitors natural light, in turn minimising CPTED concerns as it improves natural surveillance. The grand entrance to this through-site link, as viewed from the future metro station plaza is provided at **Figure 53**.



Figure 52 *Compass Way through-site link providing a north-south connection through the site*

Source: PTW



Figure 53 *Photomontage showing the proposed development as viewed from the south*

Source: PTW

Activation of above ground podium levels

The proposed design of the podium levels incorporates landmark corners in the south-east and north-east corners, in response to feedback received from the DRP. This has been achieved through the adoption of high quality brickwork coupled with glazing which is articulated in a manner that achieves an interesting and inviting design at these respective corners. This is also achieved at the above ground levels in these locations through the

inclusion of active uses including gym and medical centre uses in the south-east corner and residential amenity spaces and childcare uses in the north-east corner. These active uses are coupled with landscaped elements, architectural detailing and opportunities for designing with Country artwork that together effectively screen the above ground car parking and allow for this to create a visually pleasing design outcome in these locations (refer to **Figure 54** and **Figure 55**). This approach is also replicated along The Appian Way to effectively screen above ground car parking, as illustrated in **Figure 56** and **Figure 57**. Detail surrounding the public artwork that is intended to be provided, and which will be developed in detailed design with Yerrabingin, is detailed further in **Section 3.9**.

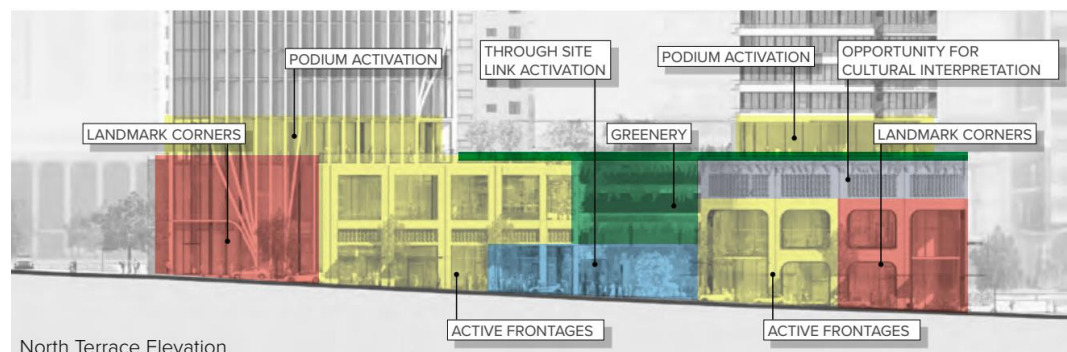


Figure 54 Inclusion of landmark corners and podium activation along North Terrace

Source: Hatch



Figure 55 Landscaped podium elements embellishing the North Terrace façade and screening car parking

Source: PTW

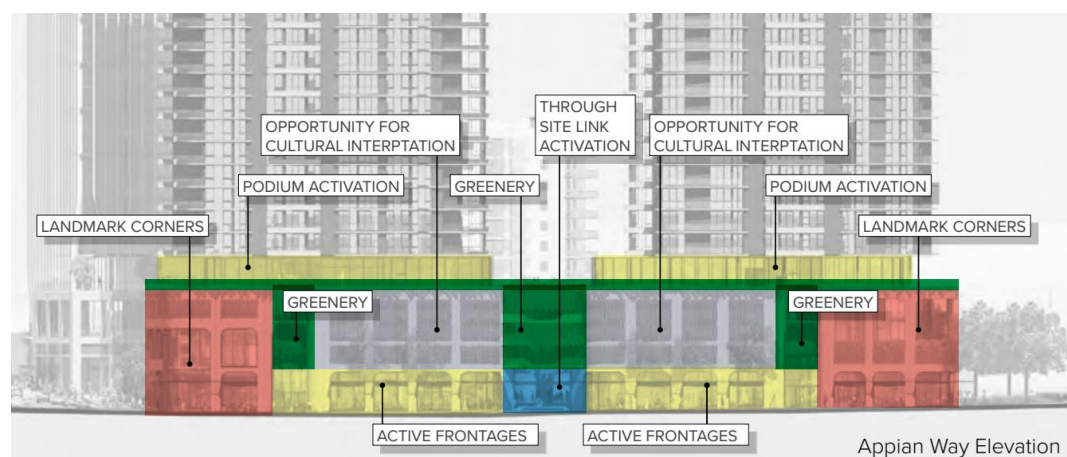


Figure 56 Inclusion of landmark corners and podium activation along The Appian Way

Source: Hatch



Figure 57 Landscaped podium elements embellishing The Appian Way façade and screening car parking

Source: PTW

4.3.2 Impact on adjoining properties

Overshadowing

PTW has prepared a shadow analysis of the proposal which is provided in **Appendix A**. This analysis illustrates the shadow cast by the proposal on the winter solstice at hourly intervals between 9am and 3pm, therefore demonstrating the worst-case scenario. The shadow diagrams demonstrate that the proposal will be acceptable from an overshadowing perspective given the following reasons:

- The proposal will not cause overshadowing to any residential uses to the south.
- The proposal causes minor overshadowing to 3 Fetherstone Street, resulting in only one apartment on each level being subject to a reduced solar access outcome, consequently receiving 1.5 hours of solar access in mid-winter, as indicated in **Figure 58**. In total 40 apartments within this adjoining development (68% of the apartments) are unaffected by the proposal. The proposal has also been designed to maximise solar access to apartment on the site, with 78% of apartments receiving ADG compliant solar access. Accordingly, on balance a high level of solar access is achieved for the entire development block.
- The primary public open space in the vicinity of the site in the form of Paul Keating Park is situated to the north of the site and therefore will not be affected.
- Shadows are predominantly cast over the railway station and the commercial uses to the south of the railway.
- Swane Reserve to the south of the site will be impacted in different locations throughout the day, however will still receive sun throughout the day.

Considering the site's CBD context and the absence of additional overshadowing to significant public places, the proposed development is considered appropriate from an overshadowing perspective.



Figure 58 Comparison of existing (left) and proposed (right) solar access outcomes at 3 Fetherstone Street

Source: PTW

Development potential of adjoining properties

The proposed development has been designed to allow for an appropriate built form response to adjoining properties both in the existing context and within the future context envisaged for this precinct. This is achieved through the inclusion of adequate separation distances to adjoining sites to the north and west of the proposed Building C tower, including Phil Engisch Reserve and the former Bankstown City Library site. The proposal includes 13.1m - 16.1m separation from the former Bankstown City Library site to the west. The extent of separation that is provided to the former Bankstown City Library site allows for ADC compliance in the circumstance that a tower building is delivered on this site in the future, which would allow for a development outcome to be delivered on the former library site that is consistent with the intent of the Canterbury-Bankstown DCP 2023 as shown in **Figure 45**.

Additionally, the proposal adopts an appropriate setback to Phil Engisch Reserve, as discussed in **Section 4.3.1**. Specifically, the proposal includes a setback of 1.4m - 4.4m to Phil Engisch Reserve. This setback is considered to be appropriate given that this land to the north of the site, which currently contains Phil Engisch Reserve, is envisaged to be retained as 'open space' in Council's Bankstown City Centre Master Plan (refer to **Figure 45** above). This is also reflected in the Canterbury-Bankstown DCP 2023, which does not foresee any change from its present use as a public reserve in this location, as illustrated in **Figure 45** above. The extent of this setback also provides adequate space for future ability to achieve public accessibility and permeability through the site, as verified through the Accessibility Report provided by Access Australia included at **Appendix K**. The extent of permeability that is provided in this location is illustrated in **Figure 59**. This outcome remains a potential future outcome which may be realised subject to commercial discussions between the applicant and Council.

Further, it is noted that this portion of land to the north of the site is limited in size and is subject to a 3m street setback in accordance with Chapter 6.2, Section 3, Figure 3a of the Canterbury-Bankstown DCP 2023. Accordingly, this portion of the lot to the north is constrained and has limited ability to deliver a building up to the maximum building height in this location, while producing an appropriate urban design outcome.



Figure 59 Relationship of the proposed development with Phil Engisch Reserve, as viewed from the north

Source: PTW

Privacy

The proposal has been carefully designed to include appropriate building separations between the proposed buildings across the site, as well as surrounding existing (and potential future) buildings within the block. The focus was to ensure Apartment Design Guide (ADG) compliance with buildings within the site and adjoining the site. The proposal carefully considered the built form response to achieve an appropriate relationship with the existing shop top housing development at 3 Fetherstone Street which adjoins the site. This is achieved through the inclusion of voids and the placement of built form in locations that ensures appropriate privacy and visual separation is achieved.

The proposed apartment layouts have also been configured with regard to the ADG, with the 21.5m separation achieved between the residential tower forms of proposed buildings B and C being sufficient as the façades at each of these frontages comprise blank walls apart from windows from non-habitable rooms. Accordingly, the building separation, façade treatment and apartment layouts adopted ensure that appropriate visual privacy is achieved.

Views and visual impact

No significant view corridors from surrounding buildings or public places have been identified that would be impacted by the proposal. The proposed development facilitates a high quality urban environment and does not unreasonably impede on views from the public domain to highly utilised parks in the vicinity of the site. As noted above, the proposal will improve the view and utilisation of this park through the activation of the ground floor across the site through the provision of various retail uses and through-site link connections stitching together different key parts of the Bankstown City Centre.

Whilst the site currently contains a low scale development, it is not reasonable nor the intent of the applicable planning controls for the site to remain at this scale in order to allow views across the site. It is considered that the proposed development will generate an overall positive visual impact on the locality, providing a vibrant mixed-use precinct, of high quality urban design, thereby contributing to the urban transformation of Bankstown. Furthermore, the proposal is a significant visual improvement on the current site situation which includes ageing buildings.

4.3.3 Residential amenity

The proposed development seeks to provide a high standard of residential amenity within each of the dwellings, consistent with Barings' vision to deliver a high-quality living model that embodies a quality residential product.

Importantly, the proposal has been designed with consideration of the relevant provisions of the Apartment Design Guide (ADG). Notably, Section 147 of the Housing SEPP sets out that compliance with the ADG design criteria is not required.

An assessment against the ADG is provided in **Table 14** and a further detailed assessment is provided in the Design Report at **Appendix C**. A Design Verification Statement has been prepared by PTW at **Appendix P**, confirming that the proposal has been designed by a registered architect and that it meets the design quality principles set out in Chapter 4 of the Housing SEPP.

Table 14 Assessment against the Apartment Design Guide

Objectives and Design Criteria	Commentary	Satisfies criteria
Part 3 Siting the Development		
3D Communal and Public Open Space		
Communal open space has a minimum area equal to 25% of the site.	The proposal includes a total of 2,076.4m ² of communal open space, which equates to 25.4% of the site area, and therefore complies with the requirement.	✓ Yes
Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter).	The principal usable part of the communal open space, located on the level 2 podium terrace and the rooftop communal open space, will receive 61.8% direct sunlight for a	✓ Yes

Objectives and Design Criteria			Commentary	Satisfies criteria
			minimum of 2 hours between 9am and 3pm on 21 June.	
3E Deep Soil Zones				
Deep soil zones are to meet the following minimum requirements:			The design guidance for Section 3E of the ADG states that:	✓ Yes
Site Area	Minimum Dimensions	Deep Soil Zone (% of site area)	<i>Achieving the design criteria may not be possible on some sites including where:</i> <i>the location and building typology have limited or no space for deep soil at ground level (e.g. central business district, constrained sites, high density areas, or in centres)</i> <i>there is 100% site coverage or non-residential uses at ground floor level.</i> The site is within the Bankstown City Centre and there are non-residential uses at the ground level which along with the extent of excavation required to accommodate the basement parking levels, restricts the ability to provide deep soil. Notwithstanding this, the proposal has been designed to maximise deep soil provision, providing 1.6% deep soil area and also includes significant planting on structure to ensure a well landscaped environment is still accessible to all residents and to ensure a high level of residential amenity is achieved. The proposal will also include acceptable stormwater management in line with the related design guidance. Accordingly, the proposal is consistent with the design guidance.	
Less than 650m ²	-	7%		
650m ² – 1,500m ²	3m			
Greater than 1,500m ²	6m			
Greater than 1,500m ² with significant existing tree cover	6m			
3F Visual Privacy				
Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:			The proposed development includes adequate separation distances in accordance with the recommended distances set out within this design criteria. It is noted that a separation distance of 21.5m is achieved between the proposed residential buildings, however these buildings have been carefully designed to ensure that this degree of separation is between non-habitable and non-habitable rooms and therefore aligns with the ADG separation distances.	✓ Yes
Building Height	Habitable rooms and balconies	Non-habitable rooms		
Up to 12m (4 storeys)	6m	3m		
Up to 25m (5-8 storeys)	9m	4.5m		
Over 25m (9+ storeys)	12m	6m		
3K Bicycle and Car Parking				
For development on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre, the minimum car parking requirement for residents and			The proposed residential car parking is provided in accordance with the Guide to Traffic Generating Developments, as detailed within the Traffic Impact	✓ Yes

Objectives and Design Criteria	Commentary	Satisfies criteria												
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 car parking needs for a development must be provided off street.	Assessment prepared by PTC, included at Appendix G and in Section 4.3.5 .													
Part 4 Designing the Buildings														
4A Solar and Daylight access														
Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas.	256 out of 339 apartments (78%) receive more than 2 hours of direct sunlight between 9am - 3pm in mid winter.	✓ Yes												
A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter.	19 apartments (6%) receive no direct sunlight between 9am – 3pm in mid winter.	✓ Yes												
4B Natural Ventilation														
At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.	64% of apartments on the first nine storeys achieve natural cross ventilation.	✓ Yes												
Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.	Overall depth of cross-through apartments is below 18m.	✓ Yes												
4C Ceiling Height														
Measured from finished floor level to finished ceiling level, minimum ceiling heights are:	Ceiling heights comply with the minimum 2.7m for habitable rooms and 2.4m minimum for non-habitable rooms.	✓ Yes												
<table><tr><th colspan="2">Minimum ceiling height</th></tr><tr><td>Habitable rooms</td><td>2.7m</td></tr><tr><td>Non-habitable</td><td>2.4m</td></tr><tr><td>For 2 storey apartments</td><td>2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area</td></tr><tr><td>Attic spaces</td><td>1.8m at edge of room with a 30 degree minimum ceiling slope</td></tr><tr><td>If located in mixed use areas</td><td>3.3m for ground and first floor to promote future flexibility of use</td></tr></table>		Minimum ceiling height		Habitable rooms	2.7m	Non-habitable	2.4m	For 2 storey apartments	2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area	Attic spaces	1.8m at edge of room with a 30 degree minimum ceiling slope	If located in mixed use areas	3.3m for ground and first floor to promote future flexibility of use	Ground level ceiling heights are 3.3m.
Minimum ceiling height														
Habitable rooms	2.7m													
Non-habitable	2.4m													
For 2 storey apartments	2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area													
Attic spaces	1.8m at edge of room with a 30 degree minimum ceiling slope													
If located in mixed use areas	3.3m for ground and first floor to promote future flexibility of use													
These minimums do not preclude higher ceilings if desired.														
4D Apartment Size and Layout														
Apartments are required to have the following minimum internal areas:	All apartments are designed in accordance with the minimum internal areas set out in this design criteria.	✓ Yes												

Objectives and Design Criteria		Commentary	Satisfies criteria														
<table><tr><th>Apartment Type</th><th>Minimum internal area</th></tr><tr><td>Studio</td><td>35m²</td></tr><tr><td>1 bedroom</td><td>50m²</td></tr><tr><td>2 bedroom</td><td>70m²</td></tr><tr><td>3 bedroom</td><td>90m²</td></tr></table>		Apartment Type	Minimum internal area	Studio	35m ²	1 bedroom	50m ²	2 bedroom	70m ²	3 bedroom	90m ²						
Apartment Type	Minimum internal area																
Studio	35m ²																
1 bedroom	50m ²																
2 bedroom	70m ²																
3 bedroom	90m ²																
The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m ² each.																	
A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m ² each.																	
Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.	All habitable rooms are provided with windows in an external wall with a total glass area not less than 10% of the floor area of the room.	✓ Yes															
Habitable room depths are limited to a maximum of 2.5 x the ceiling height.	All habitable room depths and bedrooms are limited to a maximum of 2.5x the ceiling height.	✓ Yes															
In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.	All apartments comply with the maximum depths of apartments with open plan living.	✓ Yes															
Master bedrooms have a minimum area of 10m ² and other bedrooms 9m ² (excluding wardrobe space).	Bedrooms and master bedrooms comply with the relevant minimum sizes.	✓ Yes															
Bedrooms have a minimum dimension of 3m (excluding wardrobe space).		✓ Yes															
Living rooms or combined living/dining rooms have a minimum width of: • 3.6m for studio and 1 bedroom apartments • 4m for 2 and 3 bedroom apartments.	Living rooms comply with the minimum width set out in this design criteria.	✓ Yes															
The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts.	Cross-through apartments are 2 bed units with a living area that is 4.9m wide.	✓ Yes															
4E Private Open Space and Balconies																	
All apartments are required to have primary balconies as follows:		Balconies comply with the minimum areas and depths set out in this design criteria.	✓ Yes														
<table><tr><th>Dwelling Type</th><th>Minimum Area</th><th>Minimum depth</th></tr><tr><td>Studio apartment</td><td>4m²</td><td>-</td></tr><tr><td>1 bedroom apartment</td><td>8m²</td><td>2m</td></tr><tr><td>2 bedroom apartment</td><td>10m²</td><td>2m</td></tr><tr><td>3+ bedroom apartment</td><td>12m²</td><td>2.4m</td></tr></table>	Dwelling Type	Minimum Area	Minimum depth	Studio apartment	4m ²	-	1 bedroom apartment	8m ²	2m	2 bedroom apartment	10m ²	2m	3+ bedroom apartment	12m ²	2.4m		
Dwelling Type	Minimum Area	Minimum depth															
Studio apartment	4m ²	-															
1 bedroom apartment	8m ²	2m															
2 bedroom apartment	10m ²	2m															
3+ bedroom apartment	12m ²	2.4m															

Objectives and Design Criteria	Commentary	Satisfies criteria	
The minimum balcony depth to be counted as contributing to the balcony area is 1m.			
For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m ² and a minimum depth of 3m.	No apartments are provided at ground level. The private open space provided for apartments on level 5 has a minimum area of 15m ² and a minimum depth of 3m.	✓ Yes	
4F Common Circulation and Spaces			
The maximum number of apartments off a circulation core on a single level is eight.	The maximum number of apartments off a circulation core on a single level is 9, which is consistent with the design guidance that allows for 12 apartments off a circulation core. Further, the proposal includes three high speed lifts to ensure that a great level of amenity is provided to residents. The Vertical Transport Assessment prepared by WSP (Appendix Z) verifies that the level of service provided by the lifts within each of the residential buildings is adequate to service the buildings.	✓ Yes	
For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40.	The number of apartments per lift slightly exceeds the ADG criteria. The Vertical Transport Assessment prepared by WSP (Appendix Z) verifies that the level of service provided by the lifts within each of the residential buildings is adequate to service the buildings.	✓ Alternative proposed. Appropriate in the circumstances.	
4G Storage			
In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided:	The proposal meets these minimum area requirements. 50% of apartment storage is provided in the apartments and 50% is provided in the basement, with the exception of studio apartments, for which all storage has been included within those apartments.	✓ Yes	
Dwelling Type			Minimum Area
Studio apartment			4m ³
1 bedroom apartment			6m ³
2 bedroom apartment			8m ³
3+ bedroom apartment			10m ³
At least 50% of the required storage is to be located within the apartment.			

4.3.4 Transport and accessibility

A Traffic Impact Assessment has been prepared by PTC and is provided at **Appendix G**. The assessment involves consideration of the operational traffic generation, access, and parking. A summary of the assessment and proposed mitigation measures are provided below.

Traffic generation

There are a number of key intersections within the surrounding road network, including:

- The Mall / Chapel Road.
- West Terrace / South Terrace.
- The Mall / The Appian Way.

- The Mall / Fetherstone Street.
- The Appian Way / North Terrace.
- Chapel Road / Marion Street / Bankstown City Plaza.
- Fetherstone Street / North Terrace / Bankstown City Plaza.
- The Appian Way Midblock Pedestrian Crossing.
- North Terrace / West Terrace.
- The Mall / Jacobs Street.

These intersections were selected based on their proximity and as they form the intended route of vehicle travel to and from the site. The operational performance of the key surrounding intersections in four scenarios has been considered in **Table 15** below using SIDRA modelling, including:

- **Existing base:** Base case scenario using weekday morning, afternoon, and Saturday midday peak hour traffic volumes collected during the surveys. This case represents the existing traffic conditions during the respective peak hours.
- **Existing base + development.**

Table 15 Results summary of intersection performance

Intersection	Period (peak)	Scenario	Average LoS	Average delay (sec)	Degree of saturation	Highest Q95 (m)
The Mall / Chapel Road	AM	Existing	B	15.5	0.761	56.9
		Existing + Development	B	16.3	0.785	63.6
	PM	Existing	A	12.9	0.727	55.1
		Existing + Development	A	13.6	0.758	61.5
	Saturday midday	Existing	A	12.6	0.686	45.6
		Existing + Development	A	13	0.704	48.4
The Mall / Fetherstone Street	AM	Existing	A	4.9	0.693	63.7
		Existing + Development	A	4.9	0.696	64.9
	PM	Existing	A	4.9	0.630	47.1
		Existing + Development	A	4.9	0.641	49.7
	Saturday midday	Existing	A	4.8	0.669	57.6
		Existing + Development	A	4.8	0.674	58.9
The Mall / The Appian Way	AM	Existing	A	4.8	0.370	16.4
		Existing + Development	A	4.8	0.384	17.3
	PM	Existing	A	4.8	0.369	16.2
		Existing + Development	A	4.8	0.380	16.9
	Saturday midday	Existing	A	4.9	0.393	18.0
		Existing + Development	A	4.9	0.409	19.1
The Mall / Jacobs Street	AM	Existing	A	12.4	0.296	10.8
		Existing + Development	A	12.6	0.305	11.2
	PM	Existing	B	14.7	0.389	13.9
		Existing + Development	B	14.8	0.392	14.0

Intersection	Period (peak)	Scenario	Average LoS	Average delay (sec)	Degree of saturation	Highest Q95 (m)
Chapel Road / Marion Street / Bankstown City Plaza	Saturday midday	Existing	A	12.6	0.293	10.6
		Existing + Development	A	12.9	0.303	11.0
	AM	Existing	A	6.1	0.477	59.6
		Existing + Development	A	6.2	0.478	65.7
	PM	Existing	A	7.0	0.497	82.4
		Existing + Development	A	7.1	0.513	86.7
Fetherstone Street / North Terrace / Bankstown City Plaza	Saturday midday	Existing	A	5.4	0.356	48.0
		Existing + Development	A	5.5	0.358	53.7
	AM	Existing	B	21.0	0.410	61.7
		Existing + Development	B	21.1	0.423	64.1
	PM	Existing	B	21.4	0.414	65.6
		Existing + Development	B	21.5	0.454	74.4
The Appian Way / North Terrace	Saturday midday	Existing	B	22.0	0.400	58.3
		Existing + Development	B	22.2	0.433	62.2
	AM	Existing	B	18.7	0.723	73.0
		Existing + Development	B	19.3	0.741	79.0
	PM	Existing	B	17.4	0.645	53.5
		Existing + Development	B	22.2	0.725	75.6
North Terrace / West Terrace	Saturday midday	Existing	A	14.5	0.582	40.3
		Existing + Development	B	15.4	0.612	46.0
	AM	Existing	B	23.0	0.894	117.3
		Existing + Development	B	23.2	0.877	118.6
	PM	Existing	B	22.8	0.686	82.0
		Existing + Development	B	23.5	0.705	88.0
West Terrace / South Terrace	Saturday midday	Existing	B	20.0	0.670	95.1
		Existing + Development	B	20.5	0.729	94.2
	AM	Existing	E	58.0	1.006	257.8
		Existing + Development	E	61.9	1.019	267.3
	PM	Existing	B	21.0	0.645	93.2
		Existing + Development	B	21.4	0.633	93.0
	Saturday midday	Existing	B	28.5	0.662	109.3
		Existing + Development	C	28.7	0.667	109.7

Intersection	Period (peak)	Scenario	Average LoS	Average delay (sec)	Degree of saturation	Highest Q95 (m)
The Appian Way Midblock Pedestrian Crossing	AM	Existing	A	2.3	0.247	29.3
		Existing + Development	A	2.4	0.255	30.6
	PM	Existing	A	2.8	0.306	31.7
		Existing + Development	A	2.8	0.315	32.8
	Saturday midday	Existing	A	3.0	0.304	30.5
		Existing + Development	A	3.0	0.313	31.8

Source: PTC

The above table demonstrates that the intersections all operate an acceptable level of service (LoS) in both scenarios, apart from West Terrace / South Terrace which is at LoS E during the AM peak for both the existing and proposed development scenario, with no change to the LoS from the proposed development.

With respect to the future development scenario, it is noted that Council has endorsed the Complete Streets Plan as a means to transition to a transport network that prioritises active transport and less reliance on motor vehicles. The actual development outcomes throughout the city centre and the material effects of delivering on the Complete Streets Plan will not be known until detailed development proposals are developed across the city centre. This also applies to reduction impacts on traffic activity through the centre, which will not be known until detailed road and intersection layouts are established and the restrictive road capacities take effect. Given the limited additional traffic impact caused by the proposal compared to the existing situation, it is expected that the proposed development will not have a notable impact on the operation of the future road network and will benefit from the modal shift promoted by the Completes Streets proposal.

Access

Vehicular access to the proposed development will be gained via Fetherstone Street, with the residential and hotel entrances to the basement parking accessed from the southern driveway and the parking for the retail and other land uses on the podium levels to be accessed from the northern driveway, as detailed in **Section 3.7.2**. The entrance into both driveways and exits from the driveways will involve right turns only as Fetherstone Street is a one way street. As confirmed by PTC in **Appendix G**, the proposed access locations have taken into consideration the current surrounding street one-way traffic network arrangements as well as the future Complete Streets Plan network changes and street transformation and are expected to adequately operate under both the current and future traffic network arrangements.

Parking

The Canterbury-Bankstown DCP 2023 provides minimum parking provision controls, and Council in its pre-DA feedback confirmed that with respect to the residential parking, the residential parking rates from the RTA Guide to Traffic Generating Developments (RTA Guide) are to be used. PTC has also identified that the hotel parking rate set out in the Canterbury-Bankstown DCP 2023 of 1 space per room is considered excessive for developments in high density areas such as a strategic city centre, where convenient alternative transport options are available. Providing a high number of hotel parking is also contradictory to the trend of promoting sustainable travel options and pedestrianisation in the Bankstown City Centre. Accordingly, reference has been made to the RTA Guide which stipulates a hotel parking rate of 1 space per 4 rooms that more adequately suits the characteristics of the Bankstown City Centre.

Based on the floor space and uses proposed in the development, a minimum of 458 car spaces are required. The proposal includes 494 car spaces and therefore complies with these minimum parking requirements, with all proposed parking directly aligned with the parking rates, and an exceedance of the RTA Guide hotel parking rate as deemed appropriate to service the hotel use. Moreover, the Canterbury-Bankstown DCP 2023 applies different accessible parking rates for different uses based on the BCA class of the use and the proposal is consistent with these rates. A summary of the proposal's compliance with all the relevant minimum parking rates is provided in **Table 16** below.

Table 16 *Assessment of compliance with relevant car parking rates*

Land use	Area / units	DCP / RTA Guide parking rate	Minimum parking provision	Proposed provision
Residential	55 studio dwellings	0.4 spaces per 1 bed dwelling	22	
	131 one bed dwellings	0.4 spaces per 1 bed dwelling	52	
	132 two bed dwellings	0.7 spaces per 2 bed dwelling	92	
	21 three bed dwellings	1.2 spaces per 3 bed dwelling	25	
	34 adaptable units	1 accessible space per 1 adaptable unit	34 accessible spaces	34 accessible spaces
	Visitor spaces	1 space per 7 dwellings	48 visitor spaces	48 visitor spaces
Subtotal			239 (including 34 accessible spaces)	239 (including 34 accessible spaces)
Retail	4,969m ²	1 space per 40m² GFA - Staff: 1 accessible parking space per 50 parking spaces - Visitor: 1 accessible parking space per 50 parking spaces where a car park has less than 500 spaces	124 (including 2 visitor accessible spaces and 1 staff accessible space)	124 (including 2 visitor accessible spaces and 1 staff accessible space)
Gym		3 spaces per 100m² GFA	13	Combined with retail and residential parking. ¹
Childcare centre	100 place childcare	1 space per 4 children 1 accessible space for every 25 spaces	25 (including 1 accessible space)	25 (including 1 accessible space)
Medical suite	708m ²	1 space per 25m² GFA 1 accessible space for every 25 spaces	28 (including 1 accessible space)	28 (including 1 accessible space)
Hotel	169 rooms	1 space per 4 rooms (RTA Guide) 1 accessible staff parking space per 50 parking spaces 1 accessible visitor parking space per 50 parking spaces where a car park has less than 500 spaces	42 (including 1 visitor and 1 staff accessible space)	78 (including 1 visitor and 2 staff accessible spaces)
Function centre		No parking rates	Combined with hotel parking	
Non-residential parking sub-total			219 (including 7 accessible spaces)	255 (including 7 accessible spaces)
Total			458	494

Source: PTC

Bicycle parking, end of trip facilities and motorcycle parking

The Canterbury-Bankstown DCP 2023 identifies bicycle parking rates for different uses. The proposal has been designed to accord with these bicycle parking rates, as demonstrated in **Table 17**. Further, with respect to end of trip facilities, the Canterbury-Bankstown DCP 2023 identifies that 1 shower and change room is to be provided

¹ The gym will service residents and hotel guests and as such will generate limited additional parking demand compared with a standalone gym. On this basis, the parking demand for the gym will be served by the retail and residential parking provisions.

per 10 staff bicycle parking spaces. Accordingly, the proposal provides three showers and change rooms to service the 30 staff bicycle parking spaces.

It is noted that no rate is provided for the provision of motorcycle parking spaces. Notwithstanding this, the proposal includes 27 motorcycle parking spaces.

Table 17 *Assessment of compliance with bicycle parking rates*

Land use	Area/units	Parking provision rate	Parking requirement	Proposed provision
Retail	4,534m ²	Staff: 1 space per 300m ² GFA	15 staff spaces	17 staff spaces
		Visitor: 1 space per 500m ² GFA over 1,000m ²	9 visitor spaces	10 visitor spaces
Gym	435m ²	Staff: 1 space per 400m ² GFA	1 staff space	1 staff space
		Visitor: 1 space per 200m ² GFA	3 visitor spaces	3 visitor spaces
Childcare centre	25 staff	1 space per 4 staff	6 staff spaces	6 staff spaces
Medical suite	-	N/A	-	-
Hotel	169 rooms	1 space per 20 rooms	8 staff spaces	10 spaces
Residential	339 dwellings	1 visitor space per 10 dwellings	34 spaces	39 spaces
		No requirement for resident spaces	N/A	102 spaces
Total spaces			76 spaces	185 spaces

Source: PTC

Loading and servicing

The Canterbury-Bankstown DCP 2023 stipulates that mixed use developments must provide appropriate loading or furniture pick-up spaces. It also sets out that where rear lane access is not available and the commercial/retail gross floor area of a building is greater than 500m², Council requires:

- at least one off-street parking space for delivery/service vehicles; and
- additional off-street parking spaces or a loading dock depending on the size, number, and frequency of delivery/service vehicles likely to visit the premises.

The proposed loading dock on basement level 1 will appropriately service the needs of the development, providing the following for each of the uses:

- **Hotel / Residential uses** – these will be serviced by two small rigid vehicles (SRV) via the hotel / residential car park entry on Fetherstone street for general deliveries.
- **Retail and Other Land Uses** - One Medium Rigid Vehicle (MRV) and two HRV's via the retail loading car park entry on Fetherstone Street.

The loading docks have been designed to allow for service vehicles to enter and exit the site in a forward direction, as demonstrated in the swept path diagrams included at **Figure 37**. The loading dock servicing the retail and other uses includes its own lane for entry and exits to ensure the safe and uninterrupted flow of other vehicles.

4.3.5 Flooding

A Flood Impact Assessment has been prepared by Xavier Knight which assesses the flood impacts associated with the proposed development (**Appendix D**). The assessment considers the detailed flood controls set out in the Canterbury-Bankstown DCP 2023 and confirms compliance with these measures, and also assesses the

proposal's compliance with the relevant flood planning levels. With regard to flood impacts, Xavier Knight concludes that:

- For the 1% AEP event, there are extensive reductions in flood levels at the sag point on The Mall due to stormwater upgrades. A similar reduction is observed south east of the site on North Terrace.
- Flood levels on The Appian Way remain almost unchanged except for a few areas that see increases of less than 15mm. A localised increases in flood levels of around 50mm is observed between the former library and the proposed ramp. This flood levels increase affects only a minor area far from any ingress points into the library and has been deemed acceptable.
- An increase in flood levels is observed at the interface of the Phil Engisch Reserve with the development, however flood level afflux quickly drops to less than 20mm in The Appian Way. As the increase of flood waters is contained within the edge of the reserve, it is not considered that this flood level increase will have any negative impact on the surrounding areas and therefore the flood level increase in Phil Engisch reserve is considered acceptable.
- For the 5% AEP event, flood levels show a decrease on The Mall and The Appian Way due to the stormwater upgrades while for the PMF event, the new development footprint causes an increase in levels on The Mall and parts of The Appian Way.

Accordingly, as detailed within the above points, the proposal results in an acceptable flood outcome.

4.3.6 Crime prevention through environmental design

A separate Crime Prevention Through Environmental Design (CPTED) assessment report has not been undertaken for this development. However, the project team consulted with the NSW Police – Bankstown Area Command on 5 December 2023, which has informed the following CPTED recommendations that are to be incorporated into the development to enhance safety and security provisions on site. These recommendations are listed below.

Surveillance

- Ensure natural surveillance is maximised in communal living areas and communal open space by keeping circulation spaces free from obstructions or visual clutter.
- Ensure natural surveillance is maintained in the basement car park through parallel spacing of car parking and provision of adequate lighting that is able to permit facial recognition and facilitates visibility into a vehicle.
- Ensure glazed elements to the retail tenancies and lobby areas are clearly visible from the external environment to assist in maximising surveillance.
- Ensure public domain and external circulation spaces are unobstructed by large structures to remove opportunities for concealment and ensure that pedestrians can move freely with clear sightlines of their surrounds.
- The pedestrian entry/egress points to and from the site from the new Compass Way, Fetherstone Walk and The Appian Walk through-site links are recommended to be clearly defined and have appropriate widths and lighting and be provided with clear sight lines to ensure natural surveillance.

Lighting and technical supervision

- All lighting provided within and around the development, including the new roadways, through site links, pedestrian accessways and near building entrances should ideally exceed the minimum Australian Lighting Standard AS/NZ 1158 for public streets, car parks and pedestrian areas, specifically addressing crime and fear reduction.
- Consistent and uniform lighting is recommended throughout all public and podium levels in areas containing non-residential uses (where appropriate) within the proposed development.
- A CCTV network is essential for the overall development and its curtilage. The CCTV network is to be designed in consultation with a suitably qualified security consultant with a Class 2A licence under the Security Industry Act 1997 who can provide specific advice on the placement, installation, monitoring and maintenance of the CCTV network.
- CCTV cameras should be at an appropriate fixed height for facial visibility.
- The CCTV network should endeavour to ensure blackspots of coverage are not created.

- CCTV footage should be immediately accessible when required by the Bankstown Police Area Command.
- The CCTV network strategy should be partnered with an internal and external lighting strategy to ensure facial recognition is achieved in all lighting conditions and a minimum colour rendering index of 60 is achieved.
- Discreet CCTV systems such as small dome cameras are recommended.
- A lighting strategy should be developed by a suitably qualified and experienced lighting expert. It is recommended that when designing the lighting strategy for the publicly accessible areas a CPTED professional is consulted.

Access control

- Consider swipe / electronic access provisions to all private areas, including resident basement parking areas and lifts to access the residential and private hotel areas.
- Ensure potential security risks and threats are considered and managed appropriately in the design to the satisfaction of Barings or other on site operators of differing buildings and uses.
- Basement storage areas are to be lockable to prevent theft.
- Ensure that any access control does not appear to fortify the environment. If any future fencing is proposed within internal areas, it should be visually attractive and low in height.

Territorial reinforcement

- Ensure territorial enforcement is maintained and clearly defines ownership and private property, especially through the provision of fencing, secure pedestrian accessways and boom gate access to car parking areas. It is recommended that landscaping elements be utilised to convey boundary lines without over-fortifying the place.
- Ensure any public furniture to publicly accessible areas or surrounding pedestrian circulation spaces and pathways are durable and of high quality design.
- Maintain that building entrances and walkways remain free of clutter to ensure entry points are highly visible from the street frontages.
- Ensure that pathways within lobbies and public domain corridors are unobstructed at all times to avoid blind spots.

Activity and space management

- Ensure future business, building and wayfinding signage is appropriate to deter access to private spaces and direct pedestrian movements to desired locations.
- Maximise the inclusion of glazed facades with anti-graffiti coatings wherever possible to maximise lines of sight and mitigate the risk of damage.

Environmental maintenance

- Ensure mechanisms are in place to facilitate the on-going maintenance of all buildings, including private areas and public domain spaces, as well as external boundary treatments.
- Ensure environmental maintenance is consistent and thorough, and that the management authority of communal areas is clearly understood by users.
- Ensure environmental maintenance provisions include fast acting procedures such as a rapid removal policy for graffiti or any vandalism that may occur to the property.

Design, definition and designation

- Clear wayfinding signage should be provided to the ancillary facilities such as the car park, loading dock, back of house areas such as storage spaces and garbage rooms within the basement to prevent unauthorised individuals from inadvertently or intentionally accessing these spaces.

4.3.7 Reflectivity

A Reflectivity Assessment has been prepared by CPP (**Appendix X**) which assesses the potential for solar disability glare on motorists surrounding the proposed development. CPP have confirmed that the proposed development is acceptable with regard to reflectivity as currently configured, and with recommendations set out in **Appendix X**, which are as follows:

- Inclusion of façades with a coefficient of less than 10% in façade zones that have been identified as a potential issue.
- Inset balcony railings to avoid short-lived glare incidents.
- Inset lower podium façades further into the wall.

4.3.8 Noise and vibration

A Noise and Vibration Impact Assessment has been prepared by E-LAB Consulting (**Appendix L**). The report has provided the relevant noise criteria, and assesses the different land uses as well as the in-principle treatment and mitigation measures to achieve the relevant noise requirements for the development. The relevant noise criteria includes the following:

- Canterbury-Bankstown DCP 2023.
- Canterbury-Bankstown LEP 2023 (LEP).
- NSW EPA's Noise Policy for Industry 2017, dated October 2017 (NPI).
- NSW EPA's Road Noise Policy, dated March 2011 (RNP).
- NSW's State Environmental Planning Policy (Transport and Infrastructure) 2021.
- NSW EPA's Development Near Rail Corridors and Busy Roads – Interim Guideline, dated December 2008 (Interim Guideline).
- NSW EPA's Assessing Vibration: a technical guideline, dated February 2006 (AVTG).
- AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (AS/NZS 2107).
- AAAC's Guideline for Child Care Centre Acoustic Assessment, Version 3.0 (AAAC Guideline).

E-LAB Consulting concludes that the proposed development is compliant with the relevant noise and vibration controls for the intended land uses, as it is expected to comply with all applicable regulations with regard to noise and vibration criteria, particularly those listed above.

4.3.9 Contamination

A Preliminary Site Investigation has been prepared by Douglas Partners to assess potential contamination risks and associated potential impact on the proposed development on the basis of the proposed land uses (refer to **Appendix O**). Based on the assessment undertaken by Douglas Partners, it was found that the site can be made suitable for the proposed uses subject implementation of the recommendations set out in **Appendix O**.

Importantly, it is noted that the methodology utilised in the report has been confirmed by Douglas Partners as being equivalent in scope as the Contamination Assessment provided with DA/877/2016, which was previously submitted in relation to the site, involving a desktop review and intrusive testing to demonstrate the suitability of the site for the proposed development, albeit with greater spatial coverage than the previous report.

4.4 Other impacts of the development

An assessment of the other impacts of the development have been undertaken by the relevant specialist consultants and are appended to this SEE as set out in **Table 18** below.

Table 18 *Summary of other technical assessments*

Consideration	Consultant	Summary	Reference
Wind	CPP	A Wind Impact Assessment has been prepared to assess the wind environment at the ground level, podium, balconies and roof terraces to determine their suitability for intended uses. To inform the assessment, wind tunnel testing was undertaken to confirm whether these areas met the relevant wind comfort and safety criteria. CPP concluded that the wind conditions at all these locations will be suitable for their intended use.	Appendix Y
Aviation	Rehbein Airport Consulting	The Aviation Assessment considers the relevant airspace provisions as they relate to the site. It concludes that the proposed development exceeds the Bankstown Airport OLS inner horizontal	Appendix AA

Consideration	Consultant	Summary	Reference
		surface at 51m. It also finds that the proposal will remain below the Bankstown Airport PANS-OPS limiting surfaces which is at a height of 108m AHD. Rehbein Airport Consulting sets out that the proposal constitutes a controlled activity in relation to Bankstown Airport, for which referral to the relevant authority will be required.	
Ecologically Sustainable Development (ESD)	E-LAB	The ESD Report details the range of measures that will be implemented in the development to ensure that the project's key sustainability targets are achieved.	Appendix Q
Geotechnical / Groundwater	Douglas Partners	A Preliminary Groundwater Assessment has been prepared which assesses the groundwater levels with relation to the proposed development. It finds that the proposed development will intersect the water table and that a drained basement is proposed and can be accommodated without any significant impact to surrounding properties.	Appendix N
Heritage	PTW	A Heritage Impact Statement has been prepared which assesses the impacts of the proposal on surrounding heritage items as well as nearby items with potential historical associational significance. The assessment concludes that the proposal will be acceptable from a heritage perspective as it does not result in any adverse heritage impacts.	Appendix S
Building Code of Australia (BCA)	Steve Watson and Partners	The BCA Compliance Statement confirms that the proposed development is capable of complying with the BCA subject to implementing its recommendations.	Appendix BB
Access	Access Australia	The Access Review Report confirms that the proposed development is capable of complying with all the relevant accessibility provisions applying to the site subject to implementation of the recommendations within the report.	Appendix K
Fire Engineering	E-LAB Consulting	A Fire Engineering Statement has been prepared by E-LAB Consulting which confirms that the proposed development will be able to comply with the performance requirements of the BCA as it relates to fire engineering.	Appendix CC
Waste Management	Waste Audit	A Waste Management Plan (WMP) has been prepared to address the demolition, construction and operational waste management associated with the proposed development. The WMP has been prepared in accordance with the relevant Council and NSW Government guidelines. The WMP outlines that the proposal will divert 90.9% of demolition waste from landfill and will also divert 80.6% of construction waste from landfill. Further, the operational waste generation rates, waste collection procedures, and general waste management measures comply with the relevant Council and NSW Government Guidelines, as demonstrated in the WMP.	Appendix E
Utilities	WSP	A Site Infrastructure Report has been prepared assessing the existing utilities servicing the site, as well as any requirements for infrastructure upgrades to accommodate the proposed development. A summary of services is as follows: - Electrical: a preliminary maximum demand study has been completed. An initial application to Ausgrid has been submitted which shall be supplied to Ausgrid as part of the Application for Connection to the distribution network. - Communications: the site has access to communications services including NBN, Optus, Telstra and TPG.	Appendix V

Consideration	Consultant	Summary	Reference
		- Hydraulic: the site appears to be encumbered with a major utility DN225 VC sewer main traversing from the north to the centre of the site and exiting to the east of the development towards the Appian Way. Augmentation may be required. - Sewer: Potential sewer connection location for the site is authority sewer main within The Appian Way. - Water: The site appears to be suitably serviced with water mains infrastructure within Fetherstone Street and North Terrace. Pressure and flow statements indicate that there is sufficient flow within the mains to service the domestic cold water requirements for the site. It is understood that the development will utilise an all-electric building services solution. The site appears to be suitably serviced with natural gas mains within Fetherstone Street, North Terrace and Appian Way, the capacities of which would be subject to an official connection enquiry to Jemena if it were deemed to be required.	
Arborist	Truth About Trees Pty Ltd	An Arboricultural Impact Assessment has been prepared in relation to the trees currently on the site. The assessment surveyed 39 trees currently on the site and identified that 13 trees can be retained and 26 trees are to be removed to accommodate the proposal. Of the 26 trees to be removed to accommodate the proposal, 22 are located within the subject site and four are council trees. A tree protection drawing is also provided in the Arboricultural Impact Assessment.	Appendix DD
Stormwater Management	Robert Bird Group	A Stormwater Management Report and Civil Engineering Drawings have been prepared by Robert Bird Group. The report outlines that the proposal will require on-site detention and that this will limit the post-development stormwater discharge to the predevelopment rate. The inclusion of on-site detention is in accordance with Canterbury-Bankstown DCP 2023. The Stormwater Management Report also outlines the proposed erosion and sediment control measures, with the accompanying erosion and sediment control plan included in the Civil Engineering Drawings.	Appendix T Appendix U
Structural	Robert Bird Group	A Structural Statement has been prepared assessing the structural adequacy of the proposed buildings and impacts on nearby structures. Accordingly, Robert Bird Group conclude that the proposed works are structurally feasible.	Appendix EE

4.5 Planning agreement

Commercial discussions are being undertaken between Barings and Council to establish an appropriate planning agreement for the proposed development.

4.6 Social and economic impacts in the locality

The proposed development's social and economic impacts include:

- Facilitating the delivery of 339 dwellings in a highly accessible and amenity rich location to support the delivery of housing to contribute to the target to deliver 50,000 dwellings by 2036 across the Canterbury-Bankstown LGA.
- Will address the recognised shortage in housing supply across Greater Sydney, which has accentuated the current housing affordability crisis in NSW.
- Facilitate a development and public domain outcome with a high level of accessibility and amenity, through the provision of improved through-site link connections that will allow for greater connectivity throughout Bankstown City Centre.

- The development will improve the way of life and daily routine for residents and workers, associated with the co-location of housing and employment options with nearby public transport.
- The proposal includes a high-quality hotel which contributes to the vision in the LSPS to deliver enhanced visitor accommodation within Bankstown City Centre.
- It provides north-south and east-west through-site link connections activated with an array of retail uses and appropriate CPTED measures, which will galvanise Bankstown's nighttime economy and contribute into transforming the Bankstown City Centre into a genuine destination in Greater Sydney.
- The development will support the planned transformation of Bankstown City Centre in a major metropolitan centre for Greater Sydney by providing increased housing choice and employment opportunities in a highly accessible location, thereby contributing to the 30-minute city vision.
- Potential improvements to social cohesion stemming from the delivery of increased spaces for people to meet and gather within the Bankstown City Centre. The site is located in close proximity to multiple transport options, surrounding commercial offices, retail, business and education uses. As such, workers, students and visitors from these facilities, as well as future residents of the development, may be attracted to the proposed development as a space for gathering, socialising and connecting with each other.
- The proposal will revitalise a currently underutilised site with an urban marker development that will help in catalysing the growth of Bankstown City Centre and setting a high standard for future development in the vicinity of the site, given that it demonstrates design excellence and will significantly improve the visual amenity outcome on the site.
- The development will result in the creation of employment through providing a variety of employment uses within the podium, a hotel tower, and construction jobs for the demolition and construction stages of the development.

4.7 Suitability of the site for the development

Having regard to the characteristics of the site and its location, the proposed development is considered suitable for the site as it:

- Is zoned B4 Mixed Use under the Canterbury-Bankstown LEP 2023, in which development for shop top housing is permissible with consent.
- Will contribute to the urban renewal of a key site within Bankstown City Centre.
- Will contribute to the ongoing development of a diverse mixed use precinct.
- Is under single ownership.
- Is capable of being developed in a manner that will minimise impacts to the natural, historical and environmental qualities of the setting.
- Will not result in any adverse environmental impacts and any impact can be appropriately managed and mitigated.
- The site is an underutilised landholding within a highly accessible and amenity rich location which presents an opportunity for transit oriented development, in line with the State Government's identification of this location as an accelerated precinct for such development.
- Is located in a CBD context which is conducive to supporting a well-designed high-density development that contributes to the Bankstown City Centre's skyline.
- The site is currently underutilised and the renewal will provide an improved outcome in terms of connections and integration with the surrounding locality.
- The site will be serviced by frequent existing and future transport options.

4.8 Public interest

In addition to delivering a world-class mixed-use development, the project is also a major urban renewal undertaking that will deliver significant public benefit and therefore is considered to be in the public interest as it will:

- Contribute to the ongoing redevelopment of the Bankstown City Centre.
- Enhance connectivity through and around the site, as well as optimise the quality of the public domain.
- Provide a development outcome that appropriately responds to surrounding and adjoining development.

- Demonstrate excellence in design and environmental sustainability.
- Facilitate a high level of public transport usage for workers, visitors and residents within the development.
- Maximise the direct and indirect economic benefits to NSW from the project.
- Deliver a rejuvenated site within the Bankstown City Centre.
- Improve activation of the site through the provision of various retail uses and is also supported by appropriate CPTED measures that will both help galvanise the night time economy within this part of the Bankstown City Centre.
- Include considerable landscaped elements that will constitute a significant enhance to the existing context.
- Provide a transparent glazed rooftop above the through-site links which will afford visitors with natural light as well as weather protection.
- Create new jobs during the construction and operational phases of the development.

5.0 Conclusion

The proposed development seeks approval for the redevelopment of the Compass Centre into a high-quality mixed-use development comprising a five storey podium with a mixture of employment uses, a 19 storey hotel tower, and two 24 storey residential towers.

This SEE has provided a detailed assessment of the proposal against the relevant matters under Section 4.15(1) of the EP&A Act. The proposed development that is the subject of this development application has planning merit in the following respects:

- The proposed development is permissible with consent, and meets the statutory requirements of the relevant environmental planning instruments including the Canterbury-Bankstown LEP 2023, relevant State Environmental Planning Policies, and the Canterbury-Bankstown DCP 2023.
- The proposed development aligns with the relevant strategic planning policies including the Bankstown City Centre Master Plan and Canterbury-Bankstown Local Strategic Planning Statement 2020 which aim to guide the transformation of the Bankstown City Centre.
- The proposal has been carefully designed to provide a contextual response to its setting and to minimise perceived bulk and scale impacts to the public domain and adjoining buildings.
- The proposal includes high-quality buildings and represents a significant improvement to the existing site condition, which comprises an underutilised development site.
- The development will not result in unreasonable or unmanageable environmental impacts.
- The development will revitalise a significant underutilised site within the Canterbury-Bankstown LGA.
- it contains employment generating uses in proximity to existing transport infrastructure, consistent with transit-oriented development principles.
- The proposal aligns with State Government's strategic approach to true transit oriented development within this location by placing the proposed residential uses and employment uses within the immediate vicinity of Bankstown railway station, future metro station, and bus interchange.
- Design excellence has been achieved through a high quality architectural design accompanied by a well-considered selection of materials and a highly resolved built form which responds to the opportunities and constraints of the site.
- The proposal will contribute to an activated public domain and streetscape through the integration of ground level retail premises and the inclusion of key through-site link connections, as well as the activation of upper ground podium levels with other public uses in the form of the gym, supermarket childcare, medical centre uses and function rooms.
- Supporting technical studies which accompany this DA confirm that the environmental impacts associate with the proposal are generally positive and will not give rise to any adverse impacts; and
- The proposed development is suitable for the site and is in the public interest.

The proposed development does not result in any adverse environmental impacts with respect to overshadowing, heritage, built form, streetscape impacts, traffic generation, sustainability, access, safety, wind, noise, or reflectivity. In light of the above, the proposed development is appropriate in terms of the matters for consideration under section 4.15(1) of the EP&A Act. Accordingly, in the absence of any significant environment impacts we have no hesitation in recommending that the application be approved.