

# **PLANNING PROPOSAL WESTERN SYDNEY UNIVERSITY BANKSTOWN CITY CAMPUS**

18 DECEMBER 2018  
PREPARED FOR WESTERN SYDNEY UNIVERSITY  
74 RICKARD ROAD & 375 CHAPEL STREET, BANKSTOWN

**URBIS**

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# EXECUTIVE SUMMARY

## Overview

This Planning Proposal report has been prepared by Urbis on behalf of Western Sydney University (the Proponent) and seeks an amendment to the maximum building height of building and floor space ratio (FSR) standards under the *Bankstown Local Environmental Plan 2015* (Bankstown LEP 2015) pertaining to 74 Rickard Road and part 375 Chapel Street, Bankstown (Lot 5 on DP777510 and part Lot 6 on DP777510).

The land the subject of this Planning Proposal is zoned B4 Mixed Use under the Bankstown LEP 2015. The proposed uses are permissible with consent in the B4 Mixed Use Zone.

The purpose of this Planning Proposal is to amend the Bankstown LEP 2015 to allow the redevelopment of the site within the Bankstown CBD for a University campus that includes industry partner spaces for future growth of the campus within close proximity of the Bankstown Train Station which is consistent with the objectives of the existing B4 Mixed Use Zone. The Planning Proposal will further reinforce Bankstown as an urban centre with good access to public transport, community facilities and services.

The Planning Proposal seeks to amend the height of building (HOB) standard under Clause 4.3 and the Floor Space Ratio (FSR) standard under Clause 4.4 of the Bankstown LEP 2015 as per **Table 1**.

Table 1 – Proposed amendments to Bankstown LEP 2015

Development Standard	Existing max.	Proposed max.
CI 4.3 Height of Buildings (HOB)	53 metres	83 metres
CI 4.4 Floor Space Ratio (FSR)	4.5:1	8:1

This report has been prepared to assist Council to prepare a Planning Proposal for the Bankstown LEP 2015 amendment in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

## Background

Western Sydney University (WSU) is undertaking a large scale initiative the 'Western Growth Program' to bring the highest quality educational opportunities and world-class research expertise to Greater Western Sydney. Following on from the successful delivery of innovative and state of the art learning, teaching and research facilities in Parramatta CBD and more recently Liverpool CBD, WSU is proposing a new campus in the heart of the Bankstown CBD.

The proposed Bankstown City Campus will enable WSU to decant current course offerings and educational facilities from the Bankstown-Milperra Campus to a new highly accessible location, with the added benefit of world class cutting edge facilities and opportunities for collaborative industry partnerships.

The project site, located at 74 Rickard Road, is owned by Canterbury-Bankstown Council, and subject to a long term lease agreement between the Council and WSU.

## Planning Outcomes

In summary, the site will achieve the following key planning outcomes with resultant community benefits:

- **The proposal is consistent with Sydney Region Plan: A Metropolis of Three Cities which supports the establishment of Health and Education within strategic centres:**

The proposed development maximises floor space in the Civic Precinct of a strategic centre, supported by new transport and infrastructure investment.

- **Consistent with the vision for Bankstown CBD and the Sydenham to Bankstown Urban Renewal corridor**

The proposal reflects an appropriate built form and scale that is commensurate with the vision for Bankstown CBD Station Precinct as expressed by the emerging scale of development on adjacent and surrounding lands. The concept will also leverage off significant investment in the current and future

transport infrastructure accessible to the site, providing increased education and employment opportunities in a well serviced location.

- **Increasing tertiary education in a highly accessible location:**

The relocation of some of the academic programs from the Milperra Campus and introduction of new programs in the Bankstown CBD campus will increase opportunities for tertiary education attainment.

- **Improved Pedestrian access and connectivity:**

The proposal delivers a high quality landscaped public domain that provides a link to the adjacent Paul Keating Park, Appian Way, East Street and the future Council customer service centre. The Concept Plan articulates the vision for this space, which includes a key plaza, seating areas and landscaping to provide shade, and link to pedestrian linkages through the site, providing for future connectivity. We believe that this has the potential to be an asset to the local community and workers in Bankstown CBD.

The provision of pedestrian pathways will enhance the public domain and significantly contribute to the pedestrian footpath network within the immediate locality.

- **A high standard of architectural, urban and landscape design:**

Award winning firms Lyons Architecture and Aspect Studios have prepared concept plans to accompany the Planning Proposal. The design responds to the opportunities and constraints of the site and context, as well as feedback received from Council, its urban design consultant, as well as the NSW Government Architect and Design Review Panel.

- **Targeting a 5 star Greenstar Building and consistency with energy and water targets.**

- **Industry partnerships that provide collaborative research and employment opportunities:**

Integration of industry partnership space with education space to foster strong research links with industry and facilitate student placements, internships and graduate opportunities.

- **Integration into the Bankstown City Centre:**

Some other potential benefits of the Campus within the Bankstown CBD are, as follows:

- Increased capacity to conduct and showcase research and teaching relevant to the region;
- Allow the exhibition of current research and its impact and relevance to industry;
- Enable industry led research and development and provide a unique opportunity for local businesses to exchange knowledge and link with other national and international research precincts;
- Link to the joint venture and start-up businesses and contribute to the objectives of the regional economic development supported by Canterbury Bankstown Council;
- Partnerships with Council to expand social infrastructure including the Knowledge Hub: Spaces within the building are to be publicly accessible to expand social infrastructure and engage with the surrounding public domain; and
- Economic benefits for existing business and new business to cluster in the City Centre that service the new vertical campus with mutual benefits for students and staff.

Following an analysis of the site and its surrounding context and the applicable State and local planning policies, it is demonstrated that there is clear strategic and site specific planning merit to the Planning Proposal. It is therefore recommended that this Planning Proposal be favourably considered by Canterbury - Bankstown Council and that Council resolve to forward it to the Department of Planning and Environment for Gateway Determination in accordance with the *Environmental Planning and Assessment Act 1979* to prepare the necessary LEP amendment.

# 1. INTRODUCTION

## 1.1. OVERVIEW

This Planning Proposal has been prepared by Urbis on behalf of Western Sydney University (the Proponent) and seeks an amendment to the maximum height of buildings (HOB) and floor space ratio (FSR) standards under the *Bankstown Local Environmental Plan 2015* (Bankstown LEP 2015) pertaining to the land at 74 Rickard Road and part 375 Chapel Road, Bankstown (the site).

The land the subject of this Planning Proposal is zoned B4 Mixed Use under the Bankstown LEP 2015. The proposed uses are permissible with consent in the B4 Mixed Use Zone.

The purpose of this Planning Proposal is to amend the Bankstown LEP 2015 to allow the redevelopment of the site within the Bankstown CBD for a University campus with integrated industry partnership office space within close proximity of the Bankstown Train Station which is consistent with the objectives of the existing B4 Mixed Use Zone. The Planning Proposal will further reinforce Bankstown as an urban centre with good access to public transport, community facilities and services.

The Planning Proposal seeks to amend the height of building (HOB) standard under Clause 4.3 and the Floor Space Ratio (FSR) standard under Clause 4.4 of the Bankstown LEP 2015 as per **Table 2**.

Table 2 – Proposed amendments to Bankstown LEP 2015

Development Control	Existing max.	Proposed max.
Height of Buildings (HOB)	53 metres	83 metres
Floor Space Ratio (FSR)	4.5:1	8:1

The Planning Proposal seeks to facilitate the establishment of a Western Sydney University (WSU) Bankstown City Campus within the Bankstown CBD. The campus will consist of a modern, self-contained vertical campus comprising teaching, learning and research facilities along with spaces to support collaborative industry partnerships.

The development would comprise a mix of uses including:

- Education and Research;
- Retail and Industry Partnership Space; and
- Car parking for users of the building within the basement.

## 1.2. WSU WESTERN GROWTH PROGRAM

The Bankstown City Campus project is a key component of the Western Sydney University 'Western Growth Program' and presents an opportunity to contribute to the regeneration and activation in the Bankstown Central Business District (CBD). The Western Growth Strategy is to secure success for the students and the Greater Western Sydney region through innovation and discovery in a dynamic and technology-enabled world, serve the region and local communities, provide student-centred and research-led facilities, and implement a new model for delivering education & research responding to growth of digital disruption, shifting labour market and industry.

The implementation of the Western Growth Strategy in Bankstown CBD follows the opening of the Parramatta City campus known as the Peter Shergold building at 1 Parramatta Square and the Liverpool City Campus Liverpool. The Peter Shergold and Liverpool City Campus buildings set the benchmark for state-of-the-art learning, teaching and research facilities in the CBDs and growth centres in Western Sydney.

As the largest educational provider in Western Sydney, WSU is a key driver of the region's social and economic development. As the region changes, WSU will deliver education to meet the needs and expectations of current and future students and teachers.

The advances of digital communication have contributed to a new teaching and learning style that is collaborative and activity based, delivered in smaller flexible spaces. Learning is increasingly linked with industry, so connections to workplaces are often an important factor in study choices. Study patterns are changing too. Students are seeking accessible, connected learning hubs close to industries that open up opportunities for future employment.

Western Sydney University has developed the Western Growth Strategy to directly shape existing and future campus design and planning. These changes demand new approaches to complex issues for campus planning design, such as:

- Transport, access and parking;
- Retail and support services;
- Research and industry partnerships; and
- Connecting with the local community

The project site, located at 74 Rickard Road, is owned by Canterbury - Bankstown Council, and subject to a Lease agreement between the Council and the UWS. The site is located within the 'Civic Precinct' of the Bankstown CBD, situated on the southern side of Rickard Road, between the Bankstown Library & Knowledge Centre (to the west), and Bankstown Civic Tower (to the east). The site currently provides open lawn space and at grade public parking, contiguous with Paul Keating Park and road along Appian Way, to the south and east of the site.

The project, entailing a stand-alone vertical university campus building including industry partnership spaces, will facilitate relocation of teaching, research and staff facilities currently located at the WSU Bankstown Campus at Milperra. The academic program offered at the Bankstown City Campus will reflect its status as a flagship campus for WSU, in a region with culturally and linguistically diverse population, strong manufacturing industry and highly connected by public transport. The courses offered will encompass undergraduate and post graduate degrees by coursework and research, as well as Diploma offerings and English Language testing services through The College.

The Academic facilities for staff workspaces, research and teaching will be supplemented by other facilities to create a comprehensive University experience for students and foster connections with local business, industry and community. Facilities that will be incorporated into the Campus include basement parking (for users of the building), ground level Retail spaces, a branch of the University Library, flexible Conference and Event spaces, enterprise partnership spaces, facilities for student social engagement and administrative services, along with large outdoor terraces.

### **1.3. CONTEMPORARY UNIVERSITY CAMPUS PLANNING AND DESIGN**

The planning and design of university campuses in Australia and overseas is changing in response to contemporary societal changes. Contemporary campus planning and design is moving from a suburban car dependent model to one which is more integrated into the urban context and centres where students want to be to connect more directly with industry and research partners.

The potential benefits a University can bring to a city centre in terms of participation in tertiary education, research and development and in the making and facilitating of industry connections are significant. A key ingredient to successfully achieving these benefits is in the design and planning of the campus, and integration into the city centre. University campuses in city centres have been found to provide the following range of benefits:

- Increased capacity to conduct and showcase research and teaching relevant to the region;
- Allowing the exhibition of current research and its impact and relevance to industry;
- Enable industry led research and development and provide a unique opportunity for local businesses to exchange knowledge and link with other national and international research precincts;
- Linking to joint venture and start-up businesses and contribute to the objectives for regional economic development;



- Opportunities for students to explore work opportunities through cooperative classes and internships or graduate roles;
- Attraction of culturally diverse students to an urban setting;
- Increased economic activity for existing retail and commercial business;
- A catalyst for new retail and commercial premises establish to establish in the city centre that cluster with the university campus that inturn can attract more suppliers and customers;
- Students can find entertainment and cultural options to participate in adding to the cultural economy of the city — such as museums, concerts and plays — on and off urban campuses;
- City centres offer strong public-transportation options; and
- Reduced reliance on cars.

Many of these benefits can be released by the WSU Bankstown City Campus. WSU is working closely with the Council to consider how this project can contribute to the City, enhancing and engaging with the surrounding public realm and maximise the benefits that the new city campus can have in Bankstown CBD. Council are undertaking a number of city shaping projects that will transform the city centre. In particular, it is anticipated the upgrade of the Bankstown train station to accommodate Sydney Metro, will transform the city centre, and Council is working to enhance pedestrian linkages across the railway line and to the bus terminal on the southern side of the railway line through the 'Complete Streets' pedestrian strategy.

Council is currently undertaking several strategic design projects to address broader Urban Design opportunities in the Bankstown CBD, with input from WSU as a key stakeholder. These include the creation of an Urban Design Framework for the Northern CBD Core, Urban Design strategies to engage with the future Sydney Metro station, the Complete Streets Project, and a Master Plan for Paul Keating Park. The WSU Bankstown City Campus is capable if responding to the outcomes of these projects, as appropriate and engage with the future context and public realm.

### 1.3.1. Stakeholder Engagement

Engagement with key stakeholders commenced early within the design process.

#### City of Canterbury - Bankstown Council

WSU worked in collaboration with the City of Canterbury - Bankstown Council (Council) to select an appropriate site with the Bankstown CBD for the proposal. Numerous meetings and presentations have occurred over the last 12 months between WSU and Council. A formal Pre-Planning Proposal Application meeting was held on 22 October 2018 and the key areas of concern raised by Council are outlined in **Table 3** below.

Table 3 – Pre Planning Proposal Meeting 22 October 2018

Area of further investigation	Design Response
<p><b>Bulk and Scale</b></p> <p>Concern raised over a sense of excessive bulk and scale when the building is viewed from within Paul Keating Park.</p> <p>Suggestion of reducing the size of floor plates.</p>	<p>To reduce the bulk and scale of the tower form when viewed from within Paul Keating Park and Appian Way, the upper portion of the tower is narrowed and the form is stepped and rotated.</p> <p>The size of the proposed floor plates have been reduced within the revised design and a range of different floor plate sizes and configurations are proposed.</p>
<p><b>Civic Datum</b></p> <p>There is a strong 'civic datum line' which should be retained.</p>	<p>A scalar relationship has been incorporated with adjoining Civic Buildings via horizontal breaks in the built form, both at the lower level with the adjoining Library and Knowledge hub and at the mid-level with the adjoining Civic tower (Council building).</p>

Area of further investigation	Design Response
<p><b>Overshadowing</b></p> <p>Solar access to Paul Keating Park is a key priority.</p> <p>Overshadowing of Appian Way is to be minimised as this will become a future 'Eat Street'.</p>	<p>The tower portion of the proposal has been rotated and stepped back from Paul Keating Park reducing the shadow cast onto the public open spaces of the Appian Way and Paul Keating Park.</p> <p>Shadow study diagrams are contained within the Design Report which show the minor increase in overshadowing in the middle of the day over the Appian Way.</p>
<p><b>Interface with Paul Keating Park</b></p> <p>Council raised concern regarding privatisation of Paul Keating Park, it was felt that the built form presented made the park feel semi-private or part of the University Campus.</p> <p>The proposed pedestrian bridge linking to the Library and Knowledge Centre is not supported and further activation of the north-western corner is required. The bridge makes sense on plan but not onsite. The forecourt is taken over by the bridge and it significantly increases bulk when viewed from the park.</p>	<p>The revised concept design removes the portions of the building which extended in to the public domain (bridge to the library and stairs down to the park).</p> <p>The proposed bridge has been removed and the north western corner of the site has been activated via the inclusion of floor to ceiling glazing and a multipurpose function/ presentation/ theatre space. It is proposed that this space will provide a connection between the university, enterprise partners and the community showcasing research and innovation.</p>
<p><b>Alignment of Appian Way</b></p> <p>Council see Appian way as an important public space and would like to see its alignment maintained through to Rickard Road.</p>	<p>The revised concept design:</p> <ul style="list-style-type: none"> <li>• The building form is setback from the eastern site boundary to maintain clear space over the Appian Way alignment;</li> <li>• Provides for the continuation of Appian way at its full width through to Rickard Road;</li> <li>• Sets the building back from the alignment of the Appian Way; and</li> <li>• Includes measures to ensure public space is not seen as privatised, rather Appian Way is a main pedestrian boulevard.</li> </ul>
<p><b>Typology</b></p> <p>Council felt that the building reads strongly as a commercial building and they would prefer it to read more like an education building.</p>	<p>The concept design has been redesigned with an architecturally distinct built form and an iconic design, which identifies the building as a landmark CBD campus for a world renowned university specialising in innovation and research activities.</p>
<p><b>Traffic Management</b></p> <p>Paul Keating Park is used for large community events and access via the driveway servicing the Library (referred to as Library Road) is required for large (trucks and cranes).</p>	<p>The removal of the pedestrian bridge over Library Road will remove any constraints imposed on the height of vehicle able to access Paul Keating Park via this driveway.</p>

Area of further investigation	Design Response
Servicing and loading should occur within the basement to ensure the ground plane is activated on all frontages and that there is no conflict between pedestrians and vehicles.	Servicing and waste collection has been moved to the basement ensuring the ground plane is activated and conflict between pedestrian and vehicles is minimised.
<b>Flood Affectation</b>  Has the proposal taken into consideration the flood affectation?	Flood planning levels have played a pivotal role in the design of the ground floor levels, the shape of the ground floor foot print and the location of the access to the basement.  Refer to <b>Section 5.3.2.5</b> of this report for further discussion.
<b>Height</b>  Will the proposed height allow for construction cranes to be accommodated below the PANS OPS?	Recent investigations into the Obstacle Limitation Surfaces (OLS) and PANS-OPS were undertaken within the <i>Bankstown CBD Airspace for Strategic Planning — Initial Height Limits Report</i> prepared by Strategic Airspace in October 2016 on behalf of Bankstown City Council and the NSW Department of Planning. This report outlines that the existing PANS-OPS in the vicinity of the subject site is 135.8m AHD and the potential max height of future development subject to future negotiations could be 152.4m AHD.  The proposed maximum height for the site as proposed within this Planning Proposal is 83m or 106.78m AHD which is well below the current PANS-OPS. Construction cranes can be accommodated within the potential max PANS-OPS.  Consultation with the aviation authorities responsible for Bankstown Airport will be undertaken by WSU and it's consultants during the detail design of the proposed development.

A further meeting was held on 23 November 2018 with Council within which, the revised concept design addressing the above areas of concern was presented. In principal agreement was reached with Council within this meeting, with solar impact on adjoining developments being an area of further investigation raised.

Table 4 – Pre-Planning Proposal Meeting 23 November 2018

Area of further investigation	Design Response
<b>Overshadowing of Paul Keating Park and surrounding sites</b>  Testing of a compliant scheme is requested to highlight the additional overshadowed areas between 10am and 3pm.	The design report includes shadow diagrams for the complaint scheme based on the maximum LEP height and FSR standards. This is compared to the proposed architectural design concept for the WSU Bankstown City Campus.

Area of further investigation	Design Response
<p>Shadow studies on the facades of a conceptual new tower on No. 69 The Mall is requested to confirm compliance with the ADG solar access requirements for that site.</p> <p>Council will conduct an urban design peer review of the proposed built form on the site, including an assessment of overshadowing impacts on Paul Keating Park.</p>	<p>An assessment of the overshadowing impacts of the proposal in comparison with the envelope that compliance with the Bankstown LEP is provided in This report includes an assessment of the overshadowing impacts on the public domain areas of Paul Keating Park and the Appian Way.</p> <p>The property at 69 The Mall is an existing commercial property. A search of Council's DA Tracker did not identify any previous or current proposals for residential development of 69 The Mall. Overshadowing impacts of the proposed campus building on a hypothetical residential development is not considered an appropriate request as the residential use of the site never eventuate. Where a proposal to come before Council proposing residential use of 69 The Mall, an assessment of the suitability of the site for the use would be carried out at that time including an assessing against SEPP 65/ and the ADG having regard to built form in the local context.</p>
<p><b>Building form, bulk and scale</b></p> <p>Establishing an appropriate building envelope is a critical issue for Council. An urban design peer review will be conducted to assist Council in this process.</p>	<p>Noted.</p>
<p><b>Street setbacks</b></p>	
<p><b>Appian Way Axis (east)</b></p> <p>Council envisaged the Appian Way to develop into various uses along the length of the axis from Richard Road to Restwell Street. To achieve the desired outcomes it need to allow maximum opportunities for solar cess, deep soil zones for tree planting and adaptable design to allow various events.</p>	<p>The conceptual design for the Appian Way accommodates the objectives of the Council for solar access, deep soil zones for tree planting and flexible spaces to allow events to be held in the space.</p>
<p><b>Rickard Road (north)</b></p> <p>The revised concept plan allows 3 metres setback on the ground level along Rickard Road with the above podium levels with zero setbacks.</p> <p>The proponent must provide deep soil planting opportunities along Rickard Road frontage.</p>	<p>The conceptual landscape plans that accompanies this Planning Proposal includes tree planting along Richard Road.</p>

Area of further investigation	Design Response
<p><b>BLAKC driveway (west)</b></p> <p>The revised concept plan shows a narrow setback on the ground floor with the above podium levels with zero setback.</p> <p>The proponent must ensure that there is a safe pedestrian passage between the BLAKC driveway and the proposed development.</p>	<p>The main points of pedestrian access to the Campus building will be from Rickard Road, Appian Way and Paul Keating Park. Pedestrians will be able to safely access the building from these locations.</p> <p>Vehicle access to the proposed WSU Campus building is located further north than the existing BLAKC driveway, which avoids potential pedestrian conflicts from the BLAKC with vehicles accessing the WSU Campus building.</p>
<p><b>North East corner</b></p> <p>The revised concept plan shows zero setback for the levels above the podium level, at the north eastern corner of the proposed development, which results in 83m tall street wall.</p> <p>The proponent must provide articulation and legibility between the podium and tower levels along Appian Way and Rickard Road.</p>	<p>The architectural concept incorporates a recess at Level 3 along the Richard Road frontage and at the north east corner along Appian Way.</p>
<p><b>Datum levels</b></p> <p>It is noted that the revised podium datum level has been adjusted to be consistent with the overall height of the BLAKC.</p> <p>Council will seek an urban design peer review to assess the proposed building form, bulk and scale during the planning proposal assessment.</p>	<p>Noted.</p>
<p><b>Wind impact</b></p> <p>The proponent must submit a wind impact assessment to analysis the downwind impacts on:</p> <ol style="list-style-type: none"> <li>the public domain surrounding the proposed building</li> <li>users of Paul Keating Park</li> <li>the forecourt of the BLAKC</li> <li>the Appian Way corridor</li> <li>the residential buildings opposite Rickard Road.</li> </ol>	<p>A Wind Environment Study is to be provided with the proposed development Application for State Significant Development (SSDA). The Wind Environment Study will be including an assessment of the matters identified in Council's meeting minutes, and will be shared with Council.</p> <p>The DA is considered the appropriate stage for the Wind Environment Study to consider and assess the detailed architectural resolution and inclusion of wind mitigation measures into the architectural design.</p>

Area of further investigation	Design Response
<p><b>Protect the Public Spaces</b></p> <p>It is noted that the revised concept plan shows a reduced encroachment of the university forecourt on Paul Keating Park.</p> <p>Council seeks the proposed forecourt area and building entrances to integrate with Paul Keating Park, as a public space and thoroughfare.</p>	<p>The proposed landscaping of the forecourt space addresses the interface with Paul Keating Park. Council are undertaking a new Master Plan for Paul Keating park. WSU and it's consultant team will continue to work in consultation with Council to further develop the design to achieve the objective to integrate with Paul Keating Park.</p>
<p><b>Street frontage activation and pedestrian movement</b></p> <p>The revised concept plan retains the increased floor level on the ground floor as a flood mitigation measure. This results in the creation of barriers with ramps and staircases at the building entrances.</p> <p>The proponent must investigate flood mitigation works to lower the finished floor level on the ground floor to achieve a seamless transition at the street level. The proponent is encouraged to discuss alternative flood mitigation works with Council's engineers.</p>	<p>Based on the flooding information provided by Bankstown City Council, the subject site is in the flood zone.</p> <p>Bonacci Group has been engaged for civil/stormwater design services, including flood assessment of the proposed Western Sydney University Bankstown City Campus. Advice from Bonacci Group on the required flood planning requirements for the development freeboard criteria for the finished floor level of the proposed building have been provided to inform the proposed building height and ground level interface with the surrounding public domain.</p> <p>According to Bankstown City Council's Development Control Plan (DCP) 2015, the requirement for minimum floor level is as below:</p> <p><i>"The level of habitable floor areas to be equal to or greater than the 100-year flood level plus freeboard. If this is impractical for development in a Business zone the floor level should be as high as possible."</i></p> <p>It is impractical to achieve 1:100 year flood level plus freeboard (i.e. 500 mm) for finished floor level of the proposed building due to site constraints and other design criteria such as providing activated street frontages that are integrated with Rickard Road and Appian Way including decreasing perceived/physical barriers to enhance equality of access. Taking into account the activities and the nature of the WSU Bankstown City Campus, Bonacci Group consider that it falls under the Business Development classification. Council DCP also states that if this is impractical for development in a Business Zone, the floor level should be as high as possible.</p> <p>Based on the reasons mentioned above, it is proposed that the finished floor level of the proposed building and all access points/openings to the</p>



Area of further investigation	Design Response
	<p>proposed basement carpark and proposed electrical substation would be protected up to 100 year flood level without freeboard.</p> <p>Further detailed work is to be undertaken for the development application for the design of stairs and ramps to access the ground level with the objective of optimising street frontage activation and pedestrian movement.</p>
<p><b>Vehicular access and parking</b></p> <p>Council notes the revised driveway entrance for the proposed development, which is closer to Rickard Road, and the introduction of another basement car park level.</p> <p>Council remains concerned with operability of the proposed driveway along the existing BLAKC driveway, which is quite narrow.</p> <p>The proponent must prepare a traffic and transport study to justify the impacts on the surrounding road network and the operability of the proposed driveway.</p>	<p>A Traffic and Transport Assessment Report has been prepared to accompany this Planning Proposal Assessment report.</p> <p>The proposed vehicle access off the existing driveway to the west of the site is considered the preferred point for vehicles to entry the site. The alternatives of Rickard Road, Appian Way and Paul Keating park, are considered to be inferior options having regard to urban design and traffic management objectives for the Bankstown CBD.</p>
<p><b>Aeronautical Assessment</b></p> <p>Council notes the increased building height from 81 metres to 83 metres from the ground level, and the proposed heights exceeds the Obstacle Limitation Surface that triggers a referral to the Commonwealth Department of Infrastructure, Regional Development and Cities for an assessment.</p> <p>The proponent must provide an aviation assessment report as part of a planning proposal lodgement to commence the referral process.</p>	<p>A OLS/PAN-OPS analysis report has been commissioned by WSU and a copy will be provided to Council.</p> <p>Recent investigations into the Obstacle Limitation Surfaces (OLS) and PANS-OPS were undertaken within the <i>Bankstown CBD Airspace for Strategic Planning — Initial Height Limits Report</i> prepared by Strategic Airspace in October 2016 on behalf of Bankstown City Council and the NSW Department of Planning. This report outlines that the existing PANS-OPS in the vicinity of the subject site is 135.8m AHD and the potential max height of future development subject to future negotiations could be 152.4m AHD.</p> <p>The proposed maximum height for the site as proposed within this Planning Proposal is 83m or 106.78m AHD which is well below the current PANS-OPS. Construction cranes can be accommodated within the potential max PANS-OPS.</p> <p>Consultation with the aviation authorities responsible for Bankstown Airport will be undertaken by WSU and it's consultants during the detail design of the proposed development.</p>

Area of further investigation	Design Response
<p><b>Bankstown Strategic Centre and Health and Education Precinct</b></p> <p>Council notes that the development aligns with the Bankstown Strategic Centre and the Health and Education Precinct aspirations, as set out in the South District Plan.</p> <p>Council would like the academic plan to demonstrate how the proposal responds to local skills demand, particularly in areas of advanced manufacturing, multiculturalism, aviation, logistics, health, education and business. In addition, Council have requested that the Planning Proposal address how the development will support Bankstown's emergence as a key strategic centre in the Greater Sydney Region.</p> <p>Council have requested a breakdown of jobs for the proposed development, number of students and anticipated hours of operation.</p>	<p>This Planning Proposal has been prepared in accordance with the Guide to preparing Planning Proposals, published by the NSW Department of Planning. Included is an assessment of the proposal against the priorities and actions articulated in the South District Plan.</p> <p>The Academic Program, breakdown of students and staff numbers and anticipated hours of operation are provided in Section 5 of this report.</p>

#### Government Architect NSW and State Design Review Panel

A pre-briefing meeting was held with the GANSW on 24 July 2018, which was followed by a State Design Review Panel (SDRP) session on 17 October 2018. In general, the GANSW and SDRP have supported the development of the site into an educational/ mixed use City Campus. A summary of the key issues raised and how they have been addressed is included in **Table 4** below.

Table 4 – State Design Review Panel Meeting

Area of further investigation	Design Response
<p><b>Site Strategy</b></p> <p>Overhanging of the building mass over Appian Way above ground floor level is not supported. Appian Way should be retained as a street open to the sky.</p> <p>The panel supports the intent of the proposal to engage with Bankstown Library and Paul Keating Park, however the appropriation of public spaces such as Paul Keating Park as an 'informal learning space' is not supported.</p>	<p>The revised design concept sets the built form back from the eastern site boundary to maintain clear open to sky view corridor aligned with the Appian Way.</p> <p>The revised concept design removes the portions of the building, which extended into the public domain (pedestrian bridge and stairs down to the park) which may have contributed to public spaces being seen as informal learning spaces.</p>
<p><b>Building form, Bulk and Height</b></p> <p>Sunlight to Appian Way and Paul Keating Park should be maximised.</p>	<p>The revised concept design has been designed to reduce the shadow cast onto the public open spaces of the Appian Way and Paul Keating Park by rotating the tower portion of the proposal and stepping the form back from Paul Keating Park.</p>



Area of further investigation	Design Response
	Shadow study diagrams are contained within the Design Report, which show the minor increase in overshadowing in the middle of the day over the Appian Way.
<p>Alternatives to the large floor plate typology should be investigated.</p> <p>The building typology is more of a commercial building, concern is raised around the ability of this typology to create collaborative working and teaching spaces.</p>	<p>The revised concept design contains reduced floor plates with a side core. Light wells have been incorporated into the design to break up the larger floor plates and provide natural light.</p> <p>The built form has been revised to more of an architecturally distinct form more consistent with the land mark building of a world renowned university campus.</p>
Options to reduce the bulk and mass, which may include a slimmer but taller form, should be investigated.	The revised concept design reduces the appearance of bulk by narrowing the tower element and adding elements of articulation.
The massing of the building does not address the existing podium alignment created by the Bankstown Library and the Council Offices building. Options for lowering the podium datum to align with the existing condition should be investigated.	The revised concept design includes a podium aligned with the Library and Knowledge Centre and mid-level cut-outs aligned with the Civic Tower (Council Offices).
<p><b>Architectural expression</b></p> <p>Further façade development is encouraged.</p>	The façade will be further developed as part of the state significant development application (SSDA).
Appian Way should be considered as a fine-grained local retail and food street and include retail spaces with ground level frontage to support this desired outcome.	<p>Ground level retail spaces have been incorporated into the ground level plane along Appian Way and Rickard Road to further activate these frontages.</p> <p>These needs have informed the design concept of creating a porous building at the ground and lower levels, that draws both landscape and pedestrians into and through the building. Key entry points are provided at the centre of the Rickard Road and Paul Keating Park frontages, connected by an internal 'University Street' and escalator route to high student use spaces above.</p>
The proposed building intends to showcase connections to industry and innovation. Opportunities for reflecting these initiatives in the architecture of lower level retail spaces should be investigated.	The north western corner of the site has been activated via the inclusion of floor to ceiling glazing and a multipurpose function/ presentation/ theatre space. It is proposed that this space will provide a connection between the university, enterprise partners and the community showcasing research and innovation.

Area of further investigation	Design Response
<p><b>Internal amenity and sustainability</b></p> <p>The scheme does not yet demonstrate a thorough, innovative and rigorous approach to sustainability</p>	<p>Sustainable development objectives, including a target 5-star Greenstar as-built rating and NABERS rating for the Tenancy spaces. ESD design approach for the project seeks to deliver a very low energy and highly sustainable building without complicating the design and ongoing operation. Key elements proposed to be incorporated into the design approach are further discussed in <b>Section 5.3.2.4</b>.</p>
<p><b>Academic Program</b></p> <p>The client is encouraged to provide more decisive information regarding the academic structure of this campus to assist the design team in developing an appropriate response, including the likely faculties to be accommodated in the building and existing and projected student numbers.</p>	<p>The academic program has been determined and the requirements of the faculties to be housed within the campus have been incorporated into the revised concept design.</p> <p>The academic program proposed for the Bankstown City Campus will reflect the programs and disciplines currently offered at Milperra Campus, broadened by the inclusion of specialisations that support and reflect the defining characteristics of Canterbury-Bankstown.</p> <p>Bankstown City Campus will be home to undergraduate programs in teacher education, psychology, arts and humanities, business (with focus on SME's), accounting, IT and non-clinical health areas. Post-graduate courses will be offered in teacher education, arts, humanities, non-clinical nursing and ICT. Higher degree by research students associated with the schools and research themes will be co-located in the campus.</p> <p>In addition to core programs the University College will also be integrated into the Bankstown City campus. It is anticipated that academic and professional staff of the Schools of Social Sciences and Psychology, Education, Humanities and Communication Arts and the College will be located in the new campus.</p> <p>For further discussion regarding the academic program refer to <b>Section 5.1</b>.</p>
<p><b>Public domain and community benefits</b></p> <p>The public benefits in exchange for the proposed increase in height and FSR should be detailed.</p>	<p>The provision of a new university within the CBD of Bankstown will in itself bring a multitude of community benefits. The architecturally distinct, world class built form will contribute to the character of the area. The increase in foot traffic generated by the proposal will have flow on benefits and economic multipliers for surrounding retailers, support services and users of the Bankstown CBD.</p>

An Interim Design Review Meeting was held with the GANSW on 27 November 2018, within this meeting a revised concept scheme was present to two members of the SDRP (Carrol Marra and Lee Hillam) and Emma Kirkman (Manager – Design Review). It was confirmed that the key issues raised previously (as outlined above) had been adequately addressed in the revised proposal. In particular, the following modifications were supported:

- Stepping the building form back from Appian Way;
- Additional terraced green spaces in the building;
- Landscape concept which indicates a more moderated approach to the use of public land; and
- The design of Appian Way as a continuation of the public domain.

Areas that would benefit from additional investigation and how these have been addressed in the Concept Design included with this Planning Proposal are outlined in **Table 5** below.

Table 5 – Interim Design Review Meeting

Area of further investigation	Heading
While the revised building form provides only minor improvement to winter solstice solar access to Paul Keating Park it does improve solar access to Appian Way. The proposal should demonstrate that the overshadowing of Paul Keating Park is comparable to the LEP compliant envelope scheme.	<p>A comparison of the LEP envelope and proposed built form overshadowing of Paul Keating Park and Appian Way is contained within the Architectural Design Report at <b>Appendix B</b> and within <b>Section 5.3.1.4</b> of this report.</p> <p>At the equinox the proposal results in a minor increase in overshadowing of Paul Keating Park and a slight improvement in solar access to Appian Way.</p> <p>At the winter solstice there is a very minor improvement to overshadowing of Appian Way in the afternoon and a very minor increase in overshadowing of Paul Keating Park.</p> <p>The minor increase in LEP overshadowing is deemed acceptable having regard to the increase in height and FSR proposed and the benefits the new university campus will provide to the Bankstown CBD.</p>
The building's sculptural form is a successful approach and should be further developed in terms of architectural expression, façade treatments, impact on overshadowing, and permeability at ground level.	<p>The sculptural form of the building has been further developed using 3D massing and solar studies to ensure the best possible outcome is achieved.</p> <p>Permeability at ground level has been increased via key entry points provided at the centre of the Rickard Road and Paul Keating Park frontages, connected by an internal 'University Street' and escalator route to high student use spaces above along with fine grain retail spaces along Appian Way.</p> <p>Façade treatment will be further developed as part of the SSDA.</p>
Landscape concepts to be further developed for ground floor areas and outdoor terraces. Potential for landscape to accommodate/express overland	Landscape concepts have been further developed and designed to create a pedestrian thoroughfare along

Area of further investigation	Heading
flows and stormwater detention to be clearly articulated.	<p>Appian Way as well as an active interface with Paul Keating Park.</p> <p>A series of generous landscape terraces and balconies are equitably distributed throughout the Building Form, orientated west and south west towards Paul Keating park to take advantage of the view over the open space and showcasing the activity of the University to the public.</p> <p>Large terraces on Level 3,7,13 and 16 service the adjoining facilities on those floors and provide destinations or recognisable points of orientation within a vertical campus. The large student terrace on level 3 is cleverly connected by an external stair to the Park and major pedestrian flows arriving from the southern train station via Appian Way. The connected stair and terrace allow for social exchange and movement from the public realm to the heart of the campus building.</p>
Demonstrate how the design of Appian Way integrates it into the existing public domain.	<p>The design of Appian Way is integrated into the building with the building foyer spaces providing seamless equitable access for all users. This is predicated on the design of the building at the 100-year flood level removing unnecessary barriers.</p>
Sustainability drivers to be clearly expressed as integrated design elements rather than add-on features.	<p>Sustainable development objectives, including a target 5-star Greenstar as-built rating. Key elements proposed to be incorporated into the design approach include:</p> <ul style="list-style-type: none"> <li>• Building fabric design to address different façade orientations with high insulation;</li> <li>• Commissioning, tuning and metering to facilitate optimisation of energy performance;</li> <li>• Producing a high indoor environmental quality, with access to outlook, daylight and mixed mode spaces incorporating natural ventilation;</li> <li>• Integration of soft landscaping into the building, plus high level of access outdoor spaces;</li> <li>• Rooftop photo voltaic energy system; and</li> <li>• Harnessing more sustainable forms of transport through high accessibility to public transport and bicycle parking facilities, including end of trip facilities and secure undercover bike parking in the basement.</li> </ul>

Area of further investigation	Heading
Clarify what agreement has been reached with Council concerning public benefits in exchange for exceptions to development standards.	Public benefits of the proposal include the establishment of a world-class teaching and research campus in the Bankstown CBD, which will spearhead economic growth and knowledge job creation in Sydney's south west. The economic multipliers to surrounding businesses and service providers will be significant.

### Bankstown CBD Collaboration Process

The site is within the 'Bankstown CBD Collaboration Area' as identified within the South District Plan. The Greater Sydney Commission created a working group to support land use infrastructure planning and delivery including input from the NSW Department of Planning and Environment, Canterbury– Bankstown Council, Bankstown Airport Limited, State agencies and key stakeholders to deliver strategic transformation. WSU has liaised with the working group during the concept phases of the proposal.

## 1.4. REPORT STRUCTURE

The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Environment (DPE) including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It includes the following:

- Description of the site and its context;
- Background and detail of ongoing stakeholder engagement;
- Summary of the local planning controls;
- Overview of the strategic context of the site;
- Description of concept proposal
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provision of the proposal;
- Justification for the proposal;
- Mapping to accompany the proposal;
- Description of the expected community consultation process; and
- An approximate project timeline.

The Planning Proposal is accompanied by a range of plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These include:

- **Appendix A** - Architectural Plans prepared by Lyons Architecture.
- **Appendix B** – Architectural Design Report prepared by Lyons Architecture and Aspect Studios.
- **Appendix C** - Traffic and Parking Study prepared by Arup.
- **Appendix D** – Proposed LEP, FSR and HOB Maps.



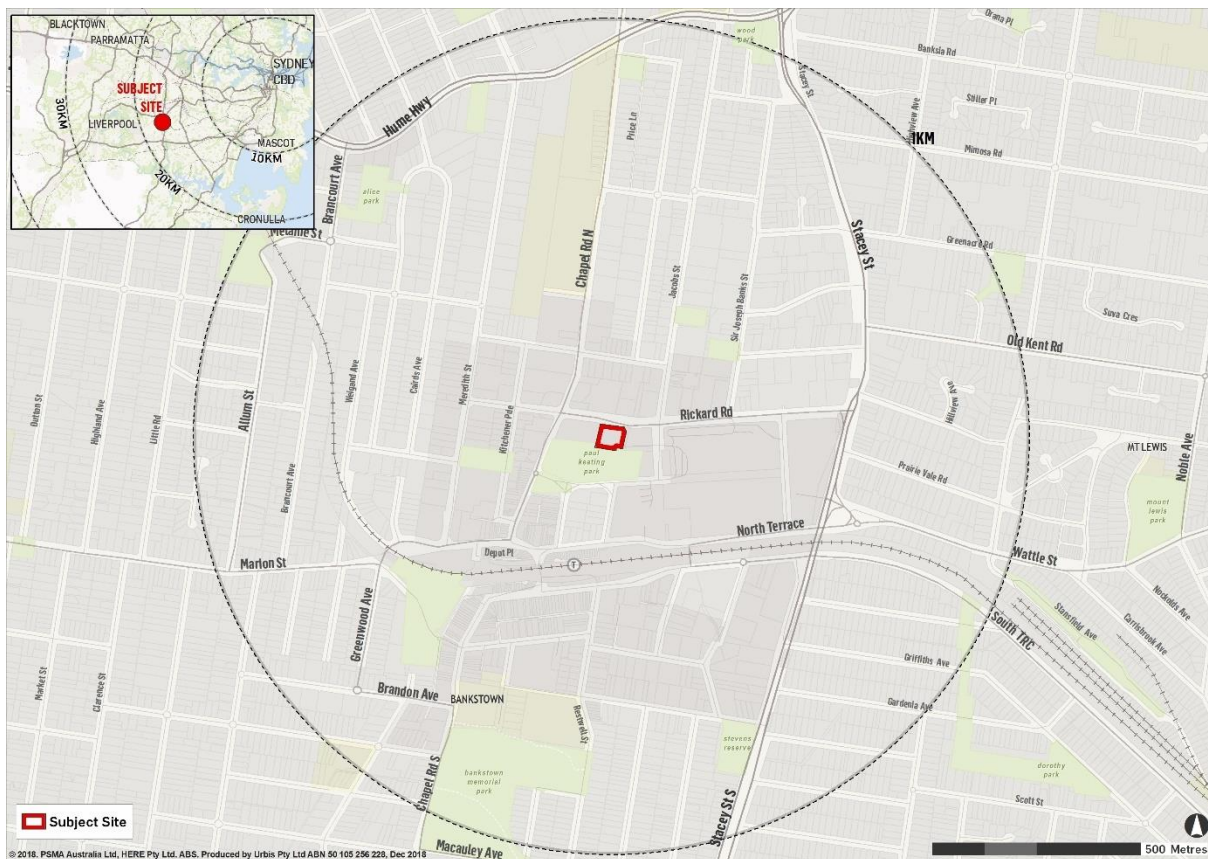
## 2. SITE & SURROUNDING CONTEXT

### 2.1. REGIONAL CONTEXT

Bankstown is a major strategic centre anchoring south-western Sydney. Located within the Canterbury-Bankstown local government area, Bankstown is approximately 17km south-west of the Sydney CBD (refer Figure 1).

Bankstown is bordered by the suburbs of Yagoona and Greenacre (to the north), Punchbowl (to the east), Padstow (to the south) and Condell Park (to the west). Bankstown is connected to the broader region via Stacey Street which connects to the South Western Motorway (south of precinct) and Hume Highway (north of precinct).

Figure 1 – Site Location Plan



Source: Google Maps

### 2.2. LOCAL CONTEXT

Bankstown CBD is a major district centre featuring extensive retail, community and civic services focused on the northern and southern sides of Bankstown Railway Station. The area is well connected by public transport via the Bankstown Railway Station and high frequency bus services.

Residential transit orientated development is an increasing feature within Bankstown CBD with clusters of high rise towers developed along the train line on both South Terrace and North Terrace (Compass Site).

Bankstown has a strong retail, residential and specialised community services centre. The centre's retail focus has historically been dominated by Bankstown Square but the Bankstown City Plaza pedestrian mall also provides a cultural focus with associated specialised retail and commercial uses. The primary commercial focus is small business and not-for-profit and community services. Bankstown is also strong in private sector language and associated education services (namely TAFE NSW).

The skyline of Bankstown is set to undergo a transformation, with a number of key factors contributing to the evolution of Bankstown as a strategic centre within the draft Sydenham to Bankstown Urban Renewal Corridor.

Figure 2 – Site Context – placeholder for revised location plan being prepared by GIS.



Source: Near Maps

## 2.3. SITE DESCRIPTION

The properties that are subject to this planning proposal are as follows:

Table 6 – Site Area

Address	DP	Area
74 Rickard Road, Bankstown	Lot 5 on DP777510	3329 m <sup>2</sup>
375 Chapel Street, Bankstown (part)	Part Lot 6 on DP777510	349 m <sup>2</sup>
Combined Site Area		3678 m <sup>2</sup>

The site boundaries are defined by Rickard Road (to the north), proposed continuation of Appian Way and Bankstown Civic Tower (to the east), Paul Keating Park (to the south) and Bankstown Library and Knowledge Centre (to the west).

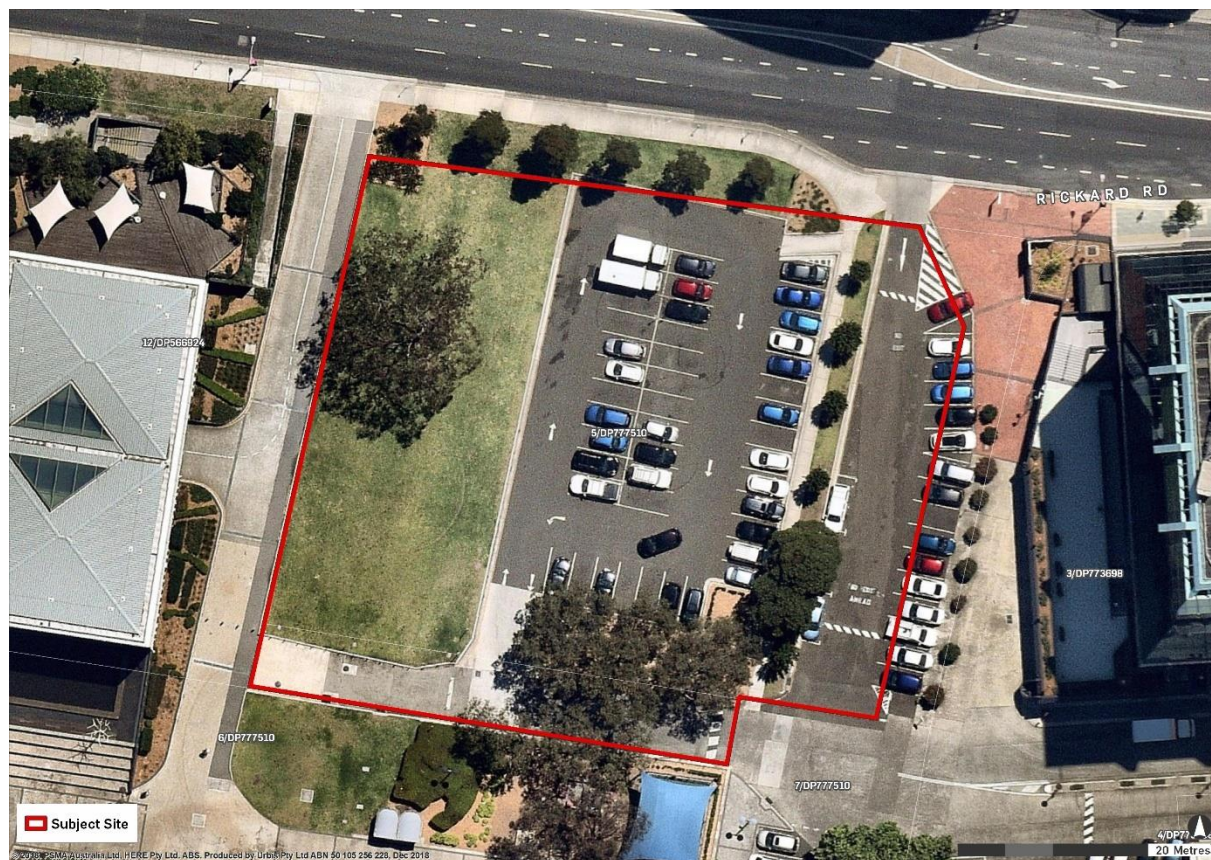
The site is 3678 m<sup>2</sup> and is currently utilised in part as a public car park with 59 at grade car parking spaces and in part as open lawn space (refer to **Figure 3**). The site is relatively flat, with a fall of approximately one metre across the site from the north-western to the south-eastern corner. The site is subject to stormwater flooding and is categorised as being Medium to High Risk with overland flow paths.

The immediate surrounds include a range of building forms which are predominantly medium and high rise commercial and multi-storey mixed-use residential buildings. An exception to this is Paul Keating Park located directly to the south of the site. Paul Keating Park is a focal public open space within the Bankstown



Civic Precinct and is used for large scale cultural and community celebrations and events, as a venue for smaller community group activities, and informal park and playground use by the local community.

Figure 3 – Aerial Photograph



Source: Nearmap

## 2.4. SURROUNDING ROAD, RAIL AND BUS NETWORK

The site has a northern frontage to Rickard Road which is a Regional Road and consists of three lanes running east to west and two running west to east.

The site is located 350m to the north of Bankstown rail station serviced by the Bankstown line, and Bankstown Bus interchange located on both the north and south sides of the station. Bus services link Parramatta, Lidcombe, Burwood, Liverpool, Fairfield, Hurstville and Sutherland.

The site is well served by public transport, with a train station and two bus interchanges within easy walking distance. The Bankstown Train Station is approximately 300m (5 minute walk) south of the site, and provides access to Sydney CBD and Liverpool. There is a planned redevelopment of the station as part of the Sydney Metro project, which will provide new high frequency services in 2024.

There is a bus interchange less than 200m east of the site which is served by 7 regional bus routes connecting the site to Parramatta, Lidcombe, Burwood, Liverpool, Fairfield, Hurstville, & Sutherland. An additional bus interchange is located on the southern side of Bankstown Train Station.

For further information on the existing traffic conditions refer to the Traffic and Transport Impact Assessment prepared by ARUP (**Appendix C**).



### 3. EXISTING PLANNING CONTROLS

This section provides a summary of the existing local planning framework as may be relevant to the site.

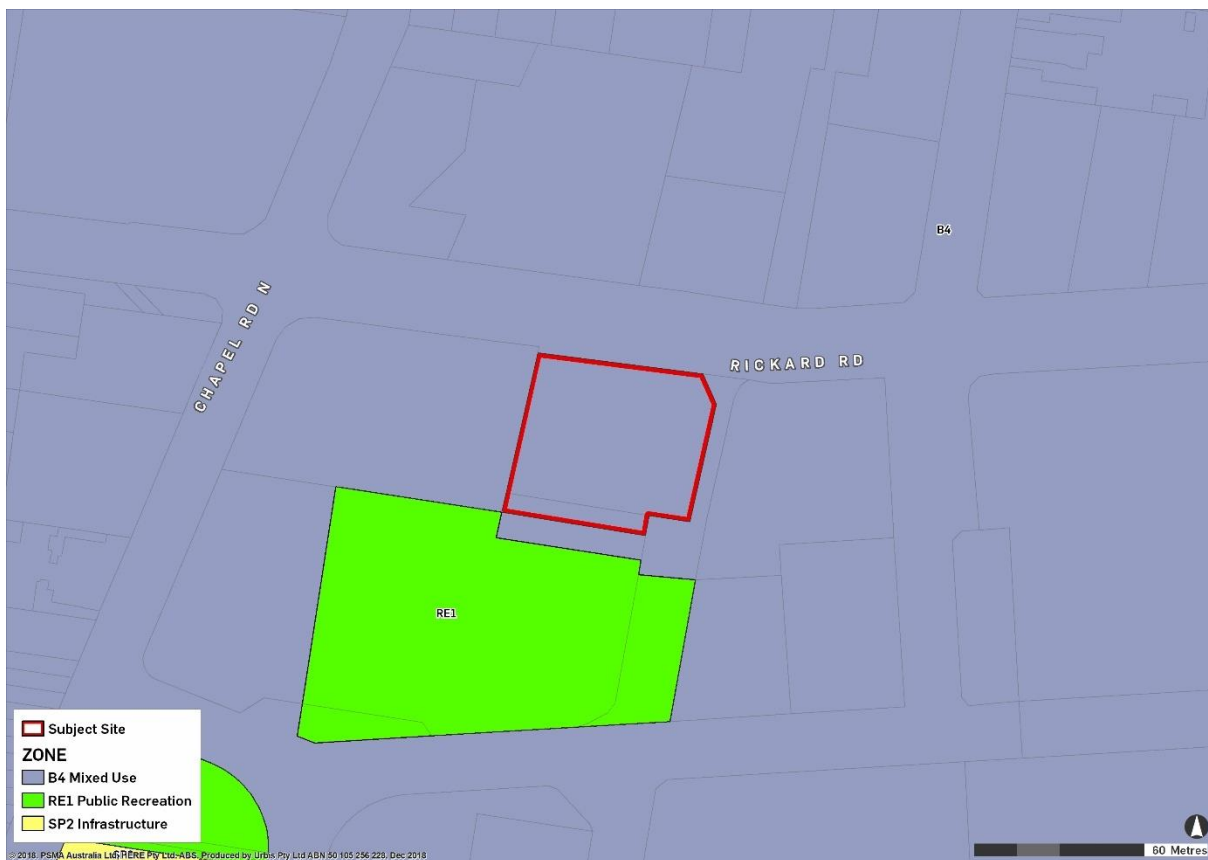
#### 3.1. BANKSTOWN LOCAL ENVIRONMENTAL PLAN 2015

The *Bankstown Local Environmental Plan 2015* (Bankstown LEP 2015) is the principal Environmental Planning Instrument governing development on the site.

##### 3.1.1. Zoning and Permissibility

The subject site is zoned B4 (Mixed Use) under the Bankstown LEP 2015. As illustrated in **Figure 4** below, the surrounding area is predominately zoned B4 with the exception of land to the south which is zoned RE1 (Public Recreation).

Figure 4 – Existing LEP Zoning Map



Source: Bankstown LEP 2015

The existing zoning controls applying to the site are summarised in **Table 7** below:

Table 7 – BLEP 2015 zone objectives and permissible uses

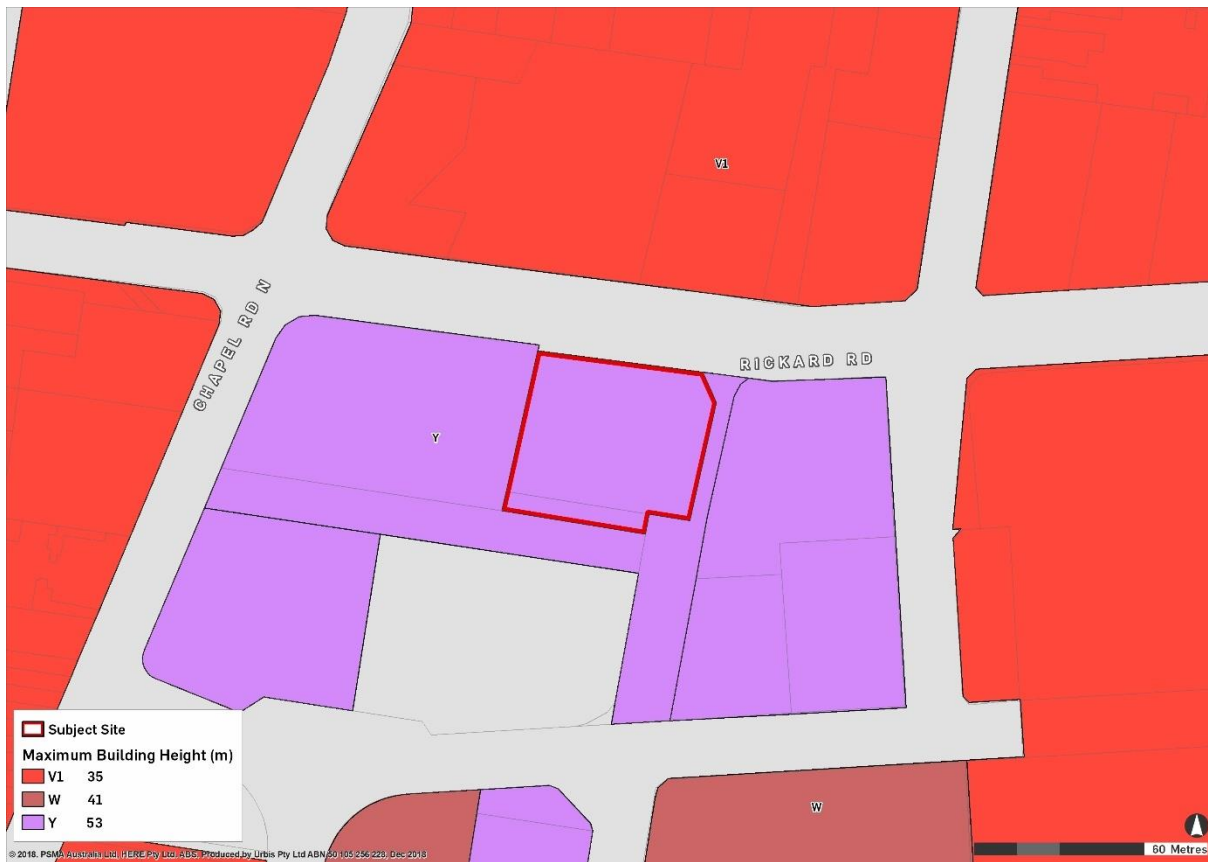
Control	B4 Mixed Use
Zone Objectives	<ul style="list-style-type: none"><li>To provide a mixture of compatible land uses.</li><li>To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.</li><li>To maintain the role of the Bankstown CBD as a major metropolitan centre.</li></ul>

Control	B4 Mixed Use
Permitted without consent	Nil
Permitted with consent	Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; <b>Commercial premises</b> ; Community facilities; <b>Educational establishments</b> ; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing; Any other development not specified in item 2 (permitted without consent) or 4 (prohibited).
Prohibited	Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Sex services premises; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse and distribution centres; Waste disposal facilities; Water recreation structures; Water recycling facilities; Wharf or boating facilities; Wholesale supplies

### 3.1.2. Height of Buildings

Clause 4.3 of the Bankstown LEP 2015 establishes a maximum building height in metres above existing ground level across the site of 53m, as illustrated in **Figure 5** below. To the north the predominate maximum building height is 35m.

Figure 5 – Height of Buildings Map Extract



Source: Bankstown LEP 2015

### 3.1.3. Floor Space Ratio

Clause 4.4 of the Bankstown LEP 2015 establishes the maximum floor space ratio (FSR) for the site of 4.5:1 as shown in **Figure 6** below.

Figure 6 – Floor Space Ratio Map Extract



Source: Bankstown LEP 2015

### 3.1.4. Heritage

Schedule 5 of Bankstown LEP identifies Item No. I6 'Council Chambers' a locally significant item on the south-western portion of 375 Chapel Rd, Bankstown as shown in **Figure 7**.

Figure 7 – Heritage Map Extract



Source: Bankstown LEP 2015

## 3.2. BANKSTOWN DEVELOPMENT CONTROL PLAN 2015

The Bankstown Development Control Plan 2015 (Bankstown DCP 2015) identifies the site within the Northern CBD Core, which is at the heart of Bankstown CBD.

There are three precincts of distinctive functional and physical character that make up the mixed use areas in the Bankstown CBD. These are the Northern CBD Core, Southern CBD Core and Bankstown City Plaza precincts as shown in **Figure 17**. Bankstown City Council adopted the Local Area Plan in 2011 with the aim to develop the Northern CBD Core (**Figure 8**) as Sydney's best local Civic Precinct. The Local Area Plan provides the strategic planning framework and context for the Bankstown CBD.

### Northern CBD Core precinct

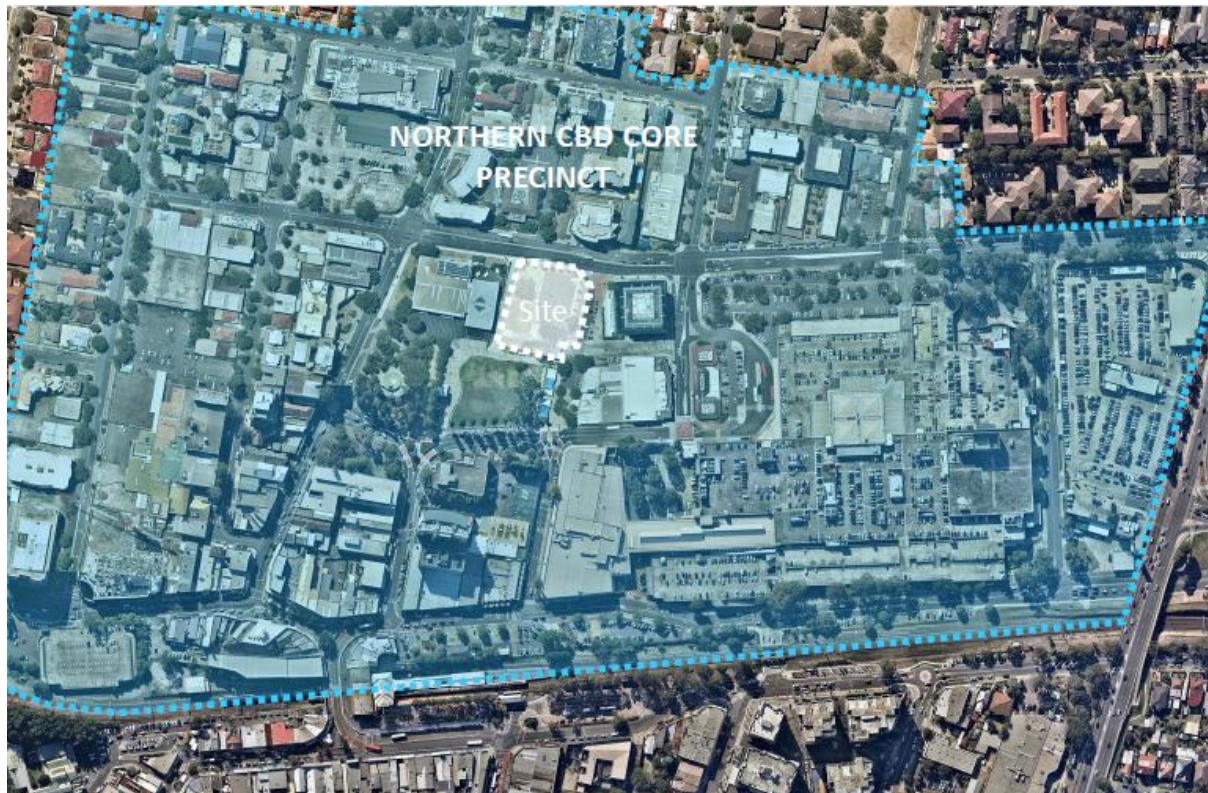
The Northern CBD Core precinct is located to the immediate north of the railway line. The Civic Precinct and Paul Keating Park form the central focus, and the established character is distinctly commercial due to a concentration of major civic, office and retail buildings (namely Bankstown City Council, Bankstown Court House, Bankstown Police Area Command, Compass Centre and Bankstown Central, which is a regional shopping centre).

This precinct is highly accessible to the railway station and bus interchange, and as a result, this precinct is characterised by taller buildings and higher densities compared to other precincts. The desired character is to have the Northern CBD Core precinct continue to function as the heart of the City of Bankstown, with a mix of retail and commercial activities on the ground and first floors, and high density living above.



Development will generally be in the form of tall buildings to create an identifiable skyline image for the Bankstown CBD. The tallest buildings will generally locate around Paul Keating Park to define the Civic Precinct and to take advantage of the amenity provided by the park. The railway station will continue to be the principal gateway to the Bankstown CBD and a generator of high pedestrian movements. Pedestrian access to and from the station will therefore remain a high priority, and it is proposed to create a friendly first impression.

Figure 8 – Northern CBD Core



Source: Bankstown DCP

Part B7 of the DCP supplements the Bankstown LEP 2015 by providing additional objectives and development controls to facilitate best practice in the design and function of educational establishments and other certain facilities in the Bankstown. The development controls include traffic management, building envelopes, play areas and landscaping but generally only relate to primary and secondary schools not tertiary schools.

## 4. STRATEGIC PLANNING CONTEXT

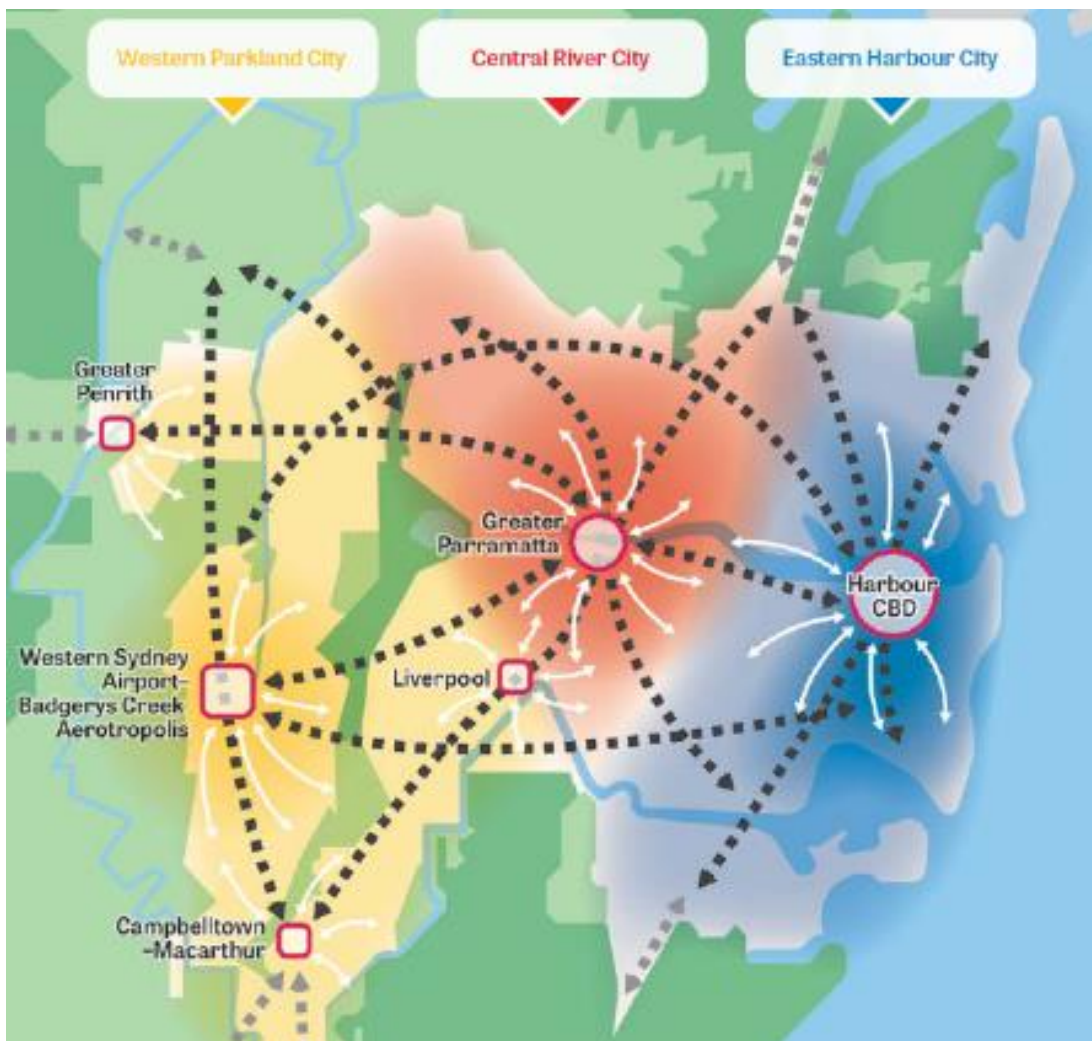
### 4.1. GREATER SYDNEY REGION PLAN 2018 – A METROPOLIS OF THREE CITIES

The Greater Sydney Region Plan, *A Metropolis of Three Cities* (the Plan) was released by the Greater Sydney Commission (GSC) in March 2018. The Plan sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney. The Plan establishes a strategic framework informing district and local plans and the assessment of planning proposals.

The Plan is built on a vision of three cities (the Western Parkland City, the Central River City and the Eastern Harbour City) where most residents live within 30 minutes of their: jobs; education and health facilities; services; and recreational spaces. Each of the three cities will be supported by metropolitan and strategic centres. Located at the junction between the Central River City and the Eastern Harbour City, in the geographic centre of Greater Sydney (**Figure 9**) Bankstown is identified within the Plan as a 'Strategic Centre' and a 'Health and Education Precinct'.

The Plan identifies that as Greater Sydney's population grows, there will be a need to grow existing centres, particularly strategic centres, and attract health and education activities into centres. The Plan identifies that expansion options for existing centres will need to consider building heights and outward growth. New tertiary education facilities should be located within or directly adjacent to centres, and ideally co-located with supporting transport infrastructure.

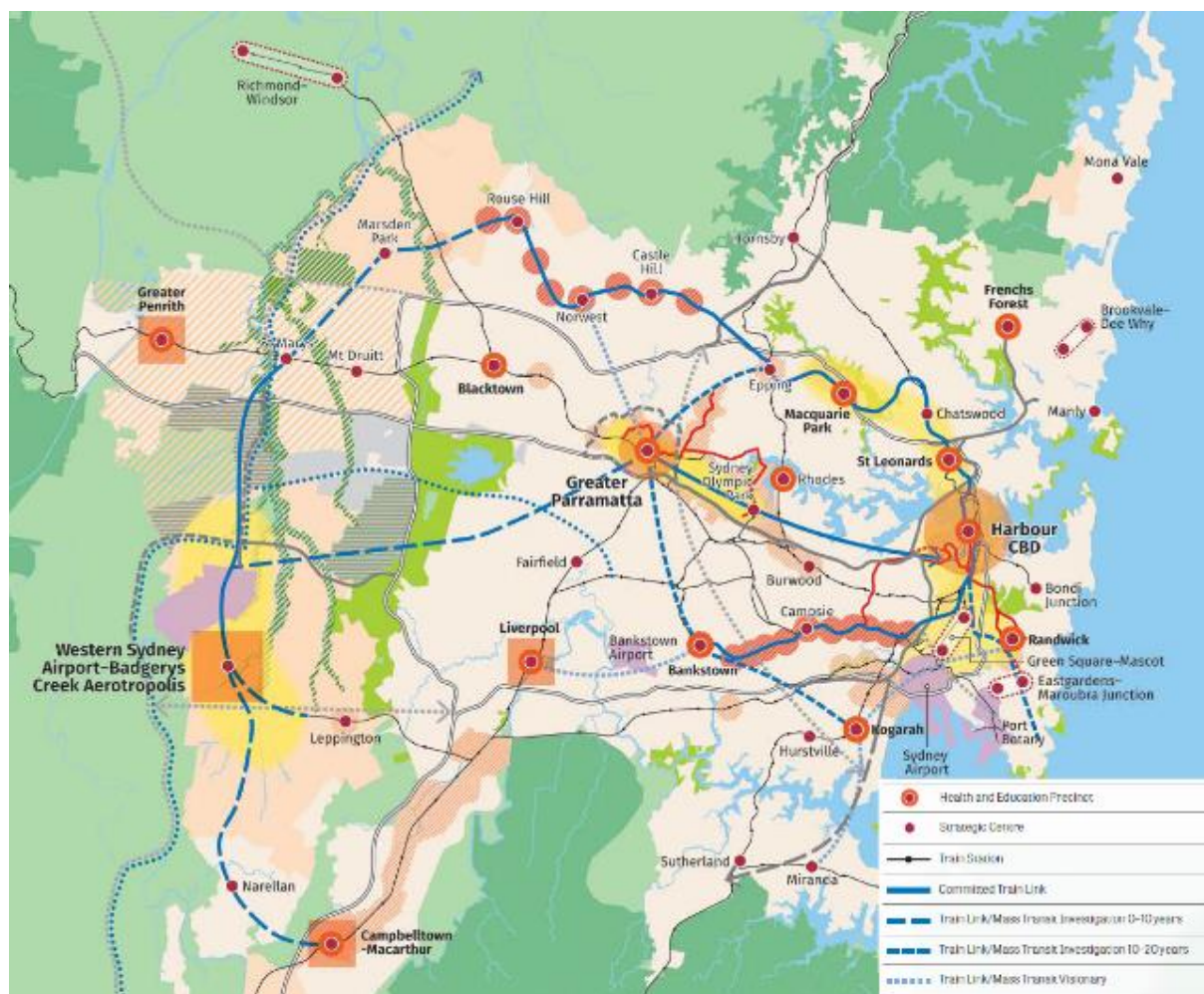
Figure 9 – A Metropolis of Three Cities – The Three Cities



Source: Greater Sydney Commission



Figure 10 – A Metropolis of Three Cities – Structure Plan



Source: GSC

Objectives within the Plan of most relevance to this Planning Proposal include:

- **Objective 21: Internationally competitive health, education, research and innovation precincts,**
  - Strategy 21.1: Develop and implement land use and infrastructure plans for health and education precincts that:
    - create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts
    - have high levels of accessibility
    - attract associated businesses, industries and commercialisation of research; and
    - facilitate housing opportunities for students and workers within 30 minutes of the precinct.
- **Objective 22: Investment and business activity in centres,**
  - Strategy 22.1: Provide access to jobs, goods and services in centres by:
    - attracting significant investment and business activity in strategic centres to provide jobs growth
    - diversifying the range of activities in all centres;
    - creating vibrant, safe places and a quality public realm;
    - focusing on a human-scale public realm and locally accessible open space;
    - balancing the efficient movement of people and goods with supporting the liveability of places on the road network;



- improving the walkability within and to centres;
- completing and improving a safe and connected cycling network to and within centres;
- improving public transport services to all strategic centres;
- conserving and interpreting heritage significance;
- designing parking that can be adapted to future uses;
- providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts; and
- creating the conditions for residential development within strategic centres and within walking distance (up to 10 minutes), but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.

Consistency with the relevant strategic directions has been addressed within **Section 6.3.2.1** of this report.

## 4.2. SOUTH DISTRICT PLAN

The *South District Plan* (SD Plan) was released by the GSC for discussion in November 2016 and finalised in March 2018. The SD Plan is a 20-year plan to manage growth within the South District to achieve the 40-year vision for Greater Sydney as set out in the Greater Sydney Regional Plan – *A Metropolis of Three Cities*. The South District includes the Canterbury-Bankstown, Georges River and Sutherland local government areas.

The SD Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies.

Figure 11 – South District Structure Plan



Source: Greater Sydney Commission

Of particular relevance to this Planning Proposal the SD Plan seeks to support links to tertiary education and research facilities to grow an emerging education and health precinct; facilitate the attraction of office and commercial floor space and allow commercial and retail activities to innovate; activate secondary streets; and enhance the quality of Paul Keating Park.

The site is within both the 'Bankstown health and education precinct' and the 'Bankstown CBD Collaboration Area'. The GSC plans to work with the NSW Department of Planning and Environment, Canterbury– Bankstown Council, Bankstown Airport Limited, State agencies and key stakeholders to deliver strategic transformation.

Health and education are significant contributors to Greater Sydney's economy and were the highest growing job sectors over the 20 years from 1996 to 2016. In the South District, over the same time, health and education recorded a 73 per cent growth in jobs.

Bankstown-Lidcombe is an emerging hub of medical expertise. Growth of the health and education sectors will boost the District's skills base and economic contribution, and increase opportunities for access to high-wage local employment for residents.

### **Planning Priority S2: Working through collaboration**

The Greater Sydney Commission's facilitation role in bringing together various parties with an interest in the District's future and channelling their collective energy into improved planning outcomes, is demonstrated by Collaboration Areas and support for collaborative processes.

Bankstown is identified as a Collaboration Area and WSU has been involved in the Bankstown CBD Collaboration process which focuses on place-based processes including:

- identification and resolution of impediments to deliver the region and district plans;
- strategy drivers: productivity, liveability and sustainability;
- coordinated investment and infrastructure alignment;
- whole-of-government considerations; and
- issue-specific demonstration focus.

### **Planning Priority S8: Bankstown-Lidcombe is identified as an emerging health and education precinct.**

Western Sydney University will establish a world-class teaching and research campus in the Bankstown strategic centre. The University and Canterbury-Bankstown Council have identified a suitable site located between Council's administration building and Bankstown Library and Knowledge Centre. The campus will potentially accommodate up to 10,000 student enrolments.

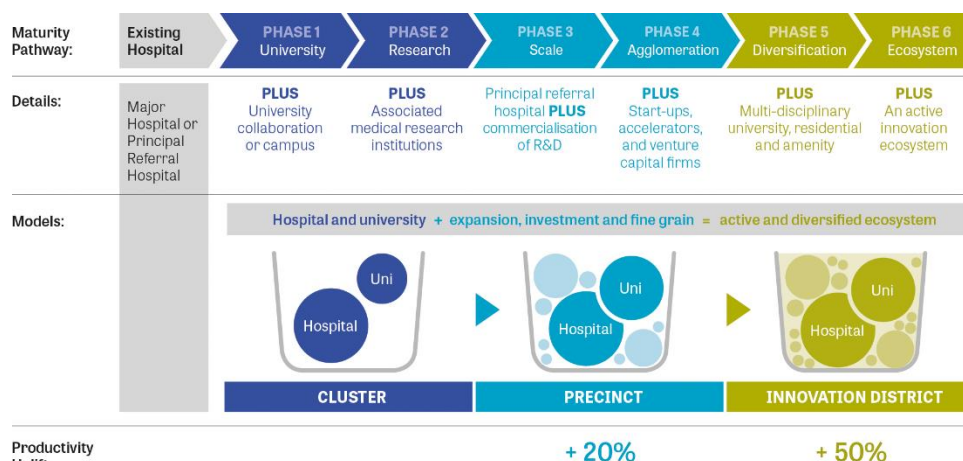
Bankstown-Lidcombe Hospital is located close to Bankstown strategic centre. A range of allied health care providers and services are already located at the centre, as is TAFE Bankstown College.

A health and education precinct will emerge from the co-location of health and education facilities in the centre, as well as improved transport connections from Sydney Metro City & Southwest.

Residents of the District will benefit from improved health care services, particularly in the western part of the District.

Collaborative planning will assist in identifying locations for the key facilities and create opportunities for allied health and education services to locate in the precinct. Providing housing and choice for moderate-income households, students and health visitors are important to support the growth of the precinct, as is improving accessibility and connections from the public transport network.

Figure 12 – Maturation pathway for health and education precincts



Source: Greater Sydney Commission

**Planning Priority S9:** New health and tertiary education facilities such as hospitals and community health centres. These should be located within or directly adjacent to centres, and ideally co-located with supporting transport infrastructure.

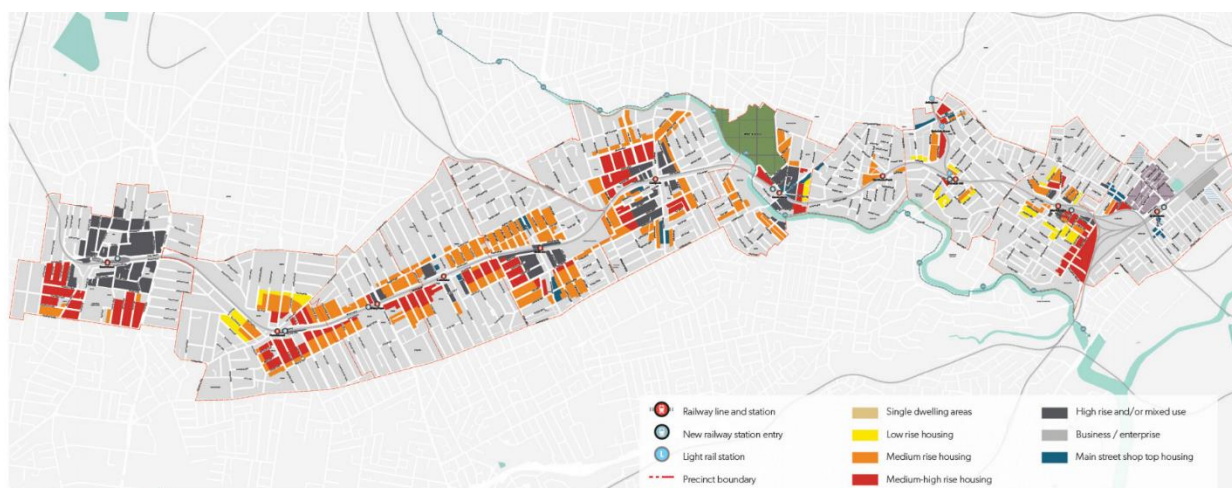
The opening of a Western Sydney University campus, together with the existing TAFE, will introduce a new vibrancy to the centre. This will have an economic flow-on effect, creating opportunities for more local jobs, including knowledge-intensive jobs.

Consistency with the relevant planning priorities has been addressed within **Section 6.3.2.1** of this report.

## 4.3. DRAFT SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR STRATEGY

The Sydenham to Bankstown Corridor identified by the Department of Planning & Environment extends across 11 station precincts and straddles the LGAs of Inner West Council and City of Canterbury-Bankstown (illustrated in **Figure 13**). The Sydenham to Bankstown Urban Renewal Strategy intends to provide a planned approach to growth with infrastructure delivery and development co-ordinated along the corridor.

Figure 13 – Overview Land Use Change Map



Source: Department of Planning and Environment

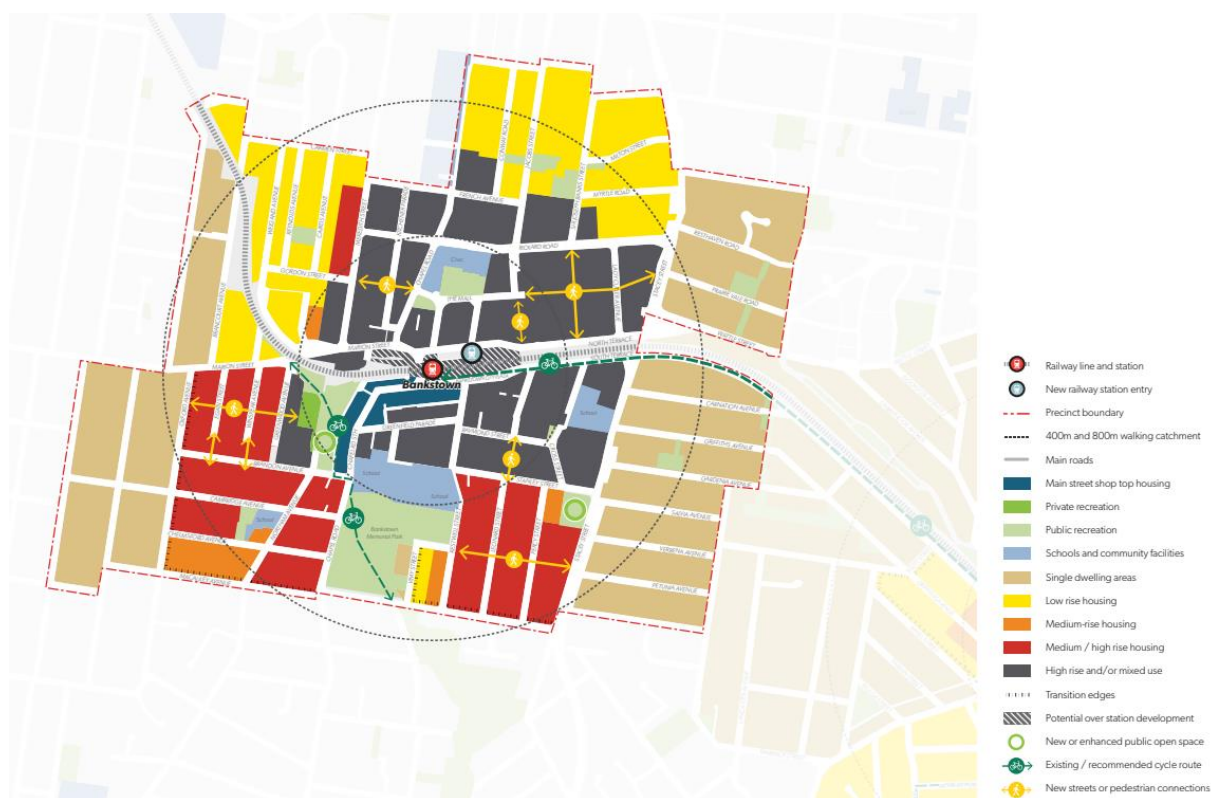
The Corridor was identified as an urban renewal area by the Minister for Planning in 2015, due to the development potential that could arise supported by the proposed upgrade of the train line to a metro line. The initial strategy was exhibited in 2015, followed by a revised strategy in August 2017. Since then, the DPE has been reviewing submissions and revising the strategy in preparation for finalisation.

City of Canterbury - Bankstown Council, Inner West Council and the community raised concerns to the State Government that the Draft Strategy would accelerate dwelling growth ahead of new infrastructure, contrary to the directions set by state and local policies.

In response to this feedback the Department of Planning and Environment have handed back planning for the urban renewal corridor to Council and will undertake to facilitate a high-level, principle based planning strategy for Sydenham to Bankstown in collaboration with both local councils. The strategy is to ensure councils' vision and the community's aspirations will guide the future of their areas. The strategy will provide an overarching framework for further detailed planning.

Within the draft Sydenham to Bankstown Strategy, Bankstown has been identified as one of the centres for delivering more housing, jobs, public spaces, shops and cafes that are within walking distance of railway stations. Building heights are to be increased to accommodate high rise housing and mixed-use developments within 600m of Bankstown Train Station and there is substantial potential to redevelop sites and improve the public spaces at street level. The site is identified as within the Civic area surrounded by high rise and mixed use development (**Figure 14**).

Figure 14 – Bankstown Station Precinct Land Use Plan



Source: Department of Planning and Environment

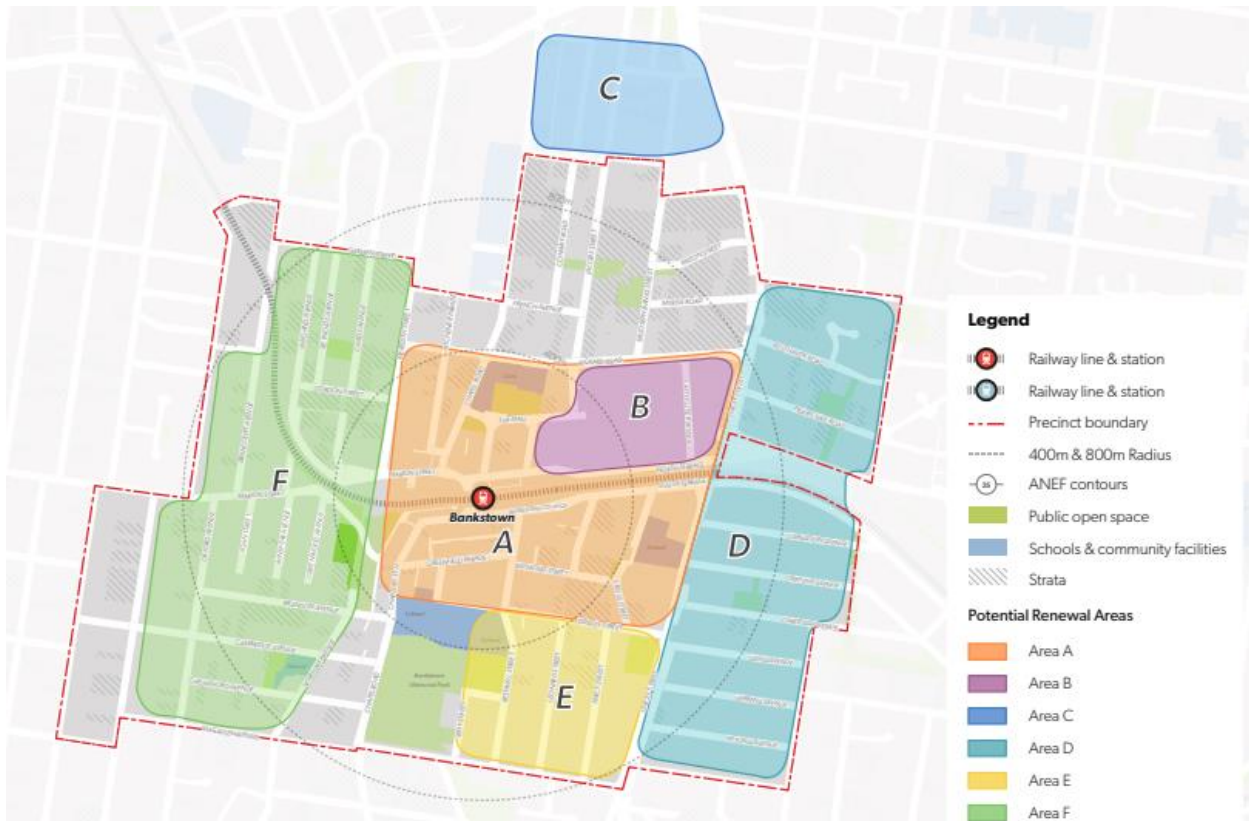
The site although identified as within the school and community facilities is surrounded by areas identified for high rise/ and for mixed use. The proposed tertiary education campus would be classified as both a community facility and a high rise building. The relevant characteristics of the future 'high rise/ or mixed use above 12 storeys' area include:

- Building height starts from 13 storeys and may extend up to 25 storeys;
- Encourage slender buildings with good separation for light and air. Minimise overshadowing of main streets, public open space and visual impacts on single dwelling areas and main streets;
- Promote high quality design through incorporating design excellence processes;
- Where appropriate, incorporate active street edges and commercial uses for employment opportunities; and
- Maximum height of 25 for over-station development and the area immediately north of the railway station, including sites along The Appian Way, Fetherstone Street and the south-western quarter of the Bankstown Central shopping centre.



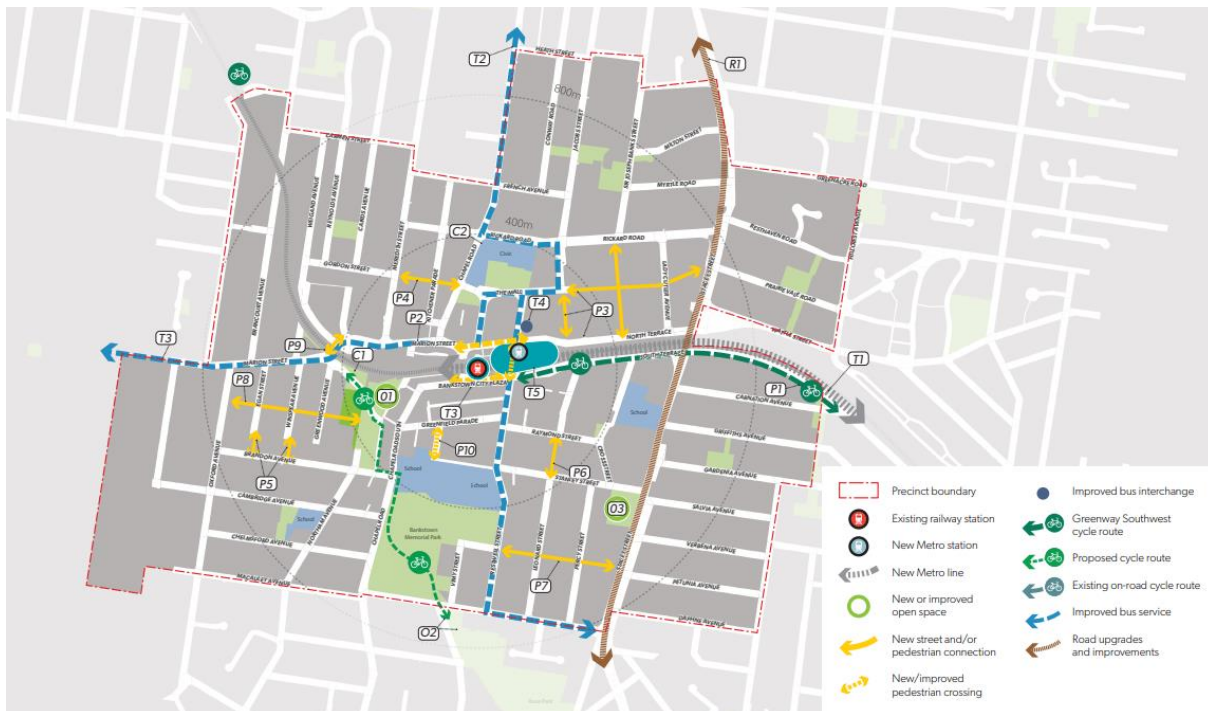
The site is identified as within Potential Renewal Area A (**Figure 15**) which is proposed to “retain the existing mixed use in the centre, while allowing increased building heights to reinforce the role of Bankstown as a Strategic Centre, subject to the resolution of the airport Obstacle Limitation Surface constraint.”

Figure 15 – Potential Renewal Areas



Source: Department of Planning and Environment

Figure 16 – Infrastructure Provision and Upgrade



Source: Department of Planning and Environment

The strategy identifies future infrastructure upgrades (**Figure 16**) including:

- Improved bus routes along the sites front to Rickard Road;
- Streetscape works to improve pedestrian amenity, accessibility and safety around the precinct, including improved pedestrian routes through large land holdings such as Bankstown Central;
- New public plazas and through site links constructed in partnership with private development continues established urban language of arcades and lanes;
- The existing Bankstown Line between Bankstown and Sydenham will be upgraded and converted to metro standards, increasing services from eight an hour in the peak to 15 new metro trains every hour with real time information at metro stations and on board trains;
- New shared bicycle and pedestrian path along the existing rail corridor between Bankstown and Sydenham stations to enhance local movement across the Corridor, particularly for those people both living and working within the corridor. It would encourage short trips to be made by non-motorised modes instead of private vehicles; and
- Upgrade/expand Bankstown Library and Knowledge Centre to meet future needs.

## 4.4. BANKSTOWN CBD LOCAL AREA PLAN

In September 2011, Council adopted the Bankstown CBD Local Area Plan (Local Area Plan) to transform the Bankstown CBD into the 'City for the City', a major activity and transport hub that services the City of Bankstown and the wider West Central Subregion.

The site is located within the Northern CBD Core (**Figure 17**) described in the Local Area Plan as:

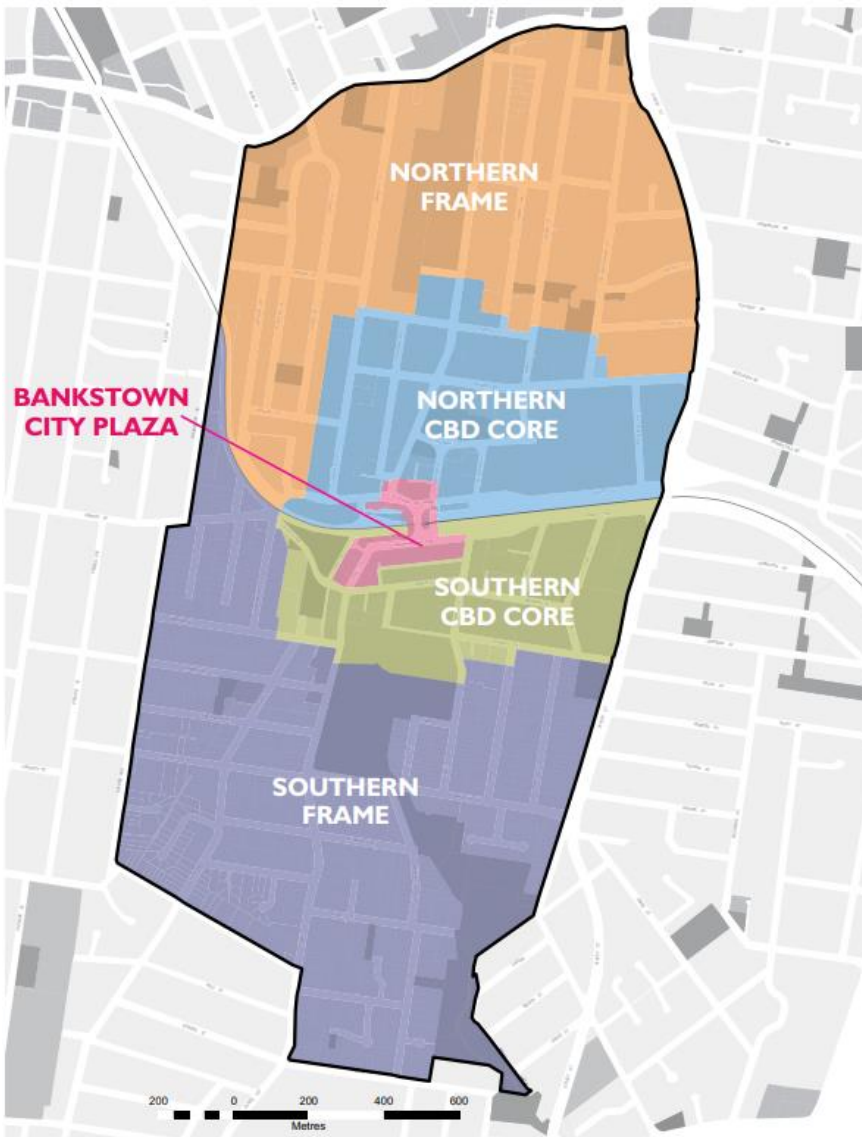
*"This precinct is located to the immediate north of the railway line. The railway station is the principal entry point to the CBD Core, followed by Chapel Road (north) and Rickard Road (east).*

*The Civic Precinct and Paul Keating Park form the central focus, and the established character is distinctly commercial due to a concentration of major civic, office and retail buildings (namely Bankstown City Council, Bankstown Court House, Bankstown Police Area Command, Compass Centre and Bankstown Centro, which is a regional shopping centre).*

*This precinct is highly accessible to the railway station and bus interchange, and as a result, this precinct is also characterised by taller buildings and higher densities compared to the other precincts."*

Consistency with the relevant strategic directions has been addressed within **Section 6.3.2.2** of this report.

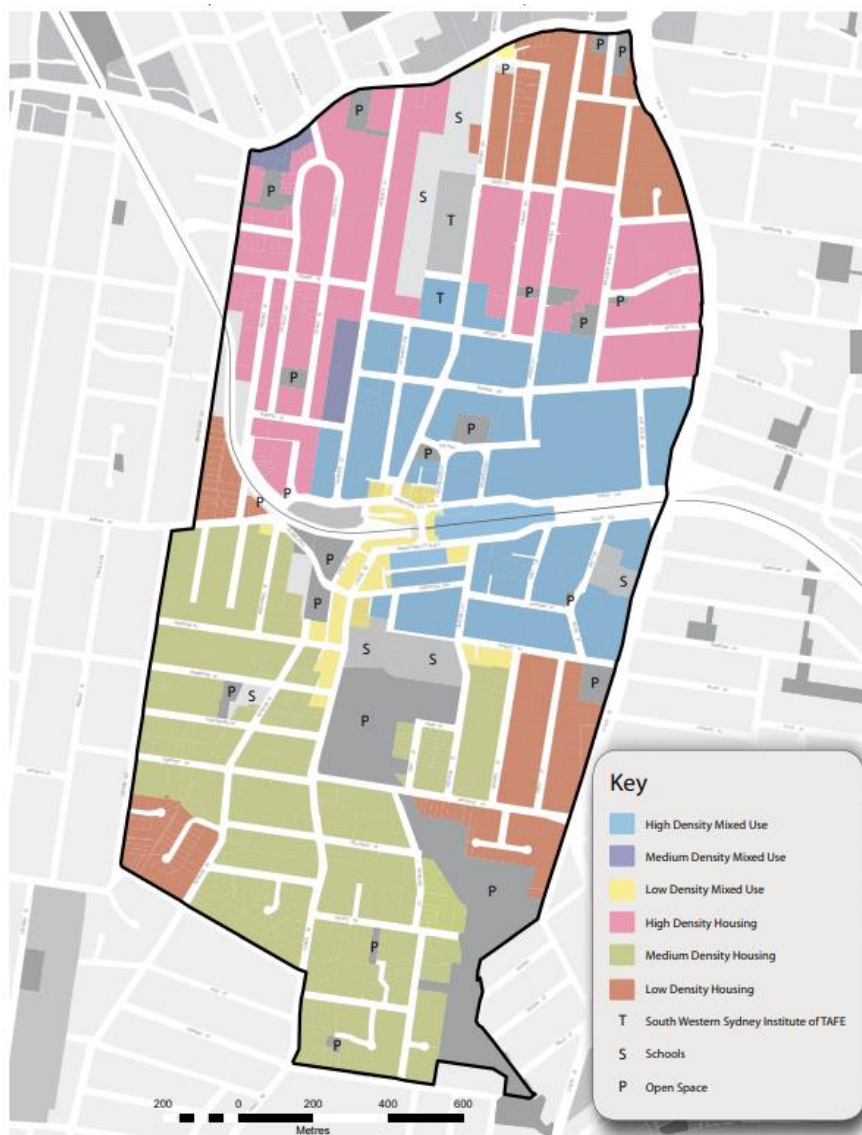
Figure 17 – Precincts - Local Area Plan



Source: Former Bankstown City Council

The site is identified on the density distribution map (illustrated in **Figure 18**) as High Density Mixed Use.

Figure 18 – Density Distribution - Local Area Plan



Source: Former Bankstown City Council

This planning proposal is consistent with the actions of the Bankstown CBD Local Area Plan, namely the following actions:

### Action L2: Lead the way with better standards of building design.

Action L2 aims to achieve well-designed mixed use and residential development that makes the most of the location and provides interesting active street frontages. This is vital to distinguish the Bankstown CBD from other strategic centres and strengthen the liveability of the centre.

Well-designed mixed use development will help to attract corporate firms who seek buildings with contemporary facades, good quality finishes and excellent energy efficiency ratings as part of their corporate image.

Action L2 recommends preparing more detailed design controls for key strategic sites, which would make the Bankstown CBD a model of sustainable renewal and redevelopment. The key sites (for reasons including location, lot size and building age) include the Civic Precinct (Rickard Road) within which the site falls.

The Local Area Plan states that during the redevelopment of identified key sites, built form should enhance the pedestrian environment by adding positive and active street frontages, practical mid-block connections and passive surveillance. Controls should also look to customise the heights and setbacks to achieve practical building envelopes, and promote opportunities for landmark buildings and A-Grade office space.



#### **Action L4: Establish Sydney's best local Civic Precinct.**

The site is at a core location within the Civic Precinct, with interfaces to the Paul Keating Park, Bankstown Library and Civic Tower.

Action L4 promotes the development of the Civic Precinct as the primary location for local civic and administration services in the City of Bankstown.

This action identifies the need to better integrate Council's administrative office with Council's other citywide facilities in the Civic Precinct (namely the Council Chambers, Library and Knowledge Centre, and Paul Keating Park).

This planning proposal is consistent with Action L4 as it responds to the City's needs. It offers a unique opportunity to significantly reshape and add to the ongoing revitalisation of the Bankstown CBD, particularly in terms of completing the integration of Council's citywide facilities within the Civic Precinct.

#### **Action I1: Plan for Additional Job Growth in the CBD Core.**

This action aims to sustainably transform the Bankstown CBD by concentrating the 4,000 jobs target in the CBD Core. This is the preferred location as most residents in the City of Bankstown and the wider West Central Subregion can comfortably travel to the CBD Core within 30 minutes by public transport (i.e. rail and regional bus routes).

The CBD Core is becoming an active mixed use centre. The number of A-Grade buildings is increasing, which is a positive factor, although this is usually attached to residential development.

This follows Council's DCP amendment to require non-residential development on the lower floors, which is found to bring shops and small commercial offices to serve community needs. The employment trends indicate the Bankstown CBD will continue to emerge as a major employment precinct in the West Central Subregion, with job creation likely to occur in the retail, commercial, dining, entertainment, recreation, creative industries and education sectors.

The site is identified as a location where it is essential to retain the ground and first floors as commercial and retail floor space to create active street frontages.

#### **Action I2: Strengthen the image and amenity of the Bankstown CBD.**

This action aims to position the Bankstown CBD for the next wave of business investment. Council is aiming to strengthen the market attractiveness of the CBD Core and Bankstown City Plaza with an ongoing program of public domain and main street improvements, which include footpath widening, new street trees, better street lighting, new street furniture, murals and public art.

#### **Action G10 lead the Way with Environmentally Sustainable Design.**

Environmentally sustainable design is an approach that considers each building project from the initial planning stage to eventual decommissioning. There are five fundamental principles of environmentally sustainable design: orientation and structure design efficiency, energy efficiency, water efficiency, materials efficiency and indoor air quality. Improving building designs can save energy, water and money, while creating a more enjoyable and comfortable place to work and live.

The redevelopment of the Civic Precinct will provide the opportunity for a significant 'best practice' project to demonstrate concepts such as water reuse. The public domain works will also incorporate environmentally sustainable design; such as water sensitive landscaping works.

#### **Action G11: Improve the Stormwater Run-off Capacity within the Bankstown CBD**

Parts of the Bankstown CBD are subject to localised stormwater flooding, generally in association with the Stacey Street canal and the Salt Pan Creek canal. The affected areas include sections of Stacey Street, Cross Street, West Terrace, The Appian Way and parks. To upgrade the existing stormwater system and minimise the potential flood impact on properties, Council's priority will focus on requesting Sydney Water to upgrade the Stacey Street canal and investigate ways to upgrade the canal along The Appian Way.

#### **Action C7: Implement the Bankstown CBD Car Parking Strategy**

At present, the off-street car parking supply in the CBD Core is around 5,000 spaces on private land and 2,000 spaces in Council car parks. Most Council car parks are located on the Ring Road to minimise the

amount of traffic entering and congesting the local road network. At the same time, the Ring Road enables a high proportion of through traffic to bypass the CBD Core.

The Ring Road generally frames the CBD Core and comprises Rickard Road and Meredith Street to the north, Greenwood Avenue and Brandon Avenue to the west, and Macauley Avenue to the south. Stacey Street forms the eastern edge of the Ring Road. In March 2009, Council adopted the Bankstown CBD Car Parking Strategy to better manage the public car parking supply in the CBD Core based on future residential and employment growth. The recommendations reinforce the policy position of locating the Council car parks on the Ring Road, and to dispose of certain other car parks for reasons of location and/or building age.

## 5. INTENDED DEVELOPMENT OUTCOME

This Planning Proposal seeks to facilitate the redevelopment of the subject site to accommodate a world class university campus within the Bankstown CDB that successfully integrates with the surrounding land uses whilst activating the adjoining public domain of Paul Keating Park.

### 5.1. ACADEMIC PROGRAM

The academic program proposed for the Bankstown City Campus will reflect the programs and disciplines currently offered at Milperra Campus, broadened by the inclusion of specialisations that support and reflect the defining characteristic of Canterbury-Bankstown. The education and research programs to be established at the Bankstown City Campus will be focused around three core themes. These themes are:

- Health, Aging and Healthy Living;
- Advances Manufacturing with an SME focus; and
- Education.

The emphasis on working in partnership will be exemplified by multi-disciplinary curriculum, integrated research and teaching, teaching and research practised in collaboration with industry, the community and the university's Government and NGO partners.

Programs will include offerings in teacher education, psychology, arts and humanities, business (with focus on SME's), accounting, IT and non-clinical health areas. Post-graduate courses will be offered in teacher education, arts, humanities, non-clinical nursing and ICT. Higher degree by research students associated with the schools and research themes will be co-located in the campus.

In addition to core programs the University College will also be integrated into the Bankstown City campus. It is anticipated that academic and professional staff of the Schools of Social Sciences and Psychology, Education, Humanities and Communication Arts and the College will be located in the new campus.

Further work is to be done collaboratively between the University and local community to develop programs and ensure the new Bankstown City Campus is adaptable to the changing needs of the community.

Load capacity for the University space in the building, based on a timetable of 8am to 10pm Monday to Friday, is estimated to service 10,000 students, with 2,000 on campus at any one time.

Operations and staffing will include 230 permanent academic staff and there will be extensive hot desking opportunities for casual and visiting staff and partners (130). It is intended that a number of industry partners will be integrated through the University's spaces.

#### 5.1.1. WSU Space Requirements

WSU space requirements to facilitate the function of the campus, including floor plate size and configuration, internal circulation requirements and outdoor learning spaces:

- Flexible and adaptable Campus that supports delivery of a variety of University programs, tailored to the needs of the student catchment;
- Academic programs that entail a multi-disciplinary curriculum, aligned with key research themes, and partnership opportunities;
- Accommodation for relocated and new facilities;
- Encompassing diploma, undergraduate degree, post graduate coursework and post graduate research offerings;
- Supporting commencing Student and Staff numbers and future growth.

## 5.2. CONCEPT DESIGN

The urban design principles and design rationale supporting the Planning Proposal have been developed through the preparation of a concept scheme by Lyons Architecture (**Appendix A**).

The WSU Bankstown City Campus, entailing a stand-alone vertical campus including space for industry partnerships and future expansion of the academic programs offered, will feature adaptable, flexible and reconfigurable spaces, with a minimum of specialised facilities to support the delivery of a variety of university programs.

Key aspects of the proposal include:

- Active ground level interfaces addressing Appian Way, Paul Keating Park, Bankstown Library and Knowledge Centre and Rickard Road in the form of:
  - A highly connected and permeable ground level pedestrian environment;
  - Opportunities for retail spaces supporting the future 'Eat Street' of Appian Way;
  - Flexible spaces to showcase industry partnerships and innovations; and
  - Carefully considered vehicular servicing and entrance points to the basement.
- Formal academic spaces to support a multi-discipline curriculum, aligned with key research themes and partnership opportunities.
- Informal learning spaces including a variety of different sized rooms for group study, peer-to-peer interactions, study booths, projects rooms and indoor outdoor learning areas.
- Workplace spaces for faculty staff including activity based workplace (hot desks, open plan project spaces, meeting rooms and quiet booths);
- Enterprise spaces collocated and integrated into teaching spaces; and
- Public domain works.

A Concept Design has been prepared by Lyons Architecture and relevant extracts are shown below in Figures 3 – 8. This Concept Design will form the basis for the detailed design solution for the proposal.

The Concept Design has a gross floor area (GFA) of approximately 29,268sqm and a nett lettable area (NLA) of 26,270sqm. The Concept Design consists of:

- Basement carpark including 3 loading spaces, 94 car parking spaces and 86 bicycle parking spaces along with associated 'End of Trip Facilities'.
- Ground floor servicing including four '15 minute drop off' parking bays on Appian Way plus two Small Rigid Vehicle loading zone bays on Rickard Road.
- Ground floor retail/ engagement spaces to activate street frontages and a pedestrian through site link linking Rickard Road, Paul Keating Park and Appian Way. The ground floor is envisaged as being an environment which invites the general public in and through the building increasing the permeability of the space.
- A ground floor tiered multipurpose space at the junction of Paul Keating Park and the Bankstown Library and Knowledge Centre is proposed. This space will be framed with floor to ceiling glazing to allow the general public to view events and sessions held. This space will be available as a function space and will showcase the universities achievements.
- A side lift core will provide workable floor plates and give flexibility to the internal configuration.
- Core shafts provide natural sunlight through to the centre of large floor plates, as well as provide a visual connection between levels.
- Landscaped podium roof tops provide active social spaces for students, staff and visitors to interact.
- Industry partnership spaces, both integrated through the campus and also grouped on the upper four floors.
- A large leasable event space on the upper most floor will make the most of the expansive views.

## 5.3. DESIGN CONSIDERATIONS

### 5.3.1. Urban Design Principles

The proposed development of the site and development of the Concept Design is based on Urban Design principles that have been established with input from officers of the Canterbury - Bankstown Council and consultation with the NSW Government Architects Office and the State Development Review Panel. These principles aim to ensure that the development on the site works cohesively with the surrounding urban context.

#### 5.3.1.1. Building Size and Typology

The size of the proposed building envelope and concept building has been considered in relation to the current and future context of the site.

Feedback from Council, GANSW and the SDRA was that the building form should reflect the typology of a vertical university campus as opposed to a commercial office building. This has been achieved via an architecturally distinct built form which was developed through three dimensional studies of a range of design options. The resultant built form results in synchronous minimisation of visual bulk, and maximisation of solar access to Paul Keating Park and the Appian Way alignment, whilst providing the vertical campus facilities required for a university campus.

Figure 19 – LEP built form comparison illustrates the LEP built form and the concept design built form in the context of surrounding development. The greatly increased height and FSR of the concept design is disguised by the sculptural form, horizontal articulation and response to adjoining building forms.

Figure 19 – LEP built form comparison

#### Current LEP Model

Total Council GFA: 16,550sqm  
Total NLA: Approx. 15,150sqm  
Total FECA: Approx. 20,270sqm  
FSR: 4.5

Height: Approx. 53m



#### BCCD Proposal

Total Council GFA: 29,120sqm  
Total NLA: 26,200sqm  
Total FECA: 42,140sqm  
FSR: 7.9

Height: Approx. 83m



Source: Lyons Architecture

#### 5.3.1.2. Relationship with Adjoining Buildings

Develop a scalar relationship to adjoining civic buildings. The lower building form to be in synergy with the form of the adjoining Library and Knowledge Centre, and the mid building form in alignment with Civic tower/ Bankstown Council building.

#### 5.3.1.3. Alignment of Appian Way

An open view corridor along the Appian Way is maintained to provide a visual connection of this important street through the Bankstown CBD.

The landscape strategy along the Appian Way is to clearly define pedestrian movement, create a progression of useable and public green and social spaces from north to south along the axis of Appian Way, integrate vehicular drop off into a shared street environment that is paved with high quality materials and slow the flow of stormwater with deep pockets of landscape. The careful combination of these principles



helps to define the intended uses of the Appian Way along its extent and ensure it is well connected to transport links, public amenities and the broader urban context.

Larger areas of lawn to the north and south create inviting point of entry, capture the lunch time sun and offer a meeting point conveniently located adjacent to retail spaces that spill out into the Appian Way. The extent is bound by several large deciduous shade trees and large areas of dense under planting which aim to capture, and filter site run off and offer more intimate zones for respite as a counter pint to the busy lawns and pedestrian spine.

Trees are positioned to the east of the building basement to take advantage of a deep soil zone and are aligned to create and strengthen a tree lined boulevard further defining intimate spaces seating zones and a shared street environment for occasional traffic and drop off. Seating is intended to create vibrant social zones that allow for students and the public to simply sit and watch the events of the day. Their orientation will ensure there is a seat for every purpose.

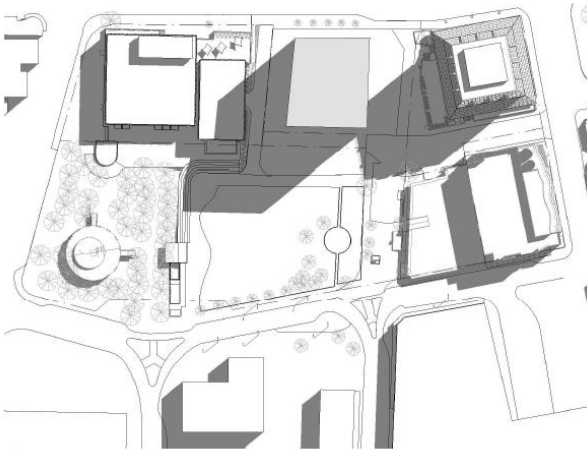
#### **5.3.1.4. Solar Access to Adjoining Public Spaces**

The process of developing the proposed building form included extensive review and comparison of the shadow impacts of different building form options. This process has ensured that the proposed built form optimises solar access to Paul Keating Park and Appian Way throughout the year.

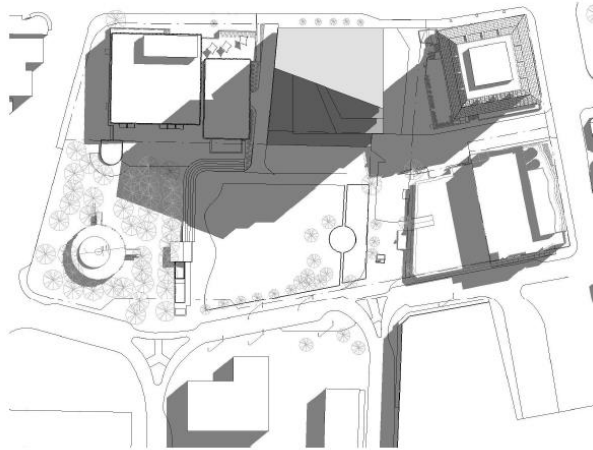
As a point of comparison, shadow study diagrams have been prepared to illustrate the shadows cast by an LEP compliant development on the site (i.e, maximum height of 53m and FSR of 4.5, centred on the site). Diagrams showing these studies side by side, for hourly intervals on the Equinox and Winter Solstice, are shown in the Design Report at Appendix B and with the 10am, 1pm and 4pm times shown below.

Figure 20 – Equinox Shadow Comparison

**Current LEP Model**

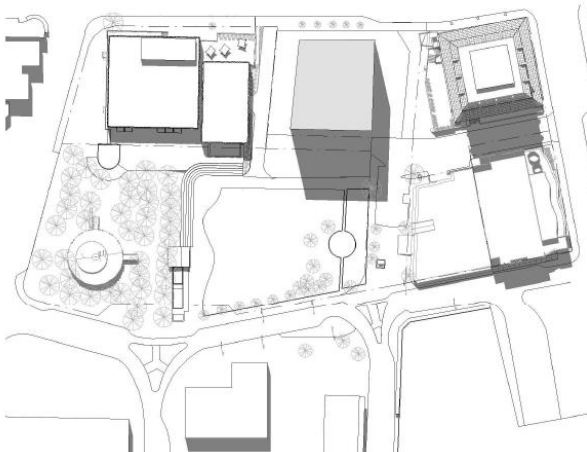


**BCCD Proposal**

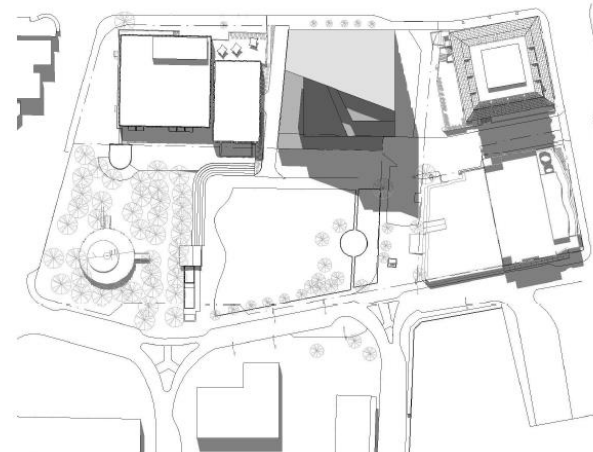


Picture 1 – Equinox 10am

**Current LEP Model**

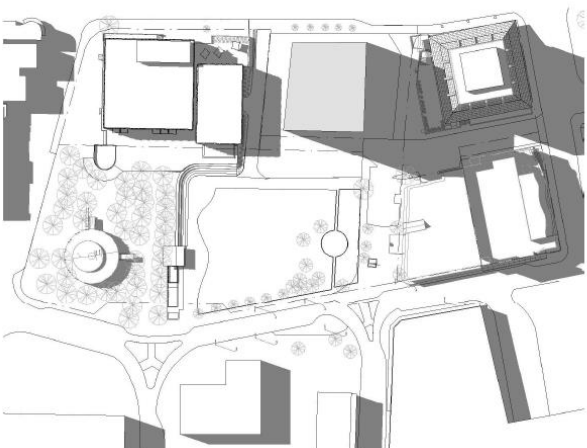


**BCCD Proposal**

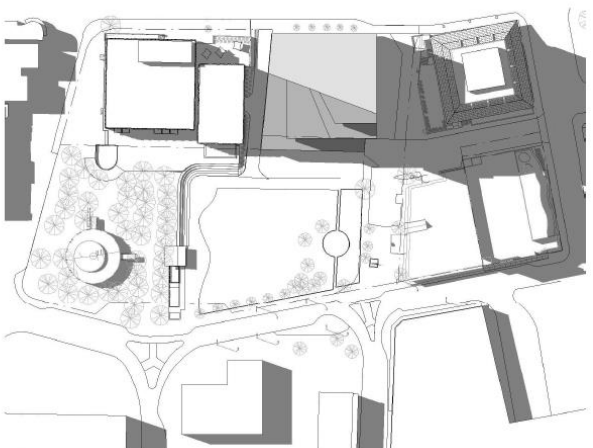


Picture 2 – Equinox 1pm

**Current LEP Model**



**BCCD Proposal**

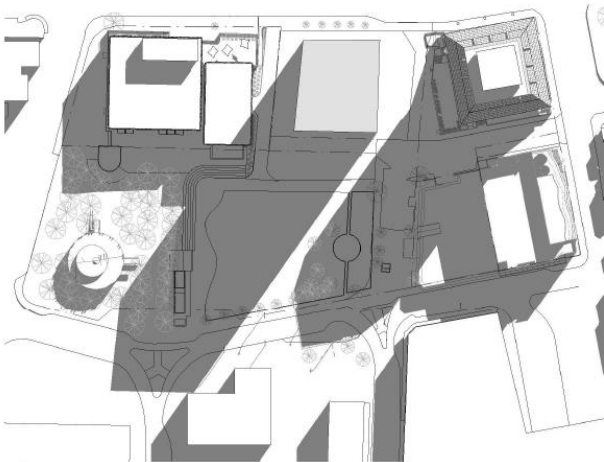


Source: Lyons Architecture

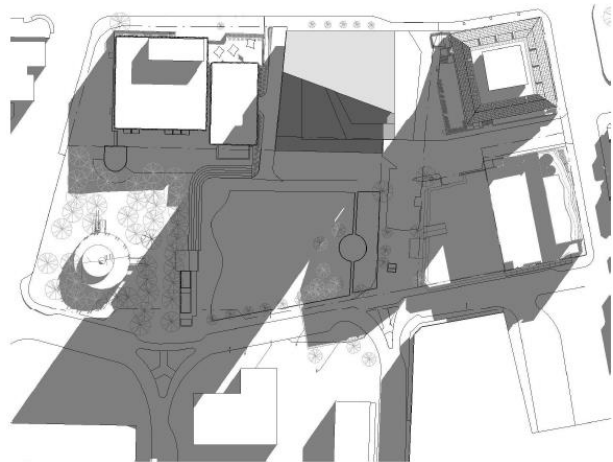
At the equinox the proposal results in a minor increase in overshadowing of Paul Keating Park and Appian Way.

Figure 21 – Winter Solstice Shadow Comparison

**Current LEP Model**

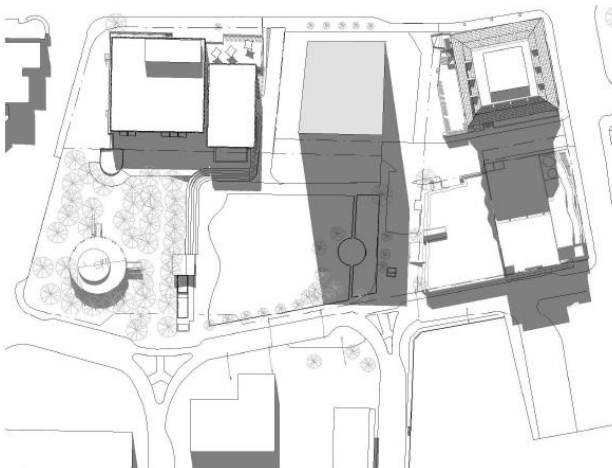


**BCCD Proposal**

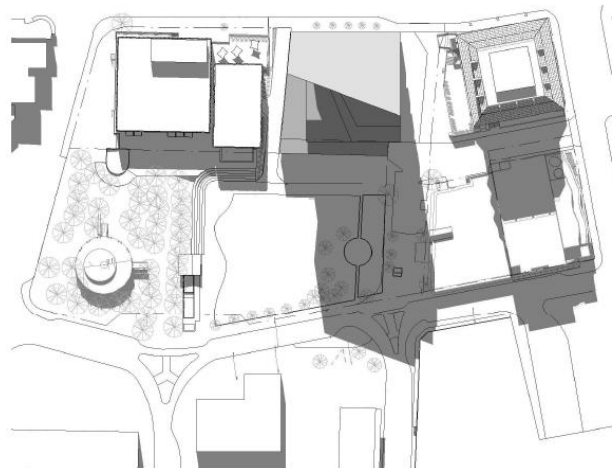


Picture 4 – Winter Solstice 10am

**Current LEP Model**

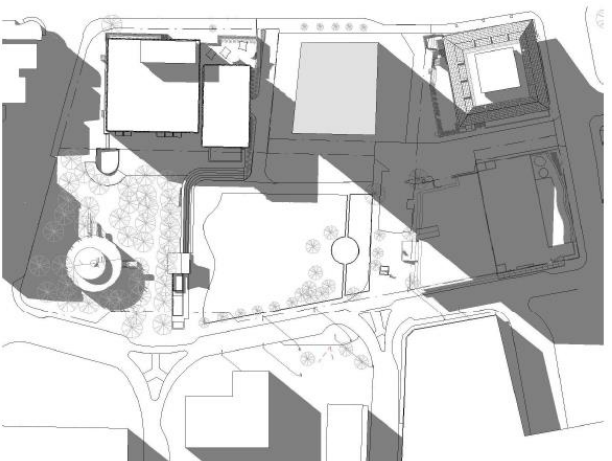


**BCCD Proposal**

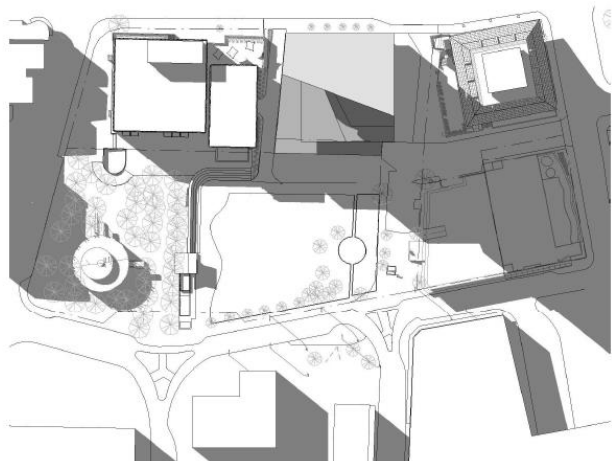


Picture 5 – Winter Solstice 1pm

**Current LEP Model**



**BCCD Proposal**



Source: Lyons Architecture

At the winter solstice proposal results in a minor increase in overshadowing of Paul Keating Park and Appian Way when compared to the LEP compliant scheme.

Further comparison of the LEP envelope and proposed built form envelope overshadowing of Paul Keating Park and Appian Way is contained within the Design Report at **Appendix B**

The building envelope generated to support the Planning Proposal has been revised in response to feedback received from Council in relation to the overshadowing impacts on Paul Keating park and Appian Way. When considered against benchmarks used in other localities, such as the City of Sydney for the Green Square Town Centre, where there are controls on the minimum 2-3 hours of solar access to 50% of public open spaces during mid-winter (21 June), the additional overshadowing as a result of the building envelope concept is considered acceptable.

These diagrams demonstrate that although the building is considerably larger than the LEP compliant form, the shadows are comparable. Further, the proposed building form maintains direct sun access to a diversity of public activity zones across Paul Keating Park and the Appian Way throughout the year.

#### **5.3.1.5. External Landscaped spaces**

The provision of new external landscape spaces was seen as an integral component of the vertical campus to sustain the university users. As identified in **Figure 22** below, a series of generous landscape terraces and balconies are equitably distributed throughout the built form, orientated west and south west towards Paul Keating Park to take advantage of the view over the open space and showcasing the activity of the University to the public.

Figure 22 – External landscaped spaces



Source: Lyons Architecture

Large terraces on Level 3, 7, 13 and 16 service the adjoining facilities on those floors and provide destinations or recognisable points of orientation within a vertical campus. The large student terrace on level 3 is cleverly connected by an external stair to the Park and major pedestrian flows arriving from the southern train station via Appian Way. The connected stair and terrace allow for social exchange and movement from the public realm to the heart of the campus building.

The terraces orientation and alignment ensure the spaces receives ample sunlight and varying degrees of shade from the building throughout the day and student year. All terraces aim to embed students and researchers in landscape, creating welcoming, sheltered and well considered external spaces, that ensure landscape is given ample space to grow and flourish well into the future. Each terrace aims to provide a



mixture of flexible and well-connected meeting places, playful yet quiet learning spaces for the individual and large yet inviting groups throughout the seasons.

#### **5.3.1.6. Active Ground Level**

A variety of active ground level interfaces will address Appian Way, Paul Keating Park, Library roadway and Rickard Road:

- Highly connected Ground level pedestrian environment;
- Retail spaces supporting The Appian Way Eat Street;
- Showcasing industry and innovations; and
- Consideration of vehicle servicing and entrance points.

The design concept for the site and ground level layout has been developed in response to several functional and spatial objectives:

- Negotiation of level changes across the site, from a high point at the North West corner to a low point at the South West corner, ensuring that the changes in ground level integrate with the building foyer spaces, and providing seamless equitable access for all users.
- Management of flood water levels across and around the site, including establishment of the building floor level and entry points, and careful design of the landscape treatments around the building to ensure that the potential flood water doesn't impact on other properties.
- Creating active and occupied frontages at ground level, in alignment with the Bankstown Development Control Plan 2015 for Rickard Road, and engaging with the current understanding of Council's intentions for the future streetscape along Appian Way, and extending also to the interface with the Park.
- Maintaining shared use of the Appian Way for vehicles and pedestrians, and additionally responding to the Council's objective that it provides a clear pedestrian link between Rickard Road and The Mall, on the southern side of Paul Keating Park.
- Minimising the impact of building's operational and servicing areas on the ground level frontages by incorporating Loading and Waste collection access into the Basement and proposing that the Substation be located at Basement level also, subject to Authority approval.
- These facilities are positioned on the western side of the site, utilising the existing Library service road on the adjacent Council property.

These needs have informed the design concept of creating a porous building at the ground and lower levels, that draws both landscape and pedestrians into and through the building. Key entry points are provided at the centre of the Rickard Road and Paul Keating Park frontages, connected by an internal 'University Street' and escalator route to high student use spaces above. A Foyer space to Appian Way provides easy access from visitor drop off cars bays to the internal street and the side Lift Core. The corners of the Ground level are formed by Retail spaces, and a tiered multi-purpose space, providing settings for visual and active engagement between the University and public community

#### **5.3.1.7. Flexible and Adaptable Spaces**

The proposal will provide a flexible and adaptable Campus that supports delivery of a variety of University programs, tailored to the needs of the student catchment and supporting commencing student and staff numbers and future growth.

### **5.3.2. Built Form Principles**

#### **5.3.2.1. Height**

The proposed height of the building has been derived from several design constraints and objectives. These are:

- Determination of Ground Floor levels in relation to the 1:100 year flood level at the site. The existing ground plane and potential flood levels vary across the site, and freeboard above the flood levels are subject to confirmation with the relevant authorities;
- Alignment of the building form with the parapet of the adjacent Knowledge Hub and Theatre building;



- Relationship of the building form with the adjacent Civic Tower building;
- Flight path height restrictions, including the PAN-OPS and Obstacle Limitation Surfaces (OLS) heights as defined by approved plans for Bankstown and Sydney Airports;
- Floor to floor heights appropriate for the proposed spaces within the building, including the teaching space typologies that the University intends to use; and
- The services and structural height requirements and clearances associated with the Base Building design solution.

The proposed height of the building is 83.05m above the lowest level of the site. The peak of the roof has a proposed RL106.780 AHD. This height aligns with the heights proposed and approved for the Compass site.

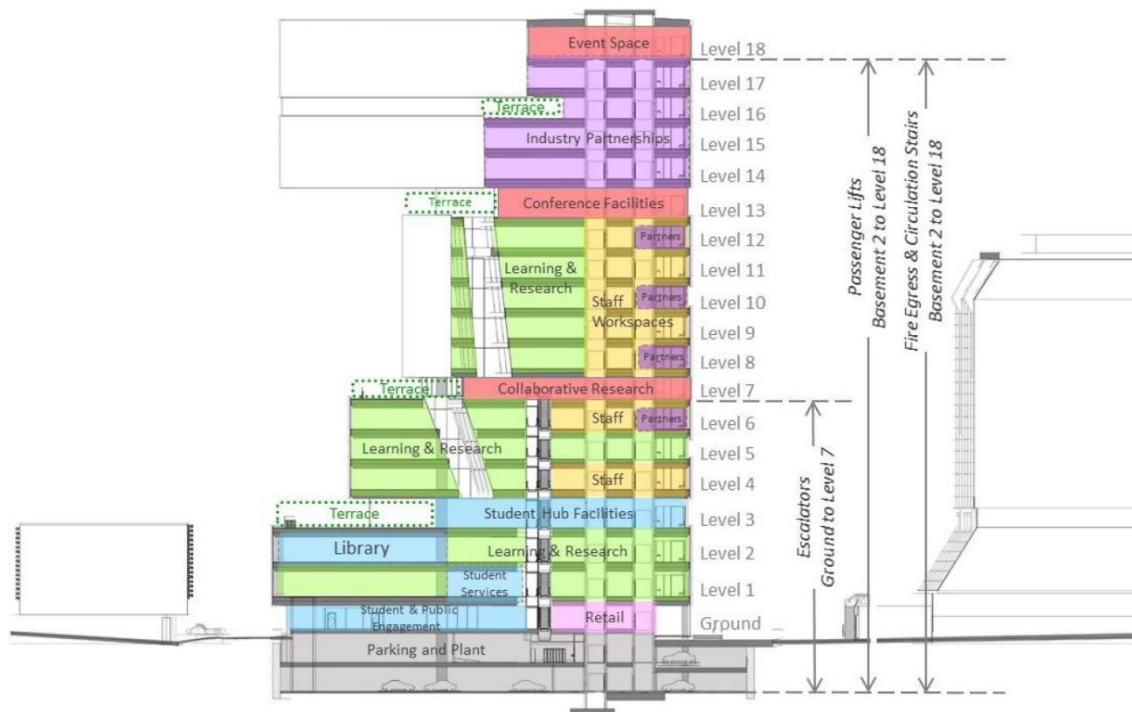
### 5.3.2.2. Vertical Campus

In order for the built form to support a Vertical Campus environment, key connection and activation infrastructure has been incorporated into the base building including:

- Escalators are proposed up to Level 7, plus open communication stairs on the Park side;
- Lifts and fire egress stairs;
- To provide further connection across levels, a series of multi-level voids are inserted, providing visual links and increased opportunities for access to daylight and natural ventilation; and
- The steps in the form create a series of terraces, providing breakout space and access to outdoor amenity, complementing the shared use destinations on these levels.

These infrastructure elements will ensure that fitout can provide the diversity of a campus in a vertical setting, enhancing the serendipitous encounters that foster a student centred academic community. The ongoing design of the Base Building will also address long term Campus flexibility, and the capability to respond to changing educational needs, through considered coordination of the building services and structural design of the building.

Figure 23 – Section Diagram Indicative Vertical Campus Functional Zones



Source: Lyons Architecture

### 5.3.2.3. Traffic and Parking

Vehicular access to the site is available via the existing access driveway (referred to as Library Road) off Rickard Road to the west of the site or via Appian Way to the east of the site.

The Library road access way is currently used to access the Bankstown Library and Knowledge Hub underground car park and occasionally to provide access to Paul Keating Park for events. Appian Way currently provides access to the Bankstown Civic Tower car park and the at grade Council car park on the site.

Maintaining an appropriate level of access to the adjoining developments and ensuring vehicular - pedestrian conflict is minimised is a key design consideration for the development.

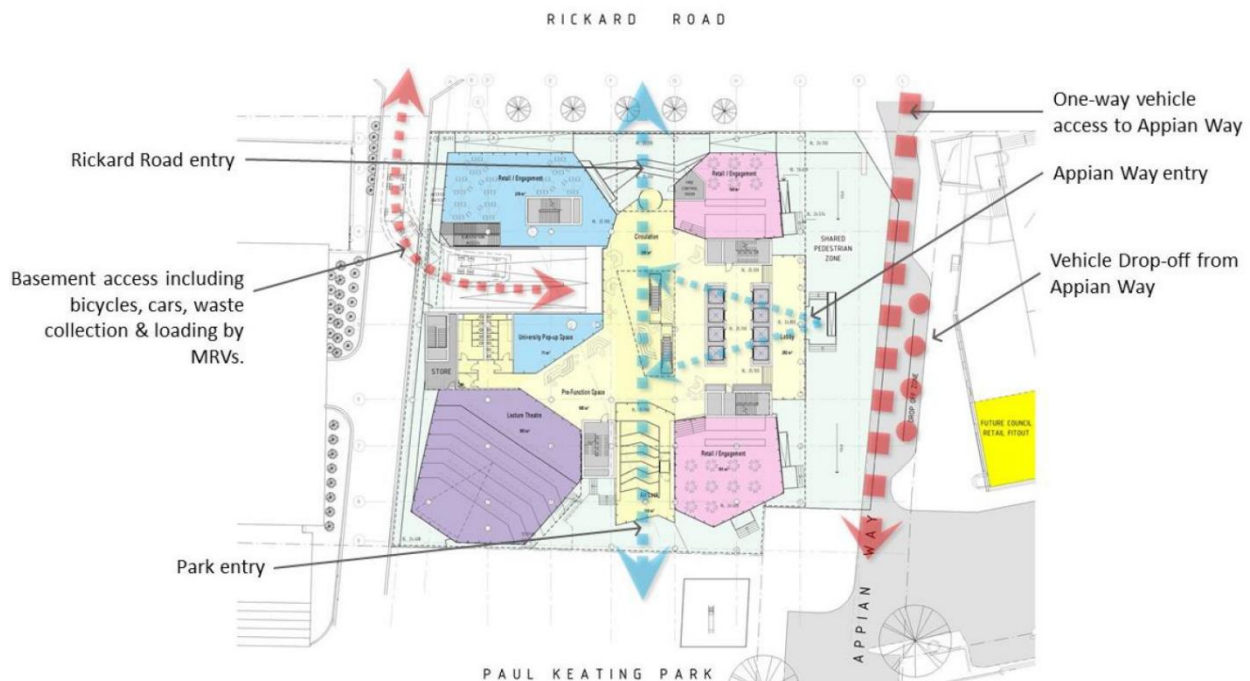
The Library Road access driveway is approximately 80m east of Chapel Road and approximately 130m west of Jacobs Street. Access to the Bankstown City Campus basement car park is proposed approximately 20m south of the intersection with Rickard Road. Loading and servicing will occur within the basement which has been designed to accommodate a medium rigid vehicle.

Traffic surveys were undertaken and indicate that Library Road has relatively low volumes of traffic during peak periods. The proposed increase in traffic generated by the proposed Campus is not predicted to cause conflict with the existing primary function of the access way in servicing the Library.

It is proposed that Appian Way will continue to provide access to the Bankstown Civic Tower car park in a one-way direction and that Appian Way will be a shared zone, with drop-off and pick-up facilitated on the eastern side of the road (see **Figure 24**). To facilitate this arrangement, the following modifications are required to the Appian Way and Rickard Road intersection and the portion of Appian Way which runs along the eastern boundary of the site:

- Relocation of the intersection/ driveway crossing to Rickard Road to the east;
- Provision of a set down area for drop-off and pick- up on Appian Way;
- Repurposing of a section of deceleration lane on Rickard Road (west of the relocated Appian way intersection) as a loading zone; and
- Associated pavement realignment works along Rickard Road and Appian Way.

Figure 24 – Primary Entry and Access Points



Source: Lyons Architecture

Traffic modelling of proximate intersections has been carried out by Arup which concludes that the impact of the proposed development on the surrounding road network is likely to be relatively low and manageable (see **Section 6.4.1.2** for further details).

The proposed concept design includes the provision of 94 car parking spaces across two basement levels for users of the site (no parking is proposed for students). e.

The proposed Bankstown City Campus will increase patronage of public transport, capitalising on the extensive investment the state government is undertaking in the area.

Due to the sites location in a highly accessible area the majority of users of the site will arrive via public transport either bus or train and it is not envisaged additional strain will be placed on the surrounding road network.

Key findings from the traffic and transport assessment report are:

- Area is well serviced by public transport. Bankstown is a bus hub with services stopping near the site. The train station is within 400m of the site, with the Sydney Metro becoming operational from 2024;
- A new driveway ramp to a basement car park will be provided off the existing Library access road. The basement car park will be two level with 94 car parking spaces (including 4 DDA bays) and a loading dock (3 bays);
- Car parking provision similar to that at WSU Parramatta City Campus;
- End of trip facilities and bike parking will be provided within the basement;
- 43 existing parking spaces (on the site) will be lost;
- Appian Way to be redesigned as a shared zone with provision for short-term drop-off and pick-up. 16 existing parking spaces along Appian Way will be lost;
- Potential to provide a loading zone on Rickard Road following the relocation of the Appian Way driveway to the east;
- The assessment found that the development car park is likely to generate 48 vehicle trips in the AM peak hour and 34 vehicle trips in the PM peak hour.
- The set-down was assumed to generate 60 movements in peak periods (based on 1 trip every minute);
- The impact of this to the surrounding intersections at peak times was found to be manageable, with the SIDRA traffic modelling finding they will continue to operate at a satisfactory level of service; and
- A framework green travel plan will be prepared as part of the future development application for the site.

For further discussion on traffic and parking refer to the Planning Proposal Traffic Report prepared by Arup (**Appendix C**).

#### **5.3.2.4. Environmentally Sustainable Development**

Sustainable development objectives, including a target 5-star Greenstar as-built rating and NABERS rating for the Tenancy spaces. ESD design approach for the project seeks to deliver a very low energy and highly sustainable building without complicating the design and ongoing operation. Key elements proposed to be incorporated into the design approach include:

- Building fabric design to address different façade orientations with high insulation;
- Commissioning, tuning and metering to facilitate optimisation of energy performance;
- Producing a high indoor environmental quality, with access to outlook, daylight and mixed mode spaces incorporating natural ventilation;
- Integration of soft landscaping into the building, plus high level of access outdoor spaces;
- Rooftop photo voltaic energy system; and

- Harnessing more sustainable forms of transport through high accessibility via public transport and bicycle parking facilities, including end of trip facilities and secure undercover bike parking in the basement.

#### **5.3.2.5. Flooding**

The resolution of the ground surfaces, levels and building entrances is dependent on the outcome of ongoing discussions between the consultant team and Canterbury - Bankstown Council.

The Bankstown Development Control Plan (DCP) 2015, sets the requirement for minimum floor level as per below:

*“The level of habitable floor areas to be equal to or greater than the 100-year flood level plus freeboard. If this is impractical for development in a Business zone the floor level should be as high as possible.”*

Based on the flooding information provided by Bankstown City Council, the subject site is in the flood zone. It is considered impractical to achieve 100-year flood level plus freeboard (i.e. 500 mm) for finished floor level of the proposed building due to site constraints and other design criteria such as:

- providing activated street frontages that are integrated with Rickard Road and Appian Way; and
- decreasing perceived/physical barriers to enhance equality of access.

Taking into account the activities and the nature of the WSU Bankstown City Campus Development, it is considered that the proposed use falls under the Business Development classification.

Council DCP states that if it is impractical for development in a Business Zone to achieve 100-year flood level plus freeboard the floor level should be as high as possible.

Based on the reasons mentioned above, it is proposed that the finished floor level of the proposed building and all access points/openings to the proposed basement carpark and proposed electrical substation would be protected up to 100-year flood level without freeboard.

In addition, due to the sites location within a flood zone advice received from Bonacci Group civil engineers considers that it is not practical to provide on-site detention (OSD) as any OSD installed below the 100-year flood level would not function as intended (i.e. limiting post development flows to pre development flows). It is considered impractical to construct an OSD system within the development due to space constraints and level constraints from the flood zone. A rainwater tank will be installed for the proposed building and it is anticipated this will contribute to the detention of the building roof runoff.

#### **5.3.2.6. Wind impacts**

A wind environment study is to be undertaken for the detailed architectural design and any recommended wind mitigation measures to manage wind effects on the surrounding public domain incorporated. A range of wind mitigation strategies including the use of awnings, and tree planting will be considered.

## 6. PLANNING PROPOSAL ASSESSMENT

This Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A with consideration of DPE's *A guide to preparing Planning Proposals* (August 2016).

Accordingly, the proposal is discussed in the following parts:

- **Part 1** – A statement of the objectives and intended outcomes.
- **Part 2** – An explanation of the provisions that are to be included in the proposed LEP.
- **Part 3** – The justification for the planning proposal and the process for the implementation.
- **Part 4** – Mapping.
- **Part 5** – Details of community consultation that is to be undertaken for the planning proposal.
- **Part 6** – Project timeline.

Discussion for each of the above parts is outlined in the following chapters.

### 6.1. PART 1 - OBJECTIVES & INTENDED OUTCOMES

#### 6.1.1. Objectives

The primary objective of the Planning Proposal is to facilitate the delivery of a flagship university campus within the Bankstown CBD that successfully integrates with the surrounding land uses whilst activating adjoining public domain.

#### 6.1.2. Intended Outcomes

This section outlines the intended outcomes of the Planning Proposal.

The intended outcomes are to deliver:

- 29,268m<sup>2</sup> of gross floor area (GFA) to the Bankstown CBD.
- 22,908m<sup>2</sup> of functional area comprising:
  - 17,830m<sup>2</sup> of educational establishment floor space (including learning spaces, student support spaces, staff works spaces, collaborative research spaces, conference and event spaces and facilities management);
  - 4,518m<sup>2</sup> of industry partnership floor space; and
  - 560m<sup>2</sup> of retail floor space; and
- 2,813m<sup>2</sup> of external balcony and terrace space.

The Planning Proposal also seeks a number of related outcomes which include the following:

- Consistency with State government policy to encourage growth within existing centres: New employment and education opportunities within walking distance of existing major employment, retail, health and education facilities and excellent public transport connectivity.
- Sound planning practice and transport focused development: An increased intensity of activities in the Bankstown CBD, consistent with its role as a Strategic Centre role and realising the opportunities associated with key transport infrastructure.
- Timely delivery of the redevelopment of the site: An opportunity to manage future development of the site in a timely, logical and comprehensive manner, allowing for the introduction of development supporting completion of the new Sydenham to Bankstown Metro infrastructure.
- A high quality mixed use development that successfully integrates with the emerging context: Responding to the continued further development of Bankstown CBD, recognising that the planning for a



number of sites is being progressed to achieve increased intensity of activities with associated business, employment, recreation, housing opportunities.

- Landscape opportunities: The site provides opportunities for well-considered landscape areas on the proposed terraces and also at ground level adjoining Paul Keating Park.

## 6.2. PART 2 - EXPLANATION OF PROVISIONS

To achieve the intended outcome, this Planning Proposal seeks to amend the Bankstown LEP 2015 in relation to the site as follows.

Table 8 – Proposed Amendments to the Bankstown LEP 2015 HOB and FSR Standards

Part 4 Principal Development Standard	Amendment to Development Standard
<b>4.3 Height of Buildings</b>  (2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.  The current Height of Building Map is illustrated in <b>Figure 5</b> .	It is proposed that the Height of Buildings Map for the site is modified to show an increase in maximum height, from the current 53 metres to 83 metres.  The proposed Height of Building Map is illustrated in <b>Figure 25</b> .
<b>4.4 Floor Space Ratio</b>  (2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.  The current Floor Space Ratio is illustrated in <b>Figure 6</b> .	It is proposed that the Floor Space Ratio Map for the site is modified to show an increase in the maximum FSR, from the current 4.5:1 to 8:1.  The proposed Floor Space Ratio Map is illustrated in <b>Figure 26</b> .

### 6.2.1. Building Height

It is proposed that an 83m maximum height control be applied to the site.

This outcome will be achieved by amending the *Bankstown LEP 2015, Height of Buildings Map-Sheet HOB\_005* to provide for a building height of 83m on the subject site (as shown in **Figure 25**);

Figure 25 – Proposed HOB Map



Source: Urbis

### 6.2.2. Floor Space Ratio

It is proposed that an 8:1 maximum floor FSR control be applied to the site.

This outcome will be achieved by amending the *BLEP 2015, Floor Space Ratio Map-Sheet FSR\_005* to provide for a FSR of 8:1 on the subject site (as shown in **Figure 26**);

Figure 26 – Proposed FSR Map



Source: Urbis

## 6.3. PART 3 - JUSTIFICATION

### 6.3.1. Section A - Need for the Planning Proposal

#### 6.3.1.1. Q1 - Is the planning proposal a result of any strategic study or report?

No. The Planning Proposal is consistent with strategic documents which seek to establish a Bankstown health and education precinct and provide services and social infrastructure within close proximity to public transport and existing infrastructure and jobs.

These documents include:

- Greater Sydney Region Plan 2018 – A Metropolis of Three Cities;
- South District Plan; and
- Draft Sydenham to Bankstown Urban Renewal Corridor Strategy.

These are discussed in **Section 4**.

#### 6.3.1.2. Q2 - Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes, the Bankstown LEP 2015 limits opportunity for development of appropriate density and scale that would contribute to the local and state strategic planning objectives and unlock the potential of the site.

Alternative approaches to achieve the intended outcome have been considered. A site-specific planning proposal is the best, most efficient and time effective approach to deliver the intended outcome.

Without an amendment to the statutory planning controls, the proposed Design Concept for the site cannot be achieved and the associated public benefits would be lost. The site is a logical and appropriate place to

concentrate future growth within the Bankstown CBD being within an area designated for future growth and development and conveniently located near to services and public transport infrastructure.

An amendment to the height of building and FSR standards is sought to ensure the redevelopment results in a high-quality design outcome, which responds to the site and wider locality.

### 6.3.2. Section B - Relationship to Strategic Planning Framework

#### 6.3.2.1. Q3 - Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

##### (a) Does the proposal have strategic merit?

The strengthened strategic merit test criteria require that a planning proposal demonstrate strategic merit against (at least one of) the following three criteria:

1. *Consistent with the relevant district plan, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment*
2. *Consistent with a relevant local council strategy that has been endorsed by the Department.*
3. *Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.*

The Planning Proposal demonstrates strategic merit in relation to Criteria 1 above as set out below:

#### Greater Sydney Region Plan – A Metropolis of Three Cities (2018)

The Greater Sydney Region Plan was released in October 2017 and outlines a vision for Sydney to 2056 as a global metropolis of three cities being – the Western Parkland City, the Central River City, and the Eastern Harbour City. The plan envisages Sydney as a city where people live within 30 minutes of jobs, education and health facilities, services and live within great places.

The plan provides an update to A Plan for Growing Sydney with a particular focus on the growth and development in Sydney (including infrastructure). This is defined by four key themes and ten directions:

- Infrastructure and Collaboration;
- Liveability;
- Productivity; and
- Sustainability.

The Plan identifies Bankstown as a Strategic Centre, in addition to a Health and Education Precinct, elevating the strategic importance of Bankstown in addressing the needs of an evolving Sydney metropolitan region. The key directions and objectives with relevance to this Planning Proposal are addressed in the table below.

GREATER SYDNEY REGION PLAN		
Planning Objective	Description	Comment
<b>Infrastructure and collaboration:</b>		
<i>A city supported by infrastructure</i>		
Objective 1	Infrastructure supports the three cities	<p>The proposed Bankstown City Campus will support existing infrastructure, encourage job creation, supporting existing and future services.</p> <p>The proposal will contribute to the vision of a 30 min city through the provision of new education and</p>

		enterprise partnership spaces an existing centre well serviced by public transport.
Objective 2	Infrastructure aligns with forecast growth-growth infrastructure compact	<p>A Metropolis of Three Cities has identified Bankstown as an area that is forecast to experience significant residential and employment growth. These areas will require new and/or enhanced local and regional infrastructure to support growth.</p> <p>The proposed new tertiary campus will support the forecast growth of the Bankstown CBD.</p>
Objective 3	Infrastructure adapts to meet future needs	The proposed campus has been designed so as to be able to accommodate future growth as well as advancements in technology. The floor plans have been designed to be flexible and adapt as the academic program develops over the years.
Objective 4	Infrastructure use is optimised	The proposed Bankstown City Campus will ensure better utilisation of existing infrastructure as well as committed infrastructure. Currently public transport utilisation rates are very low in Bankstown the proposed campus will greatly improve these rates.
<i>A collaborative city</i>		
Objective 5	Benefits of growth realised by collaboration of governments, community and business	The Bankstown health and education precinct is identified as a collaboration area and WSU has been involved in the place based collaboration process led by the Greater Sydney Commission.
<b>Liveability:</b>		
<i>A city for people</i>		
Objective 6	Services and infrastructure meet communities' changing needs	The proposed campus will provide improved access to tertiary education to the broader community. The proposal collocates education infrastructure with existing transport infrastructure as per the aspiration of the Regional Plan.
Objective 7	Communities are healthy, resilient and socially connected	This planning proposal integrates land use and transport to encourage active modes of travel such as giving more people the option of taking public transport as part of daily commute.
Objective 8	Greater Sydney's communities are culturally rich with diverse neighbourhoods	<p>The proposed Bankstown City Campus will include a Badanami Centre for Indigenous Education, an initiative of WSU to support and inspire Aboriginal and Torres Strait Islander education.</p> <p>The proposed academic plan has been formulated to support and reflect the defining characteristics of Canterbury- Bankstown including a focus on high tech manufacturing.</p>
Objective 9	Greater Sydney celebrates the arts and supports creative industries and innovation	The proposed Campus will have a strong focus on research and innovation. Spaces have been provided on the ground floor where artistic, cultural and creative works are visible, valued, distinctive and accessible.



<i>Housing the city</i>		
<i>Liveability:</i>		
Objective 12	Great places that bring people together	The proposal campus focuses will attract residents, workers, visitors, enterprise and investment. The Concept Design has a strong interface with the public realm and adjoining open spaces.
Objective 13	Environmental heritage is identified, conserved and enhanced	<p>A preliminary report has been carried out into the potential of the site to contain Heritage values including Aboriginal heritage, it was determined to be highly unlikely due to the sites location and history.</p> <p>The Badanami Centre for Indigenous education which will be housed within the campus will enhance the connection to the traditional owners of the land.</p>
<i>Productivity:</i>		
<i>A well-connected city</i>		
Objective 14	A metropolis of three cities - integrated land use and transport creates walkable and 30-minute cities	This planning proposal also delivers jobs at a core location that can capitalise on the proposed Sydney Metro (South Western Line) Link connecting Bankstown to the Sydney CBD reducing the time people spend travelling, increasing people's access to jobs and business' access to workers.
<i>Jobs and skills for the city</i>		
Objective 18	Harbour CBD is stronger and more competitive	This planning proposal also delivers jobs at a core location that can capitalise on the proposed Sydney Metro (South Western Line) Link connecting Bankstown to the Sydney CBD.
Objective 21	Internationally competitive health, education, research and innovation precincts	<p>Health and education precincts offer many opportunities to drive and support international competitiveness and tertiary education institutions are a key factor in the development of health and education precincts.</p> <p>The proposed campus will have spaces for enterprise partnerships and it is envisaged these will be filled with international renowned research and innovation companies.</p> <p>The proposed campus will provide education facilities, and services to support the precinct and growth of the Bankstown Health and Education precinct in a highly accessible area. The campus will attract associated businesses, industries and encourage the commercialisation of research.</p>
Objective 22	Investment and business activity in centres	In addition to the jobs created within the enterprise partnership spaces the proposed campus will provide approximately 230 permanent academic staff and there will be extensive hot desking opportunities for approximately 130 casual and visiting staff and partners providing innovation and knowledge intensive employment opportunities, which is the principal

		underlying economic goal for metropolitan and strategic centres.
Objective 24	Economic sectors are targeted for success	International education is a sector target within the Regional Plan for economic success. StudyNSW collaborates with education institutions, industry and local government in Western Sydney on implementing programs that enhance the student experience for international students. Western Sydney University is a main provider of higher education in the Central River and Western Parkland.
<b>Sustainability:</b>		
<i>A city in its landscape</i>		
Objective 31	Public open space is accessible, protected and enhanced	The proposal will contribute to the renewal and activation of the adjoining Paul Keating Park.
<i>An efficient city</i>		
Objective 33	A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The Concept Design targets a 5 start Green Star rating and NABERS rating for tenancy spaces.
Objective 34	Energy and water flows are captured, used and re-used	The ESD design approach seeks to deliver a very low energy and highly sustainable building including through the provision of a photo voltaic energy system will be installed on the roof.
Objective 35	More waste is re-used and recycled to support the development of a circular economy	The proposal will involve the promotion of waste recycling.
<i>A resilient city</i>		
Objective 37	Exposure to natural and urban hazards is reduced	The proposal has been designed to accommodate a 1:100-year flood event and rainwater tanks have been incorporated into the Concept Design to detain roof water.
<i>Implementation</i>		
Objective 39	A collaborative approach to city planning	The Bankstown health and education precinct is identified as a collaboration area and WSU has been involved in the place based collaboration process led by the Greater Sydney Commission.

### South District Plan (2018)

The site is located in the Southern City District. The South District Plan (2018) applies to the site and sets out the aspirations and priorities for liveability, productivity and sustainability within the district and in turn the Bankstown CBD.

The South District is part of the Eastern Harbour City. Its vision will be achieved by:

- Supporting the growth of the ANSTO innovation precinct, health and education precincts, Bankstown Airport-Milperra industrial area and the District's strategic centres
- Retaining industrial and urban services land and freight routes
- Optimising on the District's locational advantage of being close to Sydney Airport, Port Botany, the Illawarra and Port Kembla

- Building on the District's connections to Parramatta, and in the longer term to Liverpool and Western Sydney Airport
- Sustaining vibrant public places, walking and cycling, and cultural, artistic and tourism assets
- Matching growth and infrastructure, including social infrastructure
- Protecting and enhancing natural assets including waterways and beaches, bushland and scenic and cultural landscapes
- Providing innovation in providing recreational and open spaces, and increased urban tree canopy
- Transitioning to a low-carbon, high efficiency District through precinct-scale initiatives

This Planning Proposal contributes to the above actions and the priorities outlined within the South District Plan as detailed in **Table 9**.

Table 9 – Response to South District Plan

<b>SOUTH DISTRICT PLAN</b>		
<b>Planning Objective</b>	<b>Description</b>	<b>Comment</b>
<b><i>Infrastructure and collaboration:</i></b>		
S1	Planning for a city supported by infrastructure	The proposed Bankstown City Campus will ensure better utilisation of existing infrastructure as well as committed infrastructure. Currently public transport utilisation rates are very low in Bankstown the proposed campus will greatly improve these rates.  The proposal will also provide community infrastructure in the form of a tertiary education facility.
S2	Working through collaboration	The Bankstown health and education precinct is identified as a collaboration area and WSU has been involved in the place based collaboration process led by the Greater Sydney Commission.
<b><i>Liveability:</i></b>		
S3	Providing services and social infrastructure to meet people's changing needs	The Planning Proposal seeks to facilitate the delivery of community infrastructure in the way of a tertiary education facility providing education opportunities to the existing and future residents of Bankstown and Greater Western Sydney.
S4	Communities are healthy, resilient and socially connected	The Concept Design demonstrates a high quality urban design outcome that facilitates a safe, equitable and sustainable built environment.  The proposal demonstrates best practice urban design principles that seek to foster a creative, socially inclusive and harmonious environment.
S6	Creating and renewing great places and local centres, and respecting the District's heritage	Great places are walkable – the proposal for a new university campus within 350m of an establish train station and surrounded by community services will encourage users of the site to utilise public transport and walk.

<b>Productivity:</b>		
S8	Growing and investing in health and education precincts and Bankstown Airport trade gateway as economic catalysts for the District.	The South District plan states that Bankstown-Lidcombe is an emerging hub of medical expertise. Growth of the health and education sectors will boost the District's skills base and economic contribution, and increase opportunities for access to high-wage local employment for residents. The proposed university will specialise in health and education related disciplines supporting these rapidly growing industries.
S9	Growing investment, business opportunities and jobs in strategic centres.	<p>Employment growth is the principal underlying economic goal for metropolitan and strategic centres. Therefore the designation of a commercial core within a strategic centre, for economic and employment uses, may be necessary to manage the impact of residential developments in crowding out commercial activity.</p> <p>New health and tertiary education facilities such as hospitals and community health centres should be located within or directly adjacent to centres, and ideally co-located with supporting transport infrastructure.</p> <p>The Planning Proposal will facilitate the delivery of an educational establishment and commercial uses co-located with existing transport infrastructure strengthening the economic viability of Bankstown as a strategic centre.</p>
S11	Supporting growth of targeted industry sectors.	The opening of a Western Sydney University campus, together with the existing TAFE, will introduce a new vibrancy to the existing centre. This will have an economic flow-on effect, creating opportunities for more local jobs, including knowledge-intensive jobs.
S12	Delivering integrated land use and transport planning and a 30-minute city.	The Planning Proposal will facilitate the provision of more, jobs, health and education facilities in a strategic centre, giving more people access to these services via public transport within 30 minutes.
<b>Sustainability:</b>		
S17	Reducing carbon emissions and managing energy, water and waste efficiently.	The Design Concept has been designed targeting a 5 star Greenstar rating reducing carbon emissions and managing energy, water and waste efficiently.
S18	Adapting to the impacts of urban and natural hazards and climate change.	The Design Concept has been designed to the 1 in 100 year ARI flood level

**(b) Does the proposal have site-specific merit?**

In addition to meeting at least one of the strategic merit criteria, a Planning Proposal is required to demonstrate site-specific merit against the following criteria:

]

Table 10 – Site Specific Merit Test

Criteria	Planning Proposal Response
<p>Does the Planning Proposal have site specific merit with regard to:</p> <p><i>the natural environment (including known significant environmental values, resources or hazards)?</i></p>	<p>The site is identified as flood affected and the Concept Design has been designed to the 1 in 100 year flood level.</p> <p>The site does not contain any natural environmental features, which would preclude the site from being redeveloped in accordance with the proposed development.</p> <p>Importantly, the proposed concept plan responds appropriately to the sites natural environment and provides for a range of uses that are suitable for the location.</p>
<p>Does the Planning Proposal have site specific merit with regard to:</p> <p><i>the existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i></p>	<p>The site is well connected to existing and planned infrastructure, is located within walking distance to significant employment opportunities and educational establishments and can achieve a number of key directives outlined in A Plan for Growing Sydney, the Sydney Greater Region Plan and the South District Plan.</p> <p>In this regard, the proposed Concept Design demonstrates a holistic approach to the redevelopment of the area and surrounding urban context and effectively illustrates how the proposed concept development would fit appropriately within the changing urban fabric.</p> <p>This is demonstrated within the 3D context massing in the Design Response report by Lyons Architecture, which conclude that the subject site is suitable for the proposed height and bulk. The building envelopes have been designed to promote view sharing, provide solar access to apartments, and enable appropriate separation distances to support future redevelopment.</p>
<p>Does the Planning Proposal have site specific merit with regard to:</p> <p><i>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?</i></p>	<p>The subject is located within an established urban area and is fully serviced by existing and planned infrastructure which is capable of accommodating the increased density on the subject site.</p> <p>Preliminary investigations have been undertaken to identify the services required on the site to bring the proposed development concept to fruition.</p> <p>In this regard, the site is capable of being serviced by the appropriate infrastructure.</p>

#### 6.3.2.2. Q4 - Is the planning proposal consistent with a council's local strategy or other local strategic plan?

In September 2011, Council adopted the Bankstown CBD Local Area Plan to transform the Bankstown CBD into the 'City for the City', a major activity and transport hub that services the City of Bankstown and the wider West Central Subregion. The Bankstown CBD will continue to be a place of strong population and economic growth. This planning proposal is consistent with the actions of the Bankstown CBD Local Area Plan, namely:



Table 11 – Consistency with Bankstown CBD Local Area Plan

Action	Heading	Response
L2	Lead the way with better standards of building design	<p>The Planning Proposal will enhance the pedestrian environment by adding positive and active street frontages.</p> <p>The Planning Proposal involves appropriate heights and setbacks to achieve a practical building envelope, and a landmark building.</p>
L4	Establish Sydney's best local Civic Precinct	<p>The site is at a core location within the Civic Precinct, with interfaces to the Paul Keating Park, Bankstown Library and Civic Tower.</p> <p>This action identifies the need to better integrate Council's administrative office with Council's other citywide facilities in the Civic Precinct (namely the Council Chambers, Library and Knowledge Centre, and Paul Keating Park).</p> <p>This planning proposal is consistent with Action L4 as it responds to the City's needs. It offers a unique opportunity to significantly reshape and add to the ongoing revitalisation of the Bankstown CBD, particularly in terms of completing the integration of Council's citywide facilities within the Civic Precinct.</p>
I1	Plan for Additional Job Growth in the CBD Core	The Planning Proposal provides ground floor retail floor space and a variety of industry partnership spaces which will contribute to job growth in the CBD.
I2	Strengthen the image and amenity of the Bankstown CBD	The Planning Proposal will facilitate the development of the site for a flagship university campus of excellent architectural merit strengthening the market attractiveness of the CBD Core.
G10	Lead the Way with Environmentally Sustainable Design	The Concept Design targets a 5 star Greenstar rating, excelling in environmentally sustainable design.
G11	Improve the Stormwater Run-off Capacity within the Bankstown CBD	The Concept Design has taken into consideration the overland flow paths and flood affectation of the site.
C7	Implement the Bankstown CBD Car Parking Strategy	The CBD Car parking strategy aims to consolidate parking areas and decommission old underutilised parking areas. The site is an underutilised parking area which will be

Action	Heading	Response
		developed into a university campus providing immeasurable community benefit.

### 6.3.2.3. Q5 - Is the planning proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal's consistency with current State Environmental Planning Policies (SEPPs) is summarised in **Table 12**. The Planning Proposal's consistency with Regional Environmental Plans (REPs) for the Sydney and Greater Metropolitan Regions, which are deemed SEPPs, is summarised in **Table 13**.

Table 12 – Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment
SEPP (Educational Establishments and Child Care Facilities) 2017	In accordance with Clause 45(1), development for the purpose of a university may be carried out by any person with development consent on land in a prescribed zone. The B4 Mixed Use Zone within which the site is located is a prescribed zone for the purposes of the ESEPP. Development for the purposes of a University Campus is therefore able to be undertaken with consent.
SEPP Amendment (Child Care) 2017	Not relevant
SEPP (State and Regional Development) 2011	Not relevant to Planning Proposal.
SEPP (Sydney Drinking Water Catchment) 2011	Not relevant
SEPP (Urban Renewal) 2010	The site is located within the Sydenham to Bankstown precinct the state government has commenced an urban renewal investigation. This has recently been handed to local government. Given this proposal has responded to the comprehensive draft precinct study processing of this application can, and should proceed independently of this wider precinct investigation.
Draft SEPP (Environment)	Consistent.  The Planning Proposal does not contain provisions that contradict or would hinder application of the SEPP in relation to the Sydney Harbour catchment.
SEPP (Affordable Rental Housing) 2009	Not relevant
SEPP (Western Sydney Parklands) 2009	Not relevant
SEPP (Exempt and Complying Development Codes) 2008	Not relevant
SEPP (Western Sydney Employment Area) 2009	Not relevant
SEPP (Rural Lanes) 2008	Not relevant
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	Not relevant
SEPP (Infrastructure) 2007	The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by (amongst other things) identifying matters to be considered in the assessment of development adjacent to particular types of development. The proposed development is identified as traffic generating development to be referred to the Roads and Maritime Services

State Environmental Planning Policy	Comment
	in accordance with Schedule 3 of the SEPP. The Transport Impact Assessment undertaken by Arup and provided at <b>Appendix C</b> concludes that the road network has been determined to handle the development traffic levels with minimal impacts to the road network. Traffic related matters are discussed in more detail at <b>Section 0</b> .
SEPP (Miscellaneous Consent Provisions) 2007	Not relevant
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not relevant
SEPP (Sydney Region Growth Centres) 2006	Not relevant
SEPP (State Significant Precincts) 2005	Not relevant
SEPP (Building Sustainability Index: BASIX) 2004	Not relevant
SEPP (Housing for Seniors or People with a Disability) 2004	Not relevant
SEPP (Penrith Lakes Scheme) 1989	Not relevant
SEPP (Kurnell Peninsula) 1989	Not relevant
SEPP No. 14 Coastal Wetlands	Not relevant
SEPP No. 19 Bushland in Urban Areas	Not relevant
SEPP No. 21 Caravan Parks	Not relevant
SEPP No. 26 Littoral Rainforests	Not relevant
SEPP No. 30 Intensive Agriculture	Not relevant
SEPP No. 33 Hazardous and Offensive Development	Not relevant
SEPP No. 36 Manufactured Home Estates	Not relevant
SEPP No. 44 Koala Habitat Protection	Not relevant
SEPP No. 47 Moore Park Showgrounds	Not relevant
SEPP No. 50 Canal Estate Development	Not relevant
SEPP No. 52 Farm Dams and Other Works in Land and Water Management Plan Areas	Not relevant
SEPP No. 55 Remediation of Land	Clause 6 of SEPP 55 requires in the event of a change of land use, the planning authority must consider whether the land is contaminated, if the land can be suitably remediated for the proposed use and that the authority is satisfied that this remediation is sufficient for the proposed uses on the land.
SEPP No. 62 Sustainable Aquaculture	Not relevant
SEPP No. 64 Advertising and Signage	Subsequent future development applications would need to demonstrate consistency with SEPP 64.
SEPP No. 65 Design Quality of Residential Apartment Development	Not relevant

State Environmental Planning Policy	Comment
SEPP No. 70 Affordable Housing (Revised Schemes)	Not relevant
SEPP No. 71 Coastal Protection	Not relevant

Table 13 – Consistency with Regional Environmental Plans

Regional Environmental Plan	Comment
Sydney REP No. 8 – Central Coast Plateau Areas	Not relevant
Sydney REP No. 9 – Extractive Industry	Not relevant
SREP No. 16 – Walsh Bay	Not relevant
SREP No. 20 – Hawkesbury-Nepean River	Not relevant
SREP No. 24 – Homebush Bay Area	Not relevant
SREP No. 26 – City West	Not relevant
SREP No. 30 - St Marys	Not relevant
SREP No. 33 – Cooks Cove	Not relevant
Sydney (SREP) (Sydney Harbour Catchment) 2005	Not relevant
Greater Metropolitan REP No. 2 – Georges River Catchment	Not relevant
Willandra Lakes REP No. 1 – World Heritage Property	Not relevant
Murray REP No. 2 – Riverine Land	Not relevant

#### 6.3.2.4. Q6 - Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The Planning Proposal's consistency with applicable section 9.1 Ministerial Directions is outlined in **Table 14**.

Table 14 – Section 9.1 Compliance Table

Ministerial Direction	Comment
<b>1. Employment and Resources</b>	
1.1 Business and Industrial Zones	<p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> <li>(a) encourage employment growth in suitable locations,</li> <li>(b) protect employment land in business and industrial zones, and</li> <li>(c) support the viability of identified centres.</li> </ul> <p>The Proposal is consistent with the Direction as it will facilitate employment generating development and economic activities near a major transport corridor.</p> <p>The proposal will support the economic viability of the Bankstown Strategic Centre and facilitate higher future employment densities and office spaces that</p>

Ministerial Direction	Comment
	<p>will attract health and education related business which will strengthen the status of the centre.</p> <p>Further, the proposal will strengthen and enhance the existing employment area and related public services within the Bankstown CBD.</p>
1.2 Rural Zones	Not relevant
1.3 Mining, Petroleum Production and Extractive Industries	Not relevant
1.4 Oyster Aquaculture	Not relevant
1.5 Rural Lands	Not relevant
<b>2. Environment and Heritage</b>	
2.1 Environmental Protection Zones	<p>Not relevant.</p> <p>The site is not identified as an environmental protection zone or for environment protection purposes.</p>
2.2 Coastal Protection	Not relevant
2.3 Heritage Conservation	<p>Heritage Feasibility Study has been prepared covering both preliminary European and Aboriginal Heritage Assessments and recommends that detailed heritage planning assessments (HIS and Archaeological Assessment) are prepared at Development Application stage once a detailed scheme has been prepared.</p> <p>The report concludes that the proposal is likely to be suitable from a heritage perspective.</p>
2.4 Recreation Vehicle Areas	Not relevant
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not relevant
<b>3. Housing, Infrastructure and Urban Development</b>	
3.1 Residential Zones	Not relevant
3.2 Caravan Parks and Manufactured Home Estates	Not relevant
3.3 Home Occupations	Not relevant
3.4 Integrating Land Use and Transport	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <p>(a) improving access to housing, jobs and services by walking, cycling and public transport;</p> <p>(b) increasing the choice of available transport and reducing dependence on cars;</p>



Ministerial Direction	Comment
	<p>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car;</p> <p>(d) supporting the efficient and viable operation of public transport services; and</p> <p>(e) providing for the efficient movement of freight.</p> <p>The proposal is consistent with the direction. The subject site is located within the Bankstown Strategic Centre and is within walking distance of the Bankstown train station. The increased density on the site will support the patronage of the station and accords with the key direction from the State Government, which seeks to co-locate increased densities within the wider catchment of public transport nodes.</p>
3.5 Development Near Licensed Aerodromes	<p>The site is subject to Obstacle Limitation Surface (OLS) height limits associated with both Bankstown Airport and Sydney Airport.</p> <p>The site is under the extended canopy of the Sydney Airport OLS and subject to an OLS height limit of 156m AHD. The proposal does not seek to exceed the Sydney Airport OLS and as such is not required to be referred to the SACL.</p> <p>The site falls within the Bankstown Airport OLS Inner Horizontal Surface height limit of 51m AHD. The LEP height limit of 53m exceeds this OLS and there are numerous existing buildings within the Bankstown CBD which exceed the OLS.</p> <p>The critical determinant (or limitation on height is the circling area height restriction, which is set at 135.9m AHD (approximately up to 40 storeys) (under the PANS-OPS chart approved by the Commonwealth Department of Infrastructure in June 2016). The proposed maximum height for the site as proposed within this Planning Proposal is 83m or 106.78m AHD which is well below the current PANS-OPS.</p> <p>Nevertheless, the proposal may be required to obtain permission from the Commonwealth Department of Infrastructure and Regional Development and Bankstown Airport seeking permission to amend the building height controls on the subject site.</p> <p>Consideration will need to be given at the time of detailed design for the location of the site relative to Bankstown Airport and where necessary, will be supported by an aeronautical assessment and will be referred to the relevant authority for their determination.</p>
3.6 Shooting Ranges	Not relevant
<b>4. Hazard and Risk</b>	
4.1 Acid Sulphate Soils	Not relevant
4.2 Mine Subsidence and Unstable Land	Not relevant
4.3 Flood Prone Lane	The site is affected by the predicted 1 in 100-year average recurrent interval (ARI) flood event. The Concept Design and Building Envelope incorporates measures to address this constraint including appropriate ground floor levels.

Ministerial Direction	Comment
4.4 Planning for Bushfire Protection	Not relevant
<b>5. Regional Planning</b>	
5.1 Implementation of Regional Strategies	Revoked
5.2 Sydney Drinking Water Catchments	Not relevant
5.3 Farm Land of State and Regional Significance on the NSW Far North Coast	Not relevant
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not relevant
5.5 – 5.7	Revoked
5.8 Second Sydney Airport: Badgerys Creek	Not relevant
5.9 North West Rail Link Corridor Strategy	Not relevant
5.10 Implementation of Regional Plans	The proposal is consistent with this Direction. <b>Section 9.2.1</b> of this proposal outlines an assessment demonstrating the achievement of the objective of Greater Sydney Region Plan – A Metropolis of Three Cities.
<b>6. Local Plan Making</b>	
6.1 Approval and Referral Requirements	This is an administrative requirement for Council.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for Council.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the Bankstown LEP 2015.
<b>7. Metropolitan Planning</b>	
7.1 Implementation of A Plan for Growing Sydney	A plan for Growing Sydney has been superseded with A Metropolis of Three cities. The planning proposal is consistent with the aims of A Metropolis of Three Cities as detailed within <b>Section 6.3.2.1</b> .
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.

Ministerial Direction	Comment
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.5 Implementation of Greater Parramatta Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land use and Infrastructure Implementation Plan	Not applicable
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable
7.10 Implementation of planning Principles for the Cooks Cove Precinct	Not applicable

## 6.4. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

### 6.4.1.1. Q7 - Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?

No. The subject site is fully developed for urban purposes and comprises minimal vegetation. There are no known critical habitats; threatened species or ecological communities located on the site and therefore the likelihood of any significant adverse impacts are minimal.

### 6.4.1.2. Q8 - Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Yes. The site is free from any major physical constraints with the likely environment effects associated with the future development commensurate of any dense urban environment. These impacts have been suitably managed and can be further mitigated within the detailed development stage.

The following summary identifies the key potential impacts and how they are managed:

#### Building Height

The Planning Proposal seeks to impose a maximum building height on the site of 83m. The proposed building height has been formulated based upon the following key aspects:

- Bankstown is currently undergoing a transformation, with a number of tall building forms recently constructed or approved on surrounding sites. The draft Sydenham to Bankstown Plan indicates that the surrounding land will continue to transform over the coming years.
- Ability for increased travel demand to be managed as described within the ARUP Traffic and Transport Assessment.
- The architectural form of the proposal appears sculptural in nature and has been designed to minimise overshadowing of adjoining public open space (Paul Keating Park) and the future Eat Street along Appian Way.

Based on the above local and external considerations, it is considered that the proposed height being a maximum of 83m and involving a building height of 19 stories is appropriate given the sites role and strategic positioning within the Bankstown CBD and proposed Sydenham to Bankstown Urban Renewal Corridor.

These considerations are addressed in the Concept Design, which has been prepared by Lyons Architecture and is provided at **Appendix A**.

### **Height – Airspace protection**

Recent investigations into the Obstacle Limitation Surfaces (OLS) and PANS-OPS were undertaken within the *Bankstown CBD Airspace for Strategic Planning – Initial Height Limits Report* prepared by Strategic Airspace in October 2016 on behalf of Bankstown City Council and the NSW Department of Planning.

The Obstacle Limitation Surface (OLS) restriction covering the Bankstown Station Precinct is predominantly set to 51 metres Australian Height Datum (AHD) over the central and western portion of the Precinct.

Building heights within the high rise mixed use area may exceed the OLS, subject to obtaining strategic approval from aviation authorities as part of any Planning Proposal.

The critical determinant (or limitation) is the circling area height restriction, which is set at 135.9m AHD (approximately up to 40 storeys) (under the PANS-OPS chart approved by the Commonwealth Department of Infrastructure in June 2016).

There may be potential to increase the maximum development height to RL 152.4m AHD (approximately up to 45 storeys) in the northern portion of the CBD subject to the approval of a 'safety case' by the relevant airport authorities.

The proposed maximum height for the site as proposed within this Planning Proposal is 83m or 106.78m AHD which is well below the current PANS-OPS. Construction cranes can be accommodated within the potential max PANS-OPS.

### **Visual Impact – Building Bulk and Scale**

The proposed building massing has been carefully considered and designed across the site to respond to the site's context as follows:

- the built form has an appropriate alignment with adjoining buildings;
- the alignment of Appian Way is maintained and enhanced;
- solar access to adjoining public spaces including Paul Keating Park is optimised;
- an active ground level interface on all frontages is provided via the inclusion of retail spaces and floor to floor glazing; and
- floor levels have been designed to the 1:100-year flood level.

### **Overshadowing**

The Concept Design has been designed to address solar access and overshadowing impacts. An assessment of the potential shadow impacts of the concept has been undertaken within the Design Report at **Appendix B**. Some overshadowing of Paul Keating Park to the south of the site is expected, however these impacts are mitigated by the form and siting of the tower.

Shadow diagrams have been prepared to assess the proposed impact on solar access to adjoining properties between 9am and 3pm for the Winter Solstice (June 21). The shadow diagrams, illustrated in the Architecture Package in **Appendix A**, demonstrate the intended development outcome will not result on an adverse over shadowing impact to the surrounding developments or public domain.

It is noted that the Planning Proposal seeks to incorporate development controls for maximum building height and floor space ratio (FSR) to provide security to Council and the broader community that the proposed redevelopment seeks to provide a public benefit, high quality design outcome and mitigate any potential adverse impacts.

### Traffic and Parking Impacts

The new campus would result in the removal of 43 car parking spaces on the site and 16 on Appian Way and the Concept Design includes 94 new car parking spaces within the basement of the building.

Vehicles are proposed to enter and exit the site using the existing access driveway (referred to as Library Road) off Rickard Road. This driveway is currently used to access the Bankstown Library & Knowledge Hub and occasionally to provide access to Paul Keating Park for events.

Traffic surveys were undertaken and indicate that Library Road has relatively low volumes of traffic during peak periods. The proposed increase in traffic generated by the proposed Campus is not predicted to cause conflict with the existing primary function of the access way in servicing the Library.

Appian Way, which runs along the eastern boundary of the site, will continue to provide access to the Bankstown Civic Tower car park in a one-way direction. The intention is for Appian Way to be a shared zone, with drop-off and pick-up facilitated on the eastern side of the road.

Traffic modelling of proximate intersections as shown in **Table 15** indicates that proximate intersections will continue to operate with a satisfactory level of service as is typical of CBD locations and the development will not significantly increase saturation of the surrounding road network.

Table 15 – Traffic modelling results (by Arup)

Intersection	Peak Hour	Modelled Time	Level of Service	Average Delay (sec)	Degree of Saturation
Rickard Road and Chapel Road	AM Peak	Existing	C	23	0.66
		Future	C	23	0.66
	PM Peak	Existing	C	29	0.86
		Future	C	30	0.89
Rickard Road and Jacobs Street	AM Peak	Existing	C	28	0.70
		Future	C	30	0.81
	PM Peak	Existing	C	29	0.74
		Future	C	30	0.78

The site is uniquely located to take advantage of extensive public transport services. Users of the site would also benefit from short walking distances to a wide range of services and jobs in Bankstown CBD, reducing the need for vehicular travel.

A Traffic Impact Assessment has been prepared by ARUP that describes the existing local traffic context and assesses the potential traffic implications of the proposed concept. A copy of the report is submitted with the Planning Proposal at **Appendix C**.



## Flooding

External flood levels are considered and will need to be addressed during the detailed design phase of any future development. The resolution of the ground surfaces, levels and building entrances is dependent on the outcome of ongoing discussions between the consultant team and Canterbury - Bankstown Council.

It is proposed that the finished floor level of the proposed building and all access points/openings to the proposed basement carpark and proposed electrical substation be protected up to 1:100-year flood level without freeboard. Due to the site constraints and proposed use of the building it is considered that freeboard is unnecessary and would result in an unfavourable design outcome (see **Section 5.3.2.5** for further discussion).

## Heritage

As discussed in **Section 0** the subject site is not a listed heritage item under Bankstown LEP 2015, nor is it located within a heritage conservation area.

The closest registered heritage item is that of the Bankstown Council Chambers/Civic Centre, located at 375 Chapel Street (LEP Heritage Item I6), on the same lot as a portion of the subject site, approximately 100m to the southwest. A Preliminary Heritage Assessment prepared by Curio projects which concludes:

- There is nil to low potential for any Aboriginal sites to be present within the subject site, and therefore, in accordance with the OEH Due Diligence Code of Practice, the proposed WSU development at the subject site should be able to proceed with caution, without the need to apply for an Aboriginal Heritage Impact Permit (AHIP) from the NSW Office of Environment and Heritage.
- It is unlikely that any historical archaeological relics would be present within the subject site that may require future management in the form of detailed assessments, archaeological permits, or archaeological investigation.
- The presence of the locally heritage listed item 'Council Chambers' in proximity to (but outside of) the subject site, requires that a Heritage Impact Statement (HIS) be prepared, to accompany the Development Application (DA) for the proposed WSU development to Council, (in accordance with Clause 5.10 (5) of the Bankstown LEP 2015), demonstrating that any potential impacts to the heritage listed item had been considered and assessed, in the context of the proposed development.

## Summary

Overall, it is considered that the site will not result in any significant adverse environmental effects that would preclude the LEP amendment and the ultimate redevelopment of the site for an educational establishment with associated industry partnership space. This proposed outcome can be accommodated on the subject site without resulting in significant adverse impacts on the future development potential of the neighbouring sites or the public domain.

### 6.4.1.3. Q9 - Has the planning proposal adequately addressed any social and economic effects?

The key issues to be balanced in weighing the social and economic impacts of the proposal are considered to be:

- The potential **economic impacts** associated with the increased density on the subject site are addressed as follows:
  - The Planning Proposal supports the State government's current direction of increasing density and broadening land uses in proximity to public transport infrastructure.
  - The existing precinct is in prime position for urban renewal. Optimising the potential to redevelop the site will assist State Government and Council to deliver the targets set out in the Greater Sydney Region Plan - A Metropolis of Three Cities and the South District Plan but also, importantly, will ensure that new education and employment opportunities can be delivered with greater certainty.
  - Increase employment opportunities in the form of industry partnership office space and retail floor space.
- The proposal will have positive social impacts on the local community and the wider LGA, as follows:
  - The Planning Proposal will provide education; and

- Increases opportunities for tertiary education attainment in the Bankstown LGA and Western Sydney in a highly accessible location; and
- Facilitates relationships with local cultural institutions.

## **6.5. STATE AND COMMONWEALTH INTERESTS**

### **6.5.1.1. Q10 - Is there adequate public infrastructure for the planning proposal?**

Yes. The site is served by existing utility services and is located to allow incoming residents and workers to capitalise on the wide range of infrastructure and services existing and planned within the area.

It will reinforce existing investment in public transport infrastructure, through increased patronage of the existing Bankstown train station and the proposed Metro link to Sydenham and the Sydney CBD beyond.

### **6.5.1.2. Q11 - What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?**

The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period.

## 7. PART 4 - MAPPING

The Planning Proposal seeks to amend the following Bankstown LEP 2015 Maps:

- Height of Buildings Map Sheet HOB\_005
- Floor Space Ratio Map Sheet FSR\_005

The proposed changes are shown in **Figure 25** and **Figure 26** of this report and reproduced in full at **Appendix D**.

## 8. PART 5 - COMMUNITY CONSULTATION

Clause 57 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be publicly exhibited for at least 28 days in accordance with DP&E's *A Guide to Preparing Local Environmental Plans*.

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s);
- Notification on the Canterbury Bankstown Council website; and
- Written correspondence to owners and occupiers of adjoining and nearby properties and relevant community groups.

In terms of consultation with Council, the proponent has had several meetings with Council staff prior to the lodgement of this Planning Proposal. The proposal has also been presented to the Government Architect NSW and the State Design Panel for comment.

The proponent has taken on board all of council's and the Design Excellence Panel's feedback and refined the scale and definition of the building envelope and the public domain interface to satisfy their requirements.

## 9. PART 6 - PROJECT TIMELINE

It is anticipated that the LEP amendment will be completed within 12 months. An indicative project timeframe is provided below.

Table 16 – Indicative Project Timeline

Stage	Timeframe and/or Date
Consideration by Canterbury Bankstown Council	<i>42 calendar days</i> January 2019 - February 2018
Planning Proposal referred to DPE for Gateway Determination	March 2018
Gateway Determination by DPE	To be determined
Commencement and completion of public exhibition period	Dates are dependent on Gateway determination. Anticipated timeframe for public exhibition is 28 days.
Consideration of submissions and of the Planning Proposal post-exhibition	6 weeks
Submission to DPE to finalise the LEP	To be determined
Gazettal of LEP Amendment	Late 2019



## 10. CONCLUSION

This Planning Proposal seeks an amendment to Bankstown Local Environmental Plan 2015 to facilitate the establishment of a WSU Bankstown Campus. The Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Infrastructure including “A Guide to Preparing Local Environmental Plans” and “A Guide to Preparing Planning Proposals.” It sets out the justification for the proposed LEP amendments applicable to the subject site to allow for an increase in height and FSR on the site.

In summary, the site will achieve the following key planning outcomes with resultant community benefits:

- **The proposal is consistent with Sydney Region Plan: A Metropolis of Three Cities which supports the establishment of Health and Education within strategic centres:**

The proposed development maximises floor space in the Civic Precinct of a strategic centre, supported by new transport and infrastructure investment.

- **Consistent with the vision for Bankstown CBD and the Sydenham to Bankstown Urban Renewal corridor**

The proposal reflects an appropriate built form and scale that is commensurate with the vision for Bankstown CBD Station Precinct as expressed by the emerging scale of development on adjacent and surrounding lands. The concept will also leverage off significant investment in the current and future transport infrastructure accessible to the site, providing increased education and employment opportunities in a well serviced location.

- **Increasing tertiary education in a highly accessible location:**

The relocation of some of the academic programs from the Milperra Campus and introduction of new programs in the Bankstown CBD campus will increase opportunities for tertiary education attainment.

- **Improved Pedestrian access and connectivity:**

The proposal delivers a high quality landscaped public domain that provides a link to the adjacent Paul Keating Park, Appian Way Eat Street and the future Council customer service centre. The Concept Plan articulates the vision for this space, which includes a key plaza, seating areas and landscaping to provide shade, and link to pedestrian linkages through the site, providing for future connectivity. We believe that this has the potential to be an asset to the local community and workers in Bankstown CBD.

The provision of pedestrian pathways will enhance the public domain and significantly contribute to the pedestrian footpath network within the immediate locality.

- **A high standard of architectural, urban and landscape design:**

Award winning firms Lyons Architecture and Aspect Studios have prepared concept plans to accompany the Planning Proposal. The design responses of the opportunities and constraints of the site and context, as well as feedback received from Council, its urban design consultant, as well as the NSW Government Architect and Design Review Panel.

- **Targeting a 5 star Greenstar Building and consistency with energy and water targets.**

- **Industry partnerships that provide collaborative research and employment opportunities:**

Integration of industry partnership space with education space to foster strong research links with industry and facilitate student placements, internships and graduate opportunities.

- **Integration into the Bankstown City Centre:**

Some other potential benefits of the Campus within the Bankstown CBD are, as follows:

- Increased capacity to conduct and showcase research and teaching relevant to the region;
- Allow the exhibition of current research and its impact and relevance to industry;

- Enable industry led research and development and provide a unique opportunity for local businesses to exchange knowledge and link with other national and international research precincts;
- Link to the joint venture and start-up businesses and contribute to the objectives of the regional economic development supported by Canterbury Bankstown Council;
- Partnerships with Council to expand social infrastructure including the Knowledge Hub: Spaces within the building are to be publicly accessible to expand social infrastructure and engage with the surrounding public domain; and
- Economic benefits for existing business and new business to cluster in the City Centre that service the new vertical campus with mutual benefits for students and staff.

Overall, it is considered that the proposal will result in significant public benefits facilitating the development of a world class university campus with high-quality industry partnership spaces. This Planning Proposal supports the State government's current direction of increasing education facilities and employment opportunities in major centres with good access to public transport and facilities.

Following an analysis of the site and its surrounding context and the applicable State and local planning policies, it is demonstrated that there is clear strategic and site specific planning merit to the Planning Proposal. It is therefore recommended that this Planning Proposal be favourably considered by Canterbury - Bankstown Council and that Council resolve to forward it to the Department of Planning and Environment for Gateway Determination in accordance with the *Environmental Planning and Assessment Act 1979* to prepare the necessary LEP amendment.



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# **APPENDIX A      ARCHITECTURAL DESIGN CONCEPT**

## **APPENDIX B      ARCHITECTURAL DESIGN REPORT**

- B.1              APPENDIX A - SITE LEVELS AND FEATURE SURVEYS**
- B.2              APPENDIX B - LANDSCAPE CONCEPT DRAWINGS**
- B.3              APPENDIX C - SHADOW DIAGRAMS**

# **APPENDIX C      TRAFFIC IMPACT ASSESSMENT**

# **APPENDIX D      PROPOSED LEP MAPS**





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