

14 May 2021

**Albert Madrigal**

Urban Renewal Specialist

The City of Canterbury Bankstown

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**RE: Draft Bankstown Master Plan**

Thank you for the opportunity to comment on the *Draft Bankstown Master Plan* (the Master Plan) that proposes to develop mechanisms and implement actions in line with objectives set out in *Connective City 2036* and Council's *Local Housing Strategy*. Sydney Water understands that once this Master Plan has been finalised, it will become a planning proposal. In reviewing the Master Plan, Sydney Water has given regard to the following proposed changes:

- Amend planning controls to deliver 12,500 dwellings and 14,000 jobs by 2036.
- Introduce requirements for new buildings to include dual pipes for the supply of potable water and recycled water.
- Enhance water sensitive urban design throughout the public domain, achieve urban cooling and improve water quality at Salt Pan Creek.
- Introduce a minimum BASIX water score for new buildings and include provisions for new rainwater harvesting requirements.
- Create a Green Grid to improve walking and cycling opportunities to connect open spaces, transport hubs, waterways and the city centre.

Sydney Water support Council's vision for growth, water efficiency and sustainability. Council's proposal for buildings with dual piping for alternative water sources and improved water sensitive urban design outcomes will be instrumental in helping market viability for both public or private water providers and to ensure recycled water usage can be fully optimised across the Bankstown CBD.

Sydney Water is currently working with Council to develop water servicing plans that delivers the outcomes of the Master Plan through an integrated water cycle management (IWCM) framework. The IWCM approach recognises recycled water as a reliable water servicing option when integrated with water supply and stormwater design. Recycled water can be used to great effect when greening urban areas, mitigating urban heat island effect and in improving water efficiency and flood resilience. IWCM complements the findings of the CRC Water Sensitive Cities research from June 2019 for the Sydenham to Bankstown Metro corridor and Council's stated directions in the *Connective City 2036* plan.

To assist Sydney Water's investigations into an integrated water cycle management plan, Sydney Water will continue to engage with Council on precincts and sub-precincts identified for intensification of dwellings and jobs. As part of these discussions, Sydney Water requests advice on the anticipated yearly staging of growth. This information is critical for assessing the total impact of the proposed changes and enables Sydney Water to effectively plan for water related

infrastructure in a controlled and sequenced manner as the delivery of water and wastewater infrastructure to service growth is subject to internal funding gateways which require confidence in the proposed growth to justify the funding approvals.

Sydney Water welcomes continuing engagement and collaboration as Council progresses formalisation of the *Draft Bankstown Master Plan*. For future communications, including notifications on planning proposals, please contact the Growth Planning Team at [urbangrowth@sydneywater.com.au](mailto:urbangrowth@sydneywater.com.au).

Yours sincerely,



**Kristine Leitch**

Growth Intelligence Manager

City Growth and Development, Liveable City Solutions

Sydney Water, 1 Smith Street, Parramatta NSW 2150

## Patrick Lebon

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**From:** Camille Lattouf  
**Sent:** Friday, 4 June 2021 10:09 PM  
**To:** Sally nunnerley Badger  
**Cc:** Jennifer Adam; Mina Ghanbarikarekani; Haggai Bocman; James Hansen; Michael Stokoe; Albert Madrigal; Emma Clinton; Mitchell Noble  
**Subject:** RE: DRAFT TfNSW Feedback on Draft Bankstown Masterplan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Thank you for this Sally.

Appreciate the time everyone in TfNSW has taken to review the master plans.

Do you have Cheramie Marsden's contact details?

On quick review, I note the recommendation for a Transport Impact Assessment – Bankstown has been subject of Complete Streets which does a lot of this work already. Complete Streets was based on Bankstown's 2036 growth. It doesn't appear this has been taken into account. This work looks at all modes and how they operate in Bankstown, including extensive work on the bus network, active transport and car transport/parking. It provides a very detailed list of infrastructure improvements, active transport infrastructure, improvements to public domain to enhance pedestrian capacity etc. This work has underpinned the master plan.

Likewise, with Campsie, the intent is to complete this type of project based on the forecast growth envisaged by the Master Plan (I note we haven't seen TfNSW's Campsie comments as of yet).

Happy to discuss early next week if that helps, prior to sign off and finalisation.

Kind regards,

Camille



**Camille Lattouf** - Team Leader City Shaping Projects  
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**From:** Sally nunnerley Badger <Sally.Nunnerley@transport.nsw.gov.au>  
**Sent:** Friday, 4 June 2021 12:18 PM  
**To:** Camille Lattouf <Camille.Lattouf@cbciry.nsw.gov.au>  
**Cc:** Jennifer Adam <Jennifer.Adam@transport.nsw.gov.au>; Mina Ghanbarikarekani

<Mina.Ghanbarikarekani2@transport.nsw.gov.au>; Haggai Bocman <Haggai.Bocman@transport.nsw.gov.au>; James Hansen <James.Hansen2@transport.nsw.gov.au>; Michael Stokoe <Michael.Stokoe@transport.nsw.gov.au>

**Subject:** DRAFT TfNSW Feedback on Draft Bankstown Masterplan

Camille,

Please see below **draft** comments on the Bankstown Masterplan, subject to endorsement by my Director. I will chase this up today as I have not had any additional feedback from the rest of the team.

If you have any questions or require further guidance please do not hesitate to contact me. However, Cheramie Marsden, Land-use team will be our nominated contact on Masterplan issues moving forward.

Regards

Sally

OFFICIAL- SENSITIVE NSW GOVERNMENT

Please see following TfNSW consolidated comments on the draft Bankstown Masterplan; noting that the review of the Masterplan did not include detailed technical review of supporting documentation and; Sydney Metro has also provided comments. The comments are general in nature and identify specific notes, as relevant.

#### General

- The Draft Masterplan includes changes to street networks and operations, consequently it is recommended that a caveat be added acknowledging the need for a more detailed Transport Impact Assessment (TIA). The TIA will determine the feasibility of changes and any subsequent need for Masterplan amendments.
- There is a need to better acknowledge future bus networks. Bankstown will develop as a well serviced multimodal centre including for the future rapid bus network –refer to more detailed comments below and the attached map provided. The future bus network includes east west links to Liverpool and the Western Parkland City.
- TfNSW supports Council’s approach to prioritisation of access to the CBD consistent with the movement and place framework.
- Council’s overall approach to car parking provision, setting maximum rates, rationalisation of public parking, accommodating electric vehicles and unbundling of parking across the CBD is to be commended. These initiatives will contribute to longer term mode shift and reduced congestion impacts. However, new car parking for commuters is not supported. Commuter car parking provision within Bankstown would be inconsistent with State Government policy and approach to commuter car parking facilities and consequently not supported (Actions 1.1.9, 1.2.2). Bankstown is developing as an important regional centre, well serviced by public transit and walking and cycling networks. Instead TfNSW rationale and investment in commuter car parks has been in out of centre localities, recent examples include lacles like Revesby. Any future demand for commuter car parking should in out of centre localities based on need and prioritisation across the metropolitan network.
- Reference to the development of an “*Collaboration Area Integrated Transport Strategy*” - Should now refer to a “*Bankstown CBD and Collaboration Area Place Based Transport Strategy*”(under development)

#### Place Base Transport Strategy

The Bankstown Collaboration Area Place Based Transport Strategy, being developed by TfNSW will provide a framework for the Masterplan’s connective city vision to be realised. It will address the transport vision and objectives for the CBD and wider collaboration area and the future movement and place network, that utilises a hierarchy of Local Streets, Civic Spaces, local streets and main roads.

### Future rapid bus corridors in Bankstown

The draft Master plan identifies a location for a future south-north bus priority corridor, but does not specify a location for an east-west bus priority corridor which can become the location of future rapid bus corridor. TfNSW recently published the 2036 Future Rapid Bus Network vision (attached) which will complement rail, metro and light rail services across Sydney Metropolitan Area. The rapid bus network will offer customers a fast, frequent and reliable travel options with a legible train-like experience and turn-up and-go services every 5 to 10 minutes across the day.

Proposed rapid bus routes in Bankstown include Parramatta to Hurstville via Bankstown and Liverpool to Burwood via Bankstown services. These corridors will provide direct and reliable access to other centres, and be supported by dedicated bus lanes, bus priority technology and high-quality bus stop infrastructure.

The Master Plan should be amended to identify the location for an east-west rapid bus corridor planned for the precinct. This should be consistent with the Movement and Place network that is under development for the Collaboration Area. Marion Street has been identified as an important East West spine.

### Mass Transit

Since the release of Future Transport 2056 in 2018, Transport for NSW and land use agencies have been working to further develop Future Transport's 2056 network. The Western Parkland City - Liverpool –[Bankstown]- Easter Harbour City connection is identified as a City Shaping corridor and included in the Greater Sydney Network (2056). TfNSW is leading corridor protection work and studies for city shaping corridors. Any future metro extension would be considered within this framework.

### Freight (Commercial and light vehicles)

TfNSW supports Council's approach to consolidation of loading and unloading facilities within the CBD for residential, commercial premises (Objective 6.5). However, developments need to demonstrate that the operation of the surrounding street networks is not compromised by the shifting truck / vehicular movements loading and unloading or queuing into surrounding street environments.

### Traffic Impact Assessment

- Prior to the identification of a preferred built form and the finalisation of the Master Plan (and/or any subsequent amendment to the LEP to implement the Plan), a transport impact assessment should be undertaken to identify the potential impacts to the traffic and transport network from the proposed changes, including the ability of the adjacent networks to adequately accommodate the trip demand of the land uses and density/yield proposed. The assessment should consider the cumulative trip demand of proposed land use changes in the precinct. The assessment should be undertaken in consultation with TfNSW and should consider, but not be limited to examining / identifying any potential impacts to:
  - the capacity of bus operation and bus stop infrastructure
  - the Metro capacity and supporting infrastructure, including pedestrians and cycle access
  - pedestrian and cycle connections and the capacity of pedestrian and cycle facilities
  - the future capacity of the key intersections on the adjacent road network
  - local freight tasks

The transport impact assessment may need to identify a transport infrastructure schedule and implementation plan identifying any feasible infrastructure improvements including land components, cost, timing and delivery responsibilities, funding mechanisms (to ensure equitable developer contributions towards infrastructure are obtained) and travel demand management and monitoring measures. TfNSW can work with Council to develop an appropriate scope and methodology for the transport study and to determine the funding mechanisms required to support growth.

### Car parking

- General Comment - TfNSW is supportive of travel demand management measures, such as appropriate maximum parking rates, to reduce private vehicle dependence. To encourage the use of public and active transport infrastructure, restrained maximum car parking rates for sites within the walking catchment of

Bankstown Metro station considered in the Bankstown Masterplan should be included in the DCP or preferably in the LEP to ensure they are enforceable.

- Page 94 – The recommended minimum and maximum parking rates for Bankstown: Comment - TfNSW acknowledges the approach of reducing rates to correspond with the high accessibility of Bankstown by public transport. The maximum car parking rates recommended in the Masterplan need to be included as maximums in the DCP or LEP. Rates should align with those provided in the government endorsed in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). PRCUTS Precinct Transport Report (2016) sets out maximum parking rates based on accessibility factors (Table 5 excerpt below). The Transport Report provides some discussion around different approaches to parking management and the approach for PRCUTS: <https://www.landcom.com.au/assets/Publications/Parramatta/0ded5f2ce6/parramatta-road-urban-transformation-precinct-transport-report-november2016.pdf> (page 26 onward):

Table 5 – Proposed maximum parking rates by category and development

CATEGORY	RESIDENTIAL (SPACES PER DWELLING)				OTHER (SPACES GFA)			
	STUDIO	1 BED	2 BED	3 BED	VISITOR	COMM.	RETAIL	IND.
1	0	0.3	0.7	1	0	150	100	150
2	0.3	0.5	0.9	1.2	0.1	100	70	120
3	0.6	0.9	1.2	1.5	0.2	70	50	100

Landscaping and Street Trees

- **General Comment** – Any street trees proposed within the kerbside clear zone of arterial roads should be frangible for road safety reasons. Street trees and awnings should be carefully located to ensure they do not obstruct driver sight lines to traffic signal lanterns and other critical road infrastructure and should be setback to allow for bus/heavy vehicle overhang (i.e. mirrors). Street trees should not obscure driver sightlines to pedestrians on crossing facilities. Species with invasive roots should also be avoided to avoid impacts to utilities and lifting footpath pavement which can lead to trips and obstructions to people who use a wheelchair or people with prams.

Active Transport

- *Page 18 - Reinforcing and ensuring safer cycling, pedestrian connections and public transport to regional destinations outside the Bankstown city centre including across the Hume Highway to the north, the Pan Creek greenway to the south and along the planned cycling and pedestrian route within the Metro corridor to the east and west and mass transit to Liverpool and Parramatta:* **Comment** - TfNSW will investigate active transport facilities across/along Hume Highway and Stacey Street to better connect to Bankstown CBD. The abovementioned TIA will need to identify any land components required to facilitate improvements to these facilities.
- *Page 92 - Review opportunities to increase walk/ride for people walking and cycling at priority signalised crossings and intersections:* **Comment** - TfNSW has been working with Council to improve pedestrian and cycling connectivity as part of development of any projects on state roads within the council area. The abovementioned TIA will need to identify any land components required to facilitate improvements to these facilities.
- **General Comment** - TfNSW is strongly supportive of an urban form that supports and encourages walking and cycling and limits the need for motorised travel and long trips. Ideally, growth should be focused within compact, walkable, mixed use centres that allow future population to access a range of jobs, shops, social and

civic services, entertainment and public transport nodes, within walking distance. This limits travel demand and the need for future populations to use major regional transport networks for short trips.

- Pedestrian through-site links should be encouraged in large development sites to allow greater walking permeability.

#### Urban Form, Noise and Air Quality

- Urban renewal should be focused in compact walkable centres. High density residential development (and other development with sensitive receivers) should not be encouraged in corridors formation oriented to Hume Highway or Stacey Street. As they carry high volumes of traffic including a high number of freight vehicles, residential development fronting the corridor may be exposed to noise, vibration, adverse air quality and poor amenity. Development (particularly habitable rooms) should be oriented towards local/side streets where possible to minimise the impacts of noise, vibration, adverse air quality and amenity on future residents. Additional setbacks to Hume Highway and Stacey Street should be considered to allow for landscaped buffers to the traffic. The DPIE *Development Near Rail Corridors and Busy Roads – Interim Guideline (2008)* provides extensive guidance in this regard (see Section 2.2 page 6), including urban form guidance to ensure more liveable centres. This is also aligned with high level objectives of the NSW Freight and Ports Plan 2018-2023 and South District Plan which seek to optimise the efficiency and effectiveness of the freight network by protecting current and future freight corridors and shared freight corridors and providing buffers to sensitive receivers.
- Street scapes and building bulk form and scale should also consider opportunities for weather protection, and accommodation of bus infrastructure, where relevant.

#### Public Transport

- *Page 92 - Council will be working with State Government to secure important regional transport connections and outcomes that are crucial to Bankstown City Centre. This includes the development of frequent, high-speed connections to Liverpool, Parramatta , Kogarah and Sydney CBD within 30 minutes, Bankstown Airport, the Collaboration Area’s local centres and industrial areas: **Comment** – Council and the relevant sections of TfNSW (Bus Planning, Sydney Trains and Sydney Metro) need to work together to secure important regional connections to Bankstown City centre. The abovementioned TIA will need to identify any land components required to facilitate bus infrastructures and priority improvements and layovers to ensure these can be delivered.*

#### Funding

- *Page 33 - Delivery of the Stacey Street and Hume Highway Grade separation upgrade to complete the upgrade of Stacey Street and improve its interface and impact on the Bankstown City Centre: **Comment** - TfNSW has been consulting with CBC on the current project for Stacey Street upgrade to improve the interface with Bankstown CBD.*
- *Page 92 - Fund and deliver regional separated cycle links through the City Centre and Collaboration Area, including the Stacey Street Corridor (as part of the planned road widening): **Comment** – TfNSW will be working with council to deliver the separated cycle links including the Stacey Street corridor.*

Please also note that due to timing and availability the above comments do not include full review by all relevant teams. Should more detailed advice be required on networks and safety we would need to follow these up.

Should you have any further questions please contact Cheramie Marsden, Land use, Network and Place Planning, Greater Sydney.

Regards

Sally Nunnerley  
Senior Transport Planner  
Central City, Planning for Places  
Transport Planning  
Customer Strategy and Technology  
**Transport for NSW**

Level 26, 477 Pitt Street Sydney NSW



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I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future

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31 May 2021

Mr Mathew Stewart  
General Manager,  
City of Canterbury Bankstown,  
PO Box 8  
Bankstown NSW 1885

Dear Mr Stewart,

**RE: SUBMISSION TO THE DRAFT BANKSTOWN TOWN CENTRE MASTERPLAN**

SINSW welcomes the opportunity to provide comment on the Draft Bankstown Masterplan (Draft Masterplan) on exhibition by City of Canterbury Bankstown Council (Council). School Infrastructure NSW (SINSW) works in conjunction with the Department of Education (DoE) to ensure every school-aged child in NSW has access to high quality education facilities at their local public school.

SINSW has reviewed the documentation on public exhibition and notes that the Draft Masterplan seeks to set the 20-year vision for Bankstown, outlining 10 key directions which will inform future changes to planning controls. The Draft Masterplan also seeks to advocate for infrastructure delivery and investment. SINSW understands that the amendments to the planning controls sought by the Draft Masterplan will provide capacity to accommodate up to 25,000 jobs, 25,000 students, and 12,500 new dwellings by 2036 within the Bankstown City Centre.

SINSW has previously provided comments to Council as part of the early engagement process in September 2020. SINSW remains generally supportive of the actions contained in the Draft Masterplan, subject to the matters outlined below.

**Existing Educational Facilities:**

The following SINSW assets are located within the Bankstown City Centre (refer **Figure 1** below):

- Bankstown Public School (PS)
- Bankstown Girls High School (HS).

In addition, the Bankstown City Centre is located within the catchment areas of the following schools and therefore may also indirectly impact on their operation:

- Bankstown North PS
- Bankstown South Infants School
- Yagoona PS
- Sir Joseph Banks HS
- Bankstown Senior College
- Punchbowl Boys HS.

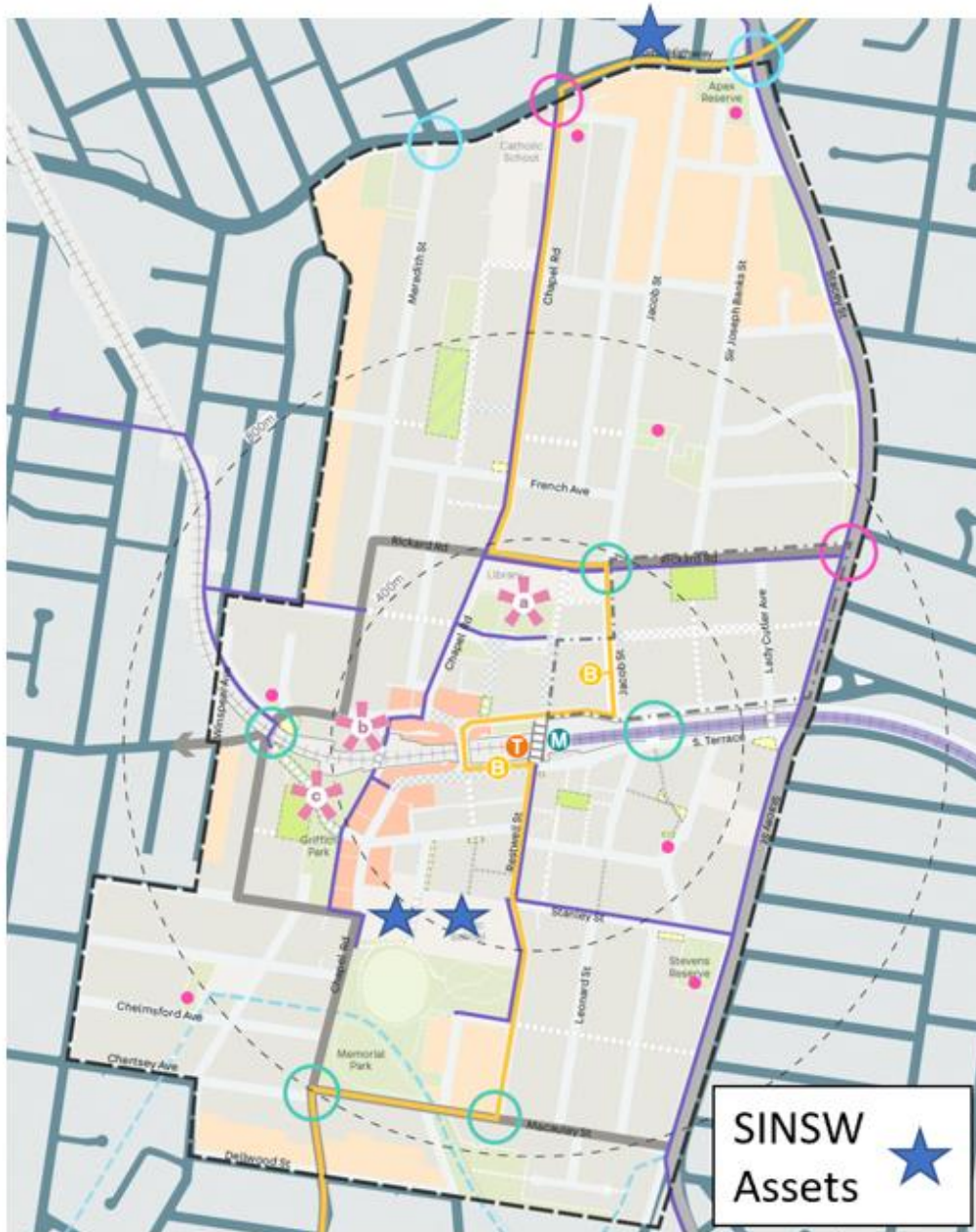


Figure 1: Framework Map (SINSW Annotations)

### **Intensification and Population Growth**

Objective 1.2 of the masterplan states “Advocate for ongoing review of school capacity and ensure investment in Schools Infrastructure as the population grows.”

SINSW uses population and dwelling projection data provided by the Department of Planning, Industry and Environment (DPIE) as the basis for school planning. The most recent DPIE estimates (2019) anticipate there will be 12,564 total dwellings in the Bankstown City Centre by 2036 which is 6,136 less dwellings than the total dwelling targets identified in the Draft Masterplan (18,700 dwellings to 2036).



The Draft Masterplan, therefore, is likely to result in an increase in the residential population within the immediate intake area for the above schools.

A combination of asset improvement and non-asset solutions across these schools will likely be required to accommodate the projected enrolment demand, this may include:

- Intake area boundary changes
- Additional temporary and permanent teaching spaces on existing school sites
- Upgrades to existing schools
- Additional school sites

As a result of the above, SINSW requests that the wording of Objective 1.3 (as it relates to Schools Infrastructure) be amended as follows:

*“Advocating for the Department of Education (DoE) to monitor school enrolments and school capacity to ensure that students can enrol in their local school”.*

SINSW is committed to working with Council to ensure that public schools are supporting community needs and continue to be appropriately resourced to respond to student population changes. SINSW therefore requests that additional consultation between SINSW and Council is undertaken prior to the finalisation of the Draft Masterplan. This is to ensure appropriate resourcing is provided for schools to respond to all new population projections.

**Overshadowing and Privacy:**

As per DoE’s ‘Educational Facilities Standards and Guidelines’ (EFSG), SINSW aims to ensure that that at least 70% of school spaces, including outdoor school play spaces, receive direct sunlight between 9am and 3pm in mid-winter.

SINSW also seeks to ensure that existing and future schools within the Draft Masterplan boundary can install PV cells on rooftops. Rooftop solar panels need to be able to successfully capture sufficient light to feasibly power the school and as such any overshadowing should be avoided.

SINSW notes that the Draft Masterplan seeks building heights ranging from 16 storeys up to 22 storeys and floor space ratios (FSR) from 4.5:1 up to 6:1 directly adjoining Bankstown PS and Bankstown Girls HS to the north. This is an increase on the current height allowed pursuant to the *Bankstown Local Environmental Plan 2015* (the LEP).

As overshadowing plans do not accompany the Draft Masterplan documentation, SINSW are unable to determine if the density sought adjoining these schools would result in adverse solar access outcomes. SINSW recommends that the height and bulk of building envelopes sought by the Draft Masterplan minimise impacts of overshadowing on school grounds.



SINSW also notes that increasing the maximum HOB and FSR controls applicable to sites adjoining Bankstown PS and Bankstown Girls HS, may result in the ability for future development to directly overlook the school.

To ensure that the privacy of school students is not comprised, SINSW requests that the future development envisaged by the Draft Masterplan provides screening (which could include measures such as architectural screening devices, frosted glazing, and planting) for any windows that directly overlook the school to assist with mitigation against potential privacy concerns.

### **Infrastructure Delivery and Contributions:**

SINSW is supportive of the Draft Masterplan action to amend the Canterbury Bankstown Contributions Plan to support the funding and delivery of infrastructure. SINSW also notes that the Draft Masterplan seeks to implement an incentive height and FSR system for the delivery of public benefits for residential development.

A review of the current *Bankstown Contributions Plan 2019* highlights that educational establishments are not specifically excluded from the payment of contributions. SINSW recommends that any future amendments to the contributions plan considers the following:

- An exemption for public schools. This request is sought on the basis that DoE, in conjunction with SINSW, provides essential social infrastructure for the direct benefit of the local Canterbury Bankstown community
- Requirements for public domain, transport and other infrastructure works required to support public schools in Bankstown
- The collection of specific contributions from new residential developments surrounding public schools and key residential sites in Bankstown. This could be used to support, amongst other things, social education programs around active transport within the Bankstown City Centre

The implementation of these recommendations within any potential amendments to the Canterbury Bankstown Contributions Plan will ensure projected growth resulting from the Draft Masterplan is appropriately accommodated for and new footpaths, pedestrian crossings and cycling lanes near and around public schools can be constructed to increasingly allow greater sustainable travel to and from schools.

### **Joint and Shared Use of SINSW Assets:**

Action 10.1.2 of the Draft Masterplan indicates that Council will work with DoE, and other education providers, to deliver joint use of open space and facilities.

SINSW are willing to explore joint and shared use opportunities where there is a mutual benefit for the school and community. However, this is subject to timing, funding and a Memorandum of Understanding being developed between the parties.



### **Design Excellence:**

Action 4.2.1 of the Draft Masterplan seeks to establish a suite of provisions to achieve design excellence within the Bankstown City Centre. These measures include establishing a design quality process, introducing a design excellence clause within the Local Environmental Plan, and establishing a design excellence panel.

SINSW request that prior to finalisation of the Draft Masterplan, further clarification be provided by Council regarding the application of this design excellence policy, principally seeking educational establishments to be exempt from this process.

This is requested on the basis that development of educational establishments is already guided by Schedule 4 of the *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017* (ESEPP) which outlines several 'Design Quality Principles' which are mandatory matters for consideration for school development.

This is applied in addition to the SINSW "Master Planning Guidelines for Schools" (October 2020) and the *Educational Facilities Standards and Guidelines* (EFSG) as well as the *Better Placed: Design Guide for Schools* and *Better Placed: Environmental Design in Schools* by the Government Architect NSW. The above processes are complimented by an internal SINSW expert reference group, which reviews compliance with the above frameworks.

Further, SSD applications for new or upgraded schools are also required to attend State Design Review Panel meetings.

### **Sustainability Measures:**

Actions 7.5.1 – 7.5.4 of the Draft Masterplan seeks to establish sustainability criteria such as exclusive electric buildings, energy and water efficiency ratings, and integration of sustainability requirements into the design excellence process for development within the Bankstown City Centre.

School development in NSW is currently subject to ecologically sustainable development targets outlined within the NSW Government Resource Efficiency Policy (GREP). The GREP uses the Green Building Council of Australia (GBCA) Green Star system as a benchmark for best practice for government facilities and requires all new projects above 1,000m<sup>2</sup> and project costs over \$10 million to be designed to 5 Stars Green Star for projects located in metropolitan Sydney, Wollongong, and Newcastle.

Though the GREP does not require certification, all SSD approvals since early 2019 have had a Green Star condition. As a result, all school SSD projects (in the planning stage) must now certify to Green Star with the GBCA. As such, SINSW considers adequate sustainability measures are in place for school infrastructure.





### **Complete Streets and Sustainable Travel:**

SINSW strongly supports Action 6.3.1 of the Draft Masterplan which seeks to deliver improved active transport within the Bankstown City Centre with Transport for NSW.

Increased growth within the Bankstown City Centre will place further pressure on the existing transport networks around the area. As a result, it is essential that all modes of travel throughout the LGA are catered for. SINSW is therefore supportive of various actions that seek to deliver opportunities for greater active and public transport opportunities. SINSW recommends that the Council consider the following actions to encourage and promote active and sustainable travel to and from schools:

- Provide new and upgraded footpaths supported with lighting and way-finding, particularly to local bus stops where schools have a large enrolment boundary and to the 1.6 km SSTS (Student Subsidy Transport Scheme) exclusion zone for schools with a small enrolment catchment
- Provide additional pram ramps, bus shelters, kerb outstands, refuges crossings, particularly around schools
- Provide new and upgraded Shared User Paths and scooter / bicycle parking, particularly around schools where a majority of students live outside a 15minute walk catchment
- Implement lower vehicle speeds around sensitive land-uses, including schools
- Implement local area traffic calming, particularly around schools
- Improve pedestrian access to bus stop access and higher bus priority on roads to decrease bus journey times, including school buses
- Provide bus shelters for departure bus stops adjacent to schools

SINSW also notes that the map on page 90 of the Draft Masterplan seeks to establish a pedestrian and cycling link through the existing internal car park for the Bankstown Girls HS and Bankstown PS sites to Memorial Park to the south, and Mona Street to the north.

Whilst ordinarily pedestrian and cycling links are supported, in this instance SINSW raises the following concerns:

- The pedestrian link is proposed through an existing internal parking area and is, therefore, likely to be a safety risk to pedestrians and cyclists
- DoE records indicate that there is no existing easement to facilitate the 'potential' pedestrian link into the school site
- The pedestrian link would sever the existing operational links between the two school sites, and potentially will impact on existing site services and fire safety
- DoE has a duty to prevent unlawful access onto government school land pursuant to the *Enclosed Lands Protection Act 1901*
- The pedestrian link could pose a potential safety risk to students of these schools, and is therefore inconsistent with the relevant Child Protection legislation/regulation



In addition, McDonald Lane is identified as a shared zone in the map. SINSW requests that the pick-up and drop off zone for Bankstown Public School along this lane is retained as part of any works to establish a shared lane.

### **Car Parking:**

SINSW supports Objective 6.4 of the Draft Masterplan. This outlines Councils desired approach to car parking within the town centre, providing recommended minimum and maximum car parking rates for the city core and wider city centre. This prescribes the following rates for 'education premises (including schools, universities and TAFE):

- City Core:
  - Minimum: No minimum
  - Maximum: 1.25 spaces per 100sqm
  
- Wider City Centre
  - Minimum: 1 space per 100sqm
  - Maximum: 2 spaces per 100sqm

SINSW is willing to work with Council regarding specific design requirements for school sites, however these should be assessed on a site-by-site basis in accordance with DoE's EFSG and the Design Quality Principles within Schedule 4 of the ESEPP (noted above). The EFSG outlines a variety of technical standards and objectives for public school development, including the provision of car parking. In line with the above requirements, the EFSG actively encourages the use of sustainable means of transport and reserves the available site area for teaching and play space rather than parking.

New school development will involve a comprehensive transport assessment, which will assess each schools transport requirements on a site-by-site basis in accordance with Sections PS610.17 and HS610.17 of the EFSG. This will highlight actions to achieve a mode shift towards public transport (where possible) whilst still meeting the needs of students and staff.

These measures will be detailed further within each sites Transport Management Plan and Green Travel Plan.

Any growth and change identified for the study area centres will need to be considered carefully by SINSW with respect to the education needs of the community. SINSW welcome opportunities to liaise with Council during the master planning process to discuss any opportunities that can assist SINSW to meet these needs as the plan is developed.

Should you require further information on the content contained to this submission, please contact Lincoln Lawler at [Lincoln.Lawler@det.nsw.edu.au](mailto:Lincoln.Lawler@det.nsw.edu.au) or Tim Fleming at [Tim.Fleming@det.nsw.edu.au](mailto:Tim.Fleming@det.nsw.edu.au).



Yours Sincerely,

A handwritten signature in black ink that reads "Alix Carpenter".

Alix Carpenter  
**Director – Statutory Planning**





**TAFE** NSW

CANTERBURY BANKSTOWN  
10 MAY 2021  
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REGISTERED BY RECORDS	10 MAY 2021	
UNIT	OFFICER	ACTION
	Matthew Tapia	✓

DOC21/36301

Dear Mr Stewart

**Re: Bankstown City Centre - March 2021 – Master Plan – Draft for Exhibition**

TAFE NSW acknowledges the exhibition of the *Bankstown City Centre - March 2021 – Master Plan – Draft for Exhibition* and the *Bankstown City Centre - March 2021 – Master Plan – Phase One Draft for Exhibition*.

The overall objectives and intention of the Master Plan are supported by TAFE NSW. Additionally, the proposed planning and development controls applying to the TAFE NSW Bankstown Campus are supported. The proposed transformation of Bankstown CBD, that is underpinned by capacity in planning controls for up to 25,000 jobs and 25,000 students to create an active and vibrant city centre, that TAFE NSW will be a part of, and contributor to, are welcomed.

It is noted that the Master Plan proposes including “Health Services Facilities” as a permissible use in the SP2 – Infrastructure Zone on the site of the current TAFE NSW Bankstown Campus to encourage a health and education precinct. TAFE NSW does not object to adding this additional permissible use on the land.

The Master Plan proposes a “Shared Zone” on the northern and western boundaries of the TAFE NSW Bankstown Campus, and on Raw Avenue. It should be noted that this should be considered a long-term objective and outcome since it may only be achieved if the TAFE NSW Bankstown Campus is redeveloped.

It is noted that the existing TAFE NSW Bankstown Campus is located within the Master Plan’s Eds & Meds Proposed Character Area where it is predicted the future Bankstown Hospital will be located. TAFE NSW acknowledges that Council will “Review the Master Plan once a location for a redeveloped Bankstown Hospital is announced.” TAFE NSW also awaits the Minister for Health and Medical Research’s announcement for the preferred location of the new Bankstown-Lidcombe Hospital so that our combined contributions to the objectives of the Eds & Meds Proposed Character Area can be achieved.

The Master Plan document and accompanying video openly promotes a Bankstown CBD location for the \$1.3 billion new Bankstown-Lidcombe Hospital. In principle TAFE NSW is supportive of Council's desire for the new hospital to be located within the Bankstown CBD, however, TAFE NSW is concerned that the video gives the incorrect impression to the public that the TAFE NSW campus buildings are to be demolished and replaced with a hospital. Imagery such as this should not have been released without TAFE NSW consent and appropriate disclaimers.

TAFE NSW is committed to its ongoing presence and vocational education and training delivery from its Bankstown Campus.

For future revision and editing please note references to "TAFE" should be amended to "TAFE NSW" or "TAFE NSW Bankstown" or "TAFE NSW Bankstown Campus" as appropriate.

Thank you for the opportunity to review the *Bankstown City Centre - March 2021 – Master Plan – Draft for Exhibition* and the *Bankstown City Centre - March 2021 – Master Plan – Phase One Draft for Exhibition* documents and strategies. TAFE NSW looks forward to working with the City of Canterbury-Bankstown Council in finalising the draft Master Plan and delivering high quality vocational education and training within the Bankstown CBD into the future.

Should you require any additional information regarding the TAFE NSW submission or wish to discuss further please contact Paul Andersen, Head of Development via email [paul.andersen5@tafensw.edu.au](mailto:paul.andersen5@tafensw.edu.au) or phone 0428 061 907.

Yours sincerely



David Brennan  
**A/General Manager TAFE Infrastructure NSW**  
**TAFE NSW**  
04 May 2021

Mr Matthew Stewart  
General Manager  
City of Canterbury Bankstown  
Email: [haveyoursay@cbc.city.nsw.gov.au](mailto:haveyoursay@cbc.city.nsw.gov.au)

Dear Mr Stewart

Thank you for the opportunity to comment on the draft Bankstown City Centre Master Plan.

South Western Sydney Local Health District (SWSLHD) recognises that the built and social environment can significantly influence health outcomes and acknowledges the important role the master plan will have in creating a healthy, liveable and connected community in the Bankstown City Centre.

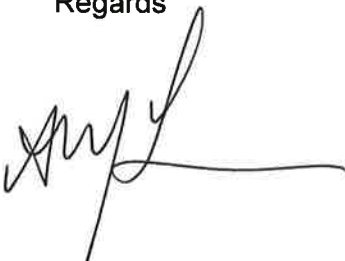
The Planning Unit, SWSLHD note that the site for the future Bankstown Hospital is still under consideration and recommends Council review its City Centre Master Plan to align with health planning when the future hospital site is announced. SWSLHD look forward to working closely with Council around health services planning for the region.

I take this opportunity to highlight that Population Health, SWSLHD currently has four formal partnership agreements with councils in our district. Located within varying council departments, jointly co-funded positions work to incorporate health considerations into strategic planning, city design, and community life. We are keen to explore a similar planning and design partnership with Canterbury Bankstown City Council as we move towards another chapter of urban growth and development.

Please find attached a detailed list of comments and recommendations on the Master Plan.

Should you require further information, please contact Ms Mandy Williams, Acting Director Population Health, SWSLHD, on 8738 5718 or Ms Joanna Rae, Acting Manager Planning Unit, SWSLHD on 8738 5760.

Regards



**Amanda Larkin**  
Chief Executive

Date: 31/5/21

## Detailed comments & recommendations for Master Plan

Page number/Section	Comments/Recommendations
Page 10. Demand for sustainability and resilience	<p>We strongly support Council's role in reducing the adverse impacts of climate change through increased suitability outcomes for residential and commercial development, incentivising sustainable transport and increasing vegetation and tree canopy.</p> <p>Western Sydney Region of Councils (WSROC) have recently produced an Urban Heat Planning Toolkit<sup>1</sup>, with support from sustainability experts from UNSW and University of Adelaide. Your plan and strategies are well supported by the evidence, but it may be worth reviewing this toolkit to see if there are additional options that haven't been considered.</p>
Page 15. Vision	<p>We share Council's vision for walkable streets, housing choices, green transport and delicious healthy food.</p> <p>We are not sure what 'ecologically-centred' living is and suggest that perhaps there is some alternative plain English terminology that may better explain this part of the vision.</p>
Page 17. 2.2 Spatial Moves	<p>We support the spatial moves outlined on pages 17 – 20 in relation to Complete Streets, the active north-south spine, connectivity, active and public transport, parks and public open space.</p> <p>The NSW Government committed \$1.3 billion in the 2019-20 NSW Budget to the Bankstown-Lidcombe Hospital (BLH) and Community Health Services Redevelopment, with early works to commence prior to March 2023. A review is recommended post site announcement to ensure alignment of spatial move 1 with health planning.</p> <p>The Bankstown Clinical Services Plan to 2031 (currently under review by the NSW Ministry of Health) proposes the new Bankstown-Lidcombe Hospital include a new acute services site (location to be determined) as well as retaining the current Bankstown-Lidcombe Hospital for Day Surgery and Community Health Services. The current Bankstown-Lidcombe Hospital site is not well accessed by public transport or active transport options. The site selection process for the new Bankstown Hospital has considered linkages with public transport and service accessibility for the community. Improvement of infrastructure and connections to the current Bankstown-Lidcombe Hospital site would be beneficial for short- and long-term future service accessibility and reducing traffic congestion and parking issues.</p>
Page 25. 2.4 Master Plan Framework	<p>If achieved, the aim of the urban design framework will bring about positive health impacts, and is well supported by the four recommendations.</p> <p>We strongly support efforts to reduce vehicle speeds to less than 30km/hr. There is strong evidence to support reduced speeds, with significantly improved safety for people walking and cycling. There are also good links between increased foot traffic, dwell time on streets, and positive impacts on trade for local businesses.</p>

<sup>1</sup> WSROC. 2021. Urban Heat Planning Toolkit. <https://wsroc.com.au/projects/project-turn-down-the-heat/turn-down-the-heat-resources-2>

Page number/Section	Comments/Recommendations
	It may be worth clarifying the term 'parking rates', as the general public may interpret reductions in off-street parking rates as reduced cost of parking, rather than the intended reduced amount of parking.
Page 26. Framework map	When viewing the map, it is difficult to differentiate the two blue circles in the key.
Page 32. 1.1.9 commuter parking	<p>Whilst we understand the need for commuter parking, we also believe that Council and state agencies need to think smarter about how people will get to the new Metro station. Commuter parking even in strategic locations will still lead to local congestion, increased bus times, and reduced walkability/cyclability.</p> <p>The NSW Government's Response to the Inquiry into Commuter Car Parking in NSW<sup>2</sup>, provides recommendations on alternative means for accessing train stations, including point to point services, on-demand services, buses, etc. We encourage Council to explore these options further as part of the Bankstown Collaboration Area Integrated Place-based Transport Strategy.</p> <p>The issues experienced by residents in getting to the station are the same as those experienced by employees in getting from the station to their site of employment. As a large employer in Bankstown, it is imperative that SWSLHD staff are able to get from the new Metro Station to the current (and future) hospital sites. We understand that this will help reduce traffic and parking congestion that currently plagues areas of Bankstown, making it unpleasant for residents and workers. With the forecast levels of population growth, a few commuter car parks are not going to solve the problems long-term.</p>
Page 35. Objective 1.3	<p>We understand and support the intent of the incentive height and floor space system. It will be a challenge, but also vital, for the city centre to provide additional local affordable housing and employment, without losing any in the renewal process.</p> <p>Our concern is that whilst the 3% affordable housing contribution will assist in providing some additional affordable housing, it will not adequately address the loss of affordable housing that will occur through the urban renewal process. Property and rental prices within walking distance of the Bankstown Metro station are likely to increase and push out low income residents. Likewise, lower rental properties that currently support small businesses in the city centre are likely to also be forced out as part of the renewal process.</p> <p>We encourage Council to continue working with Land and Housing Corporation, state agencies and the community housing sector to explore additional affordable housing strategies.</p>

<sup>2</sup> Transport for NSW. 2018. NSW Government's Response to the Inquiry into commuter car parking in NSW. <https://www.parliament.nsw.gov.au/committees/Pages/inquiryprofile/commuter-car-parking-in-nsw.aspx#tab-reportsandgovernmentresponses>

Page number/Section	Comments/Recommendations
Page 41. Area 1: City Centre	<p>The new plaza replacing the current West Terrace Carpark, is an excellent proposal and will provide for additional public open space in an area that is currently in need.</p> <p>We encourage Council to consider a range of active options (e.g. multi-purpose courts, playgrounds) and perhaps some water play. There aren't any swimming pools in Bankstown and this may be a suitable place for a cooling water-play option.</p> <p>As the proposed plaza is close to Bankstown Girls High School, it would also be good to engage with this community of young women to ensure that it is a safe and welcoming environment.</p>
Page 55. Area 8 Terraces & Apartments	<p>We agree with Council's assessment that the northern area of the city centre is in need of additional and improved public open green space. Apex Reserve is on the side of a hill, so accessibility is difficult and movement and play within the park may also be a challenge. It does however provide an opportunity to take advantage of the incline with some active adventure play over a number of levels using a range of mediums (slides, cargo nets, bouldering/rock climbing walls).</p> <p>There is also space in Apex Reserve for a potential off leash dog park, with the busy roads on two sides providing an excellent noise buffer from barking, for the homes adjacent to the reserve. Dog walking is an excellent form of physical activity for both the dog and the owner, and there does not appear to be many off leash areas in Bankstown. Increased housing densities will require Council to provide more places for dogs to be exercised and socialised off leash.</p>
Page 63. Objective 3.3	<p>We support council's plans to create a night time economy for the city centre, and encourage Council to ensure that the offering focuses on a range of business opportunities other than alcohol and gambling, which are both known to have negative impacts on health outcomes, both physically and socially. Other forms of entertainment may include the library, theatre, arts, live music, indoor/outdoor sports, walking/food tours, open air cinema, night markets, escape rooms.</p> <p>These businesses also need to be supported by safe, welcoming night time streets, with adequate lighting and public places for people to gather and connect.</p>
Page 69. Noise edge barrier buildings	<p>We are pleased to see attention given to noise and air pollution from traffic on Stacey Street through this built form typology. This was something we raised in the Complete Streets feedback, so an excellent outcome here.</p>
Pages 79-82. Objective 5.1	<p>We strongly support the objective and related actions aligning urban renewal with delivery of new and improved open space. The Australian Urban Observatory have collated data on a range of urban metrics that are known to impact on health outcomes. Whilst Bankstown does reasonably well at providing any small open space within 400m of homes (refer to Figure 1 below), it has large sections of the community that are not close to a larger public open space greater than 1.5hectares (Figure 2.).</p> <p>Open spaces larger than 1.5 hectares can appeal to larger sections of the community because they are able to incorporate multiple full-sized playing</p>

Page number/Section	Comments/Recommendations
	<p>fields for diverse organised sports, may contain amenities such as bike and walking tracks, and additional facilities such as shelters and toilets to support large social gatherings. Large parks and public open spaces can also preserve and promote biodiversity and are therefore extremely important from an environmental and conservation perspective.</p> <p>We believe there is also an opportunity to also reconsider the streets of Bankstown City Centre as places for play and connection. A few examples where this may easily occur are the top of Jacob St near the Hume Hwy and also Kitchener Parade near Rickard Rd, where the roads are already blocked off. These blocked roads create the perfect environments for pocket parks, seating, drinking fountains, trees/shade, basketball hoop, handball markings, etc. and make these inviting places for local residents or workers to connect and/or play. These are just two examples of streets already blocked off where this is immediately possible, but there may be others as well.</p> <p>Blocked streets, remove rat-runs for vehicles through local areas, improve safety for people walking and cycling, and enable community to gather and meet.</p>
Page 92. Objective 6.3	We strongly support actions addressing active transport as part of regional active and public transport networks. There may also be scope to collaborate with State Government agencies that are located or plan to locate within the Bankstown City Centre, to ensure they support the active transport approach with adequate cycle storage and on-site facilities.
Page 93-94 Objective 6.4	<p>We recommend including e-bike charging in this section as well. Whilst most employees would likely take their personal bike batteries with them to their worksite to recharge, visitors and students may not have this capability. This also enables options for future e-bike fleets, should this be supported by council in the future.</p> <p>We also recommend council include parking rates here for bicycle parking.</p>
Page 119. Objective 9.2	<p>We support actions to introduce an affordable housing contributions scheme in the Bankstown LEP, but do not believe this alone will achieve the required increases in affordable housing.</p> <p>The provision of on-site recreation facilities, active transport links or public open space will assist in enabling council to meet increased community infrastructure needs, but will negate the requirement for developers to deliver affordable housing stock.</p> <p>Additional strategies and actions will be required to increase the amount of affordable housing required to replace current affordable housing stock and then deliver on top of this.</p>
Page 120. Objective 9.3	<p>We strongly support the actions focused on the Liveable Housing Guidelines and a percentage that meet the silver and gold standards. This is important for enabling people to age in place in their communities where they have good social connections.</p> <p>We also like the attention to acoustic attenuation, as noise is one of the top issues for tenant complaints in high density residential settings.</p>

Page number/Section	Comments/Recommendations
Page 123. Objective 10.1	We strongly support actions to strengthen existing partnerships between SWSLHD and Council. Population Health, SWSLHD currently has four formal partnership agreements with councils in our district. Located within varying council departments, jointly co-funded positions work to incorporate health considerations into strategic planning, city design, and community life. We would be keen to explore a similar partnership with Canterbury Bankstown City Council.
General comments	<p><b>Smoke-free shared public spaces and streets</b></p> <p>The master plan will introduce more outdoor dining and shared public spaces. Bankstown has a high prevalence of cigarette and shisha smoking and a potential consequence is increased smoking in shared public spaces. In other LGAs, some businesses who operate in shared spaces have restricted their outdoor dining to smoking and drinking areas only (as this is allowed in the smoke-free environment act). These LGAs are inundated with complaints from the public. Changing an outdoor area to smoke-free is challenging especially after businesses have started to operate outdoors. Therefore it is important to start planning for this from the beginning and proposing smoke-free environments for outdoor dining areas and shared public spaces that are intended to bring people together.</p> <p><b>Variety of physical activity options for different age groups</b></p> <p>There is a lack of free options for physical activity in the current plan for all age groups. Some considerations could be:</p> <ul style="list-style-type: none"> <li>• Outdoor basketball/multipurpose courts</li> <li>• Skate park</li> <li>• Waterplay</li> <li>• Bike routes for children around existing parks which are safe and away from cars</li> <li>• More outdoor gym equipment, and potentially locating the equipment across the CBD connected by a running route.</li> <li>• Ensuring playgrounds are shaded and have adequate facilities</li> </ul> <p><b>Drinking Water stations throughout the city centre</b></p> <p>There is no mention of water stations in the plan. Having free water stations located in public shared spaces, streets and parks will have important health benefits, and will also increase convenience for the public and ultimately use of these areas.</p> <p><b>Fresh food markets</b></p> <p>Creating a dedicated area for a weekly fresh food market within the CBD area. This will bring more people into the CBD during the weekend, increase healthy food availability, and support local businesses within the area.</p>



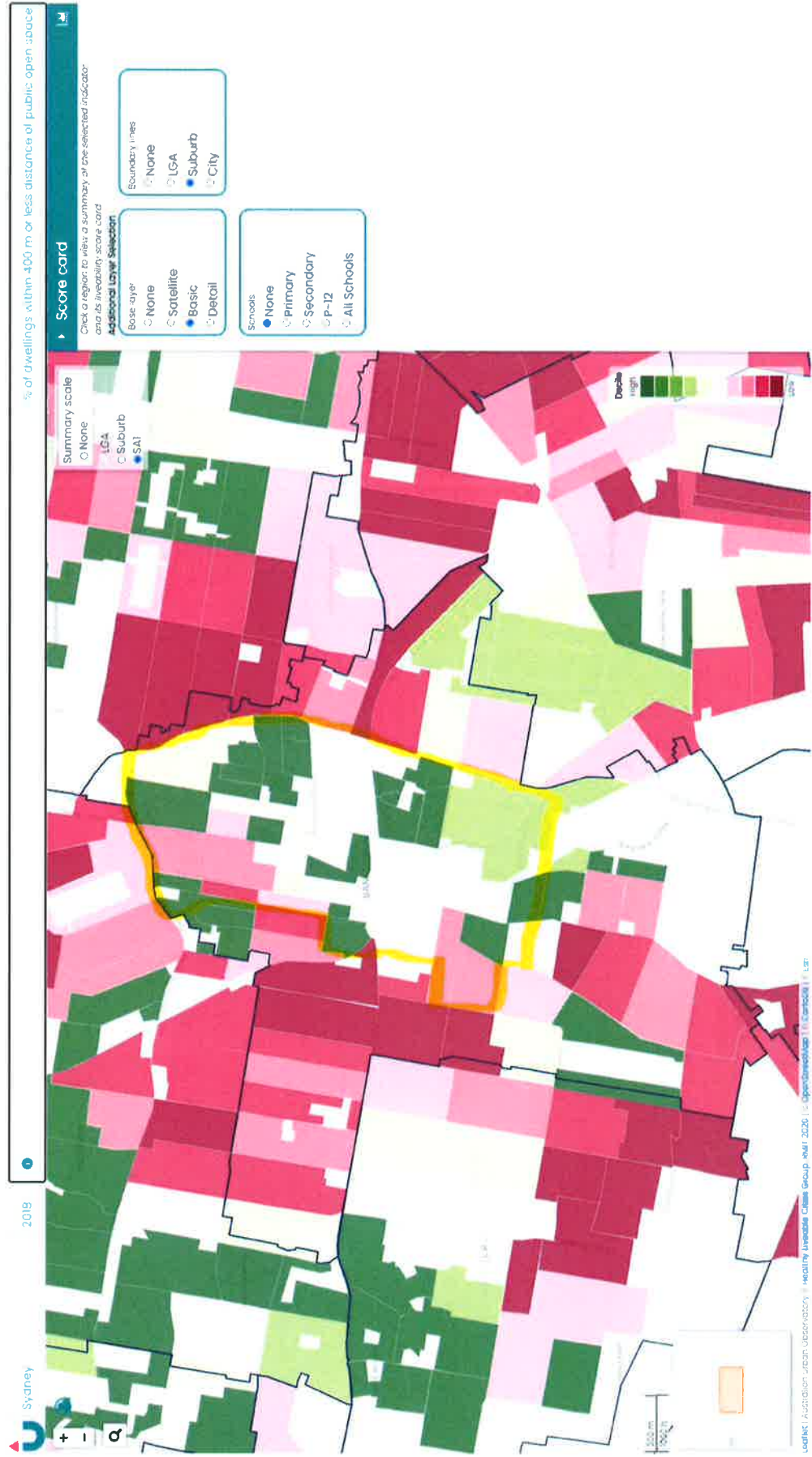


Figure 1. Dwellings within 400m of any public open space – Source Australian Urban Observatory

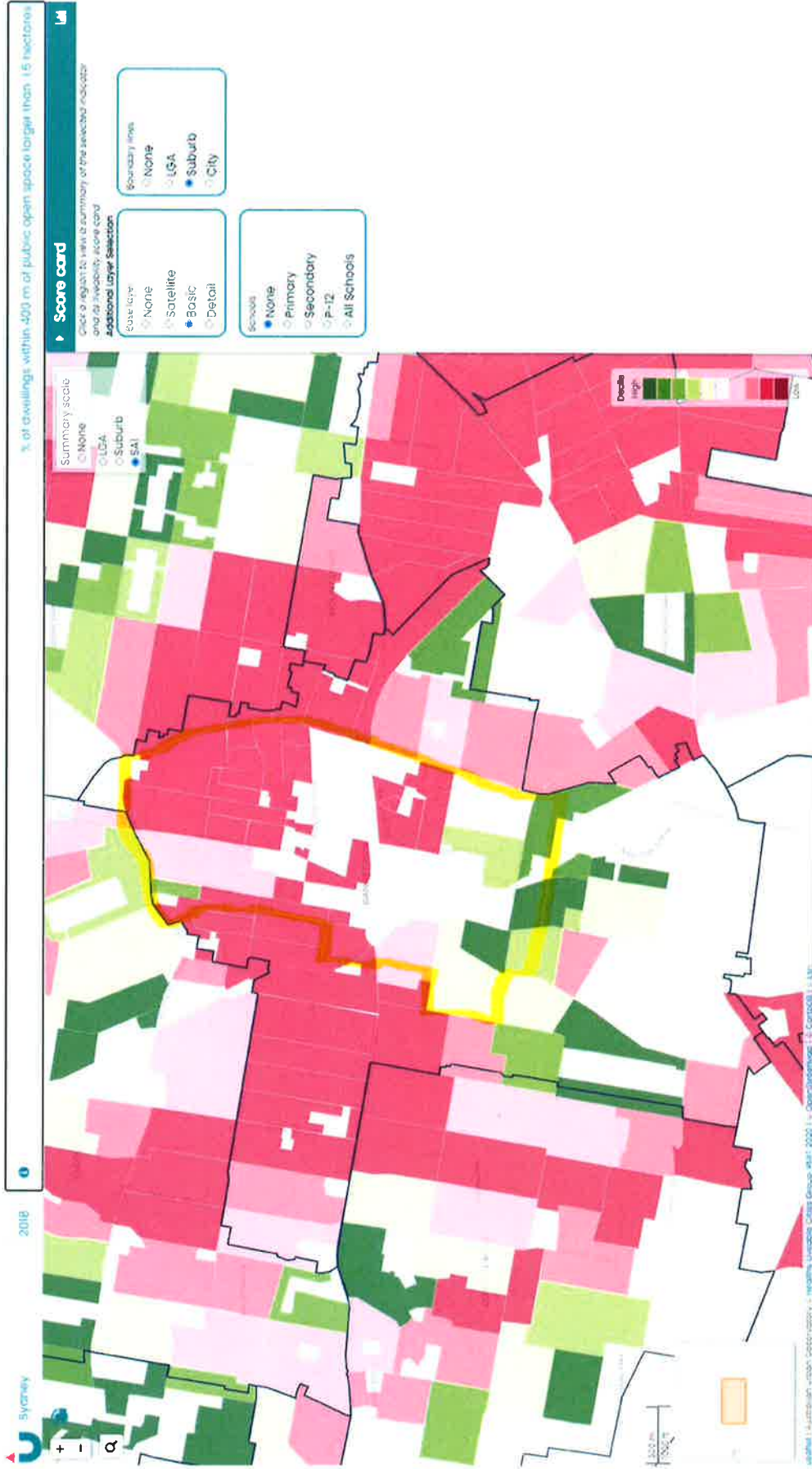


Figure 2 Dwellings within 400m of public open space >1.5hectares – Source Australian Urban Observatory



13 May 2021

Mr Matthew Stewart  
General Manager  
City of Canterbury Bankstown  
PO Box 8  
Bankstown NSW 1885

Attn: Community Engagement

via email: [haveyoursay@cbc.city.nsw.gov.au](mailto:haveyoursay@cbc.city.nsw.gov.au)

Dear Mr Stewart,

**Re: Bankstown Master Plan**

Thank you for the opportunity to review the proposed *Bankstown Master Plan*.

Western Sydney University welcomes Council's aspirations for Bankstown city centre and supports the overarching elements of the Master Plan, which compliment our vision for the future Bankstown City Campus. The plan presents a unique and exciting opportunity to reimagine Bankstown's core as a premier public space at the heart of a revitalised CBD.

The University has worked extensively with Council over the past three years to develop plans for a world-class vertical campus in Bankstown City. These plans include design of land surrounding the new campus, its interface with Paul Keating Park, and pedestrian connectivity to and from public transport connections. This includes collaboration on The Avenue, the pedestrian-oriented corridor proposed as Bankstown's central activity spine and 'high street'.

The University, along with our partner Walker Corporation, is committed to continuing this relationship with Council and working to achieve a well-resolved public domain. Adopting an integrated approach to the shared zone of The Appian Way (The Avenue North) will be critical to the successful delivery of this key activity spine.

We are pleased to support the revitalisation of Bankstown's city centre into a thriving, vibrant and well-connected town centre. The University looks forward to realising the positive contribution of our collaboration with Council in contributing to improving the amenity of Bankstown city centre's public domain.

If you would like to discuss this matter further, please email Michelle Lee, Director – Estate Planning and Strategy at [michelle.lee@westernsydney.edu.au](mailto:michelle.lee@westernsydney.edu.au).

Yours sincerely,

Bill Parasiris  
Executive Director – Estate and Commercial

## Sydney Metro Response

Thank you for the opportunity to comment on Canterbury-Bankstown Council's Bankstown City Centre Masterplan. Sydney Metro supports Council's vision to plan for future growth and development in Bankstown City Centre, leveraging off the delivery of Metro services, and makes the following comments.

### Planning and designing for growth

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- Sydney Metro encourages transit-oriented development (TOD) around the new Metro station, which will create an improved and interactive interface with the new transport interchange resulting from Metro services to the city centre.
  - Development along the Appian Way and Restwell Street should align with and respect the north-south green pedestrian spine as envisioned by the Complete Streets masterplan and Sydney Metro's cross-corridor plaza.
  - New development and built edges within the city centre should facilitate pedestrian movement, and enhance views corridors of built and natural heritage features.
  - Intensification adjoining and in proximity to the station precinct should factor in minimising overshadowing impacts on new public open spaces created by Sydney Metro's new cross-corridor plaza as well as existing active spaces such as Saigon Place.
  - Increased urban tree canopy within the city centre will promote a movement and place mindset which will contribute positively towards activation and placemaking opportunities.
  - Affordable housing should be located within proximity to the Metro station, to facilitate better public transport access and connections to local services and other parts of metropolitan Sydney.
  - Page 60: Land and Zoning map indicates the station precinct as Public Recreation – this should be shown as Infrastructure.
  - Page 67: Sydney Trains and Sydney Metro sites should not be shown as proposing street wall and tower building typologies as these sites are currently for Infrastructure uses. Notwithstanding, if Council anticipates higher built form typologies for this part of the city centre, then the existing fine grain shops on the corner of North Terrace and Chapel St bridge should also be included in this future typology as it forms part of the whole station precinct.
  - Page 71: The amenity of the proposed Neighbourhood Park south of the rail corridor and east of Restwell St is likely to be compromised due to overshadowing by proposed building heights of 22 and 25 storeys adjacent to the north. Similarly, proposed Neighbourhood Park alongside Rickard Road is likely to be overshadowed by proposed building heights ranging in 8-15 storeys to the north.
  - Page 73: Proposed 0m street setback for station precinct assumes that future development may take place, which is not the case. The proposed Sydney Metro station and plaza is design as part of the infrastructure delivery of metro rail services.
-



## Transport Planning

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- Sydney Metro supports the objective of a more accessible centre through an enhanced network of through site links and public open space.
- Sydney Metro supports higher density residential and employment generating floor space within the CBD in close proximity to transport hubs, encouraging increased utilisation of public transport and reducing the impacts of private vehicles in the CBD.
- Page 10: Figure should be updated to show all current Sydney Metro projects - Sydney Metro can provide this.
- Page 33: Sydney Metro supports the prioritisation of active and public transport as key access modes to Bankstown Station. Council's support for commuter parking appears to contradict other proposals to relocate existing car parks and make changes to parking rates for new developments. Please note the provision of commuter car parking is subject to TfNSW strategic policy.
- Page 37: Sydney Metro supports Council's direction to improve inter-connectivity and the experience of walking between key destinations in the day and night with opportunities for activation and social interaction.
- Page 88: "Sydney's Planned Parramatta to Kogarah Train Link" & "Bankstown to Liverpool via Bankstown Metro Extension" - this should reference the Future Transport 2056 document. "Sydney's Planned Metro" should also note that this is the City and Southwest line currently under construction and scheduled to open in 2024.
- Page 90 (as well as the Framework map and all other base maps): Featherstone Street is shown as a shared zone with a pedestrian and cyclist only connection at the southern end which does not reflect more recent conversations with Council's traffic management team who have indicated that Featherstone Street would be required to accommodate 2-way traffic, (along with 2-way traffic movements through the section of North Terrace between Featherstone Street and Appian Way).
- Page 90: The image shows Chapel Road crossing the rail corridor as a "neighbourhood street with cycle lane" which is misleading as the road does not cross the rail corridor here.
- Page 94: Sydney Metro supports the introduction of transit oriented development (TOD) and provide general support for the reduction in parking rates for new development, particularly in close proximity to Bankstown Station.

Cc: Sally Nunnerley, Central City, Planning for Places, TfNSW



## **Early Engagement Outcomes Report**

# **Draft Bankstown City Centre and Campsie Town Centre Master Plans**

August 2021

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# 1. Introduction and background

## 1.1 Background

The Draft Bankstown City Centre Master Plan (BCCMP) and Draft Campsie Town Centre Master Plan (CTCMP) are long terms vision for the next 15-years and beyond for the development of Canterbury-Bankstown's two Strategic Centres. As envisaged by Council's Local Strategic Planning Statement, *Connective City 2036* and the supporting Housing and Employment Lands Studies, Bankstown and Campsie are expected to experience the largest jobs and housing growth in the City.

Council has been engaging with the community on the draft Master Plans since July 2020. Upon adoption, the Master Plans will form the basis of a Planning Proposal to amend the planning controls in the forthcoming Canterbury Bankstown Local Environmental Plan. Further community engagement will be undertaken through this process.

The draft Master Plans set an integrated and wholistic vision and series of actions for the Bankstown City Centre and Campsie Town Centre, including changes to planning controls, increased benchmarks for design and sustainability, new active transport infrastructure, and improvements to liveability and the experience of both centres. The draft Master Plans also seek to ensure these centres continue to be attractive places to work in, live in, study in and invest in, building on their strengths and addressing their challenges.

## 1.2 Purpose

This report provides an overview and response to the comments and feedback received in relation to the Draft BCCMP and CTCMP, which were available for comment between 29 March and 14 September. It is noted that further submissions were received beyond 14 May, which have also been considered in this report.

## 1.3 Early Engagement overview

The period of seeking community feedback on the draft Master Plans formed the third phase of early engagement on the draft Master Plans. The three phases are outlined below:

- **Phase 1: Review of community feedback into other projects.**  
Council engaged extensively with the community on a range of projects relevant to Bankstown City Centre and Campsie Town Centre, including the Local Strategic Planning Statement, Housing Strategy, Employment Lands Strategy and site specific projects such as master planning of Paul Keating Park, Bankstown Complete Streets and Belmore Sports and Recreational Precinct. Review of community feedback provided to these projects helped identify the communities issues and aspirations for the centres, and was key informing material for the direction of the master plans.
- **Phase 2: Preliminary Engagement.**  
Council undertook a range of initial engagement activities to inform the draft Master Plans. Feedback was received from the community, land owners and targeted focus groups such as students, businesses and Council's Aboriginal and the Torres Strait Islander Reconciliation Committee. A summary of the preliminary engagement is provided in the draft Master Plans in Sections 1.6.



- **Phase 3: Draft Master Plan feedback**

Feedback on the draft Master Plans was sought to seek the community's input and views prior to finalisation of the Master Plan and drafting of a Planning Proposal to amend the planning controls for both centres. This process has informed a revised draft Master Plan for each centre, and the drafting of a Planning Proposal, to be considered by Council.

Should the draft Master Plans be adopted and endorsed to proceed to Gateway, a Planning Proposal process will commence. This process will involve formal exhibition of draft planning controls for implementation of the Master Plans.

#### 1.4 How to read this document

This report provides an overview of community engagement activities, notes the issues raised and provides a review and response to each issue. The report is structured as follows:

- **Section 2: Master Plan preliminary engagement activities**

Council undertook a range of initial engagement activities to inform the draft Master Plans and receive feedback. These activities are summarised in Section 2 of the exhibited draft Master Plans. Feedback was received from the community, land owners and targeted focus groups such as students, businesses and workers and Council's Aboriginal and Torres Strait Islander Reconciliation Committee.

- **Section 3: Summary of responses**

This section provides a summary of key themes raised during the early engagement in relation to the Master Plan.

- **Section 4: Agency and institutional submissions**

This section summarises and responds to written submissions provided to the draft Master Plans from government agencies and institutions

- **Section 5: Community submissions – Bankstown**

This section summarises and responds to written submissions to the Bankstown City Centre Master Plan. It also summarises the community's responses to the survey questions and ideas map for the draft Bankstown City Centre Master Plan.

- **Section 6: Community submissions – Campsie**

This section summarises and responds to written submissions for the Campsie Town Centre Mater Plan. It also summarises the community's responses to the survey questions and ideas map for the draft Bankstown City Centre Master Plan.

- **Section 7: Community submissions – both centres**

This section summarises and responds to written submissions that were made for both the Campsie Town Centre Mater Plan and Bankstown City Centre Master Plan as a dual submission.

- **Section 8: Community Panel Workshop**

A Community Panel workshop was held to obtain local resident's views and ideas for the Bankstown City Centre and Campsie Town Centre Master Plans. This section summarises the main comments and themes discussed at the workshop.

## 2. Master plan engagement activities

Feedback from the community on the draft Bankstown and Campsie Master Plans was sought from **29 March 2021 to 14 of May 2021**. This was following a mail-out to **22,000** properties (owners and occupiers) in both study areas). The purpose of this stage of engagement was to promote the draft Master Plans, answer public enquiries regarding the documents and to receive community feedback. Several community engagement activities were held during this period.

A total of **3,874 interactions** were made for the draft Bankstown City Centre and Campsie Town Centre Master Plans during the various engagement/promotional activities within the early engagement process. The interactions are further detailed in the table below.

### Summary of promotional/engagement interactions for the draft Bankstown City Centre and Campsie Town Centre Master Plans.

Engagement/promotional activities	Bankstown Master Plan	Campsie Master Plan	Combined (submissions that relate to both)
Community Survey responses	22	42	N/A
Interactive map comments	13	67	N/A
'Speak to an expert' calls	19	74	N/A
Direct written submissions	31	61	66
Petitions	N/A	N/A	1 x 229 signatures (re. Gas ban in buildings)  1 x 12 signatures (re. Gas ban in buildings)
Pop-up conversations/flyer hand-outs	723	1,525	N/A
Community Voice Panel attendees	5	4	N/A
Community Webinar Views	44	73	N/A
Agency/institutional briefing attendees	N/A	N/A	110
Industry Forum	N/A	N/A	10
Community Information Session Attendees	N/A	40	N/A
Social media clicks to view Master Plan documents	485	489	N/A
Direct Have Your Say Page Views/Document Downloads of Master Plan	3,604	7,388	

and associated technical studies			
<b>Total</b>	<b>4,945</b>	<b>9,763</b>	<b>427</b>
<b>Combined Total Interactions</b>	<b>15,135</b>		

A detailed description of each engagement/promotional activity for the master plans is discussed below.

## 2.1 Have Your Say



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The 'Have Your Say' webpage was the primary online platform to view the draft Bankstown and Campsie Master Plans, request for information and provide feedback via the following methods:

- **Survey** – A survey with nine (9) questions specific to the master plans was published. The questions requested the public's views on the Master Plan's vision, key directions, priorities and overall impressions.
- **Interactive Map** – The public were invited to provide mark ups on the Bankstown and Campsie Master Plan area maps and provide accompanying comments expressing key ideas and issues for specific areas on the map.
- **'Speak to an expert'** – The public were able to contact subject matter experts, being Council's planning team, directly via phone or email to discuss the draft Master Plans.

The following statistics were recorded for the above activities during the early engagement process .

Activity	Draft Bankstown Master Plan	Draft Campsie Master Plan
<b>Survey</b>	No. of responses: 22	No. of responses: 42
<b>Interactive Map</b>	No. of contributions: 13	No. of contributions: 67
<b>Speak to an expert</b>	No. of calls: 19	No. of calls: 74

## 2.2 Direct written comments

Stakeholders were invited to provide written comments to the Draft Bankstown and Campsie Master Plans. Several written comments referenced both draft Master Plans. The number of written comments for each centre (or dual submissions, relating to both centres) have been provided below.

Stakeholder	No. of written responses (Bankstown)	No. of written responses (Campsie)	No. of written responses (Dual submissions for Bankstown and Campsie)
Public	24	57	63 direct written responses  1 petition x 229 signatures (re. Gas ban on buildings)  1 petition x 12 signatures (re. Gas ban on buildings)
Agencies and Institutions	7	4	3
<b>Total</b>	31	61	66 (+241 petition signatures)

### 2.3 Community Pop-Ups and Flyer Distributions



Community pop-up sessions were held in both Bankstown and Campsie to share information about the Master Plans, answer community questions and to receive preliminary feedback. The pop-ups were held in public and private spaces including train station exits, shopping centres, plazas and streets over several nights and weekends. The pop-ups were attended by Planning, Urban Design and Community Engagement staff. A summary of the pop-up events is provided below.

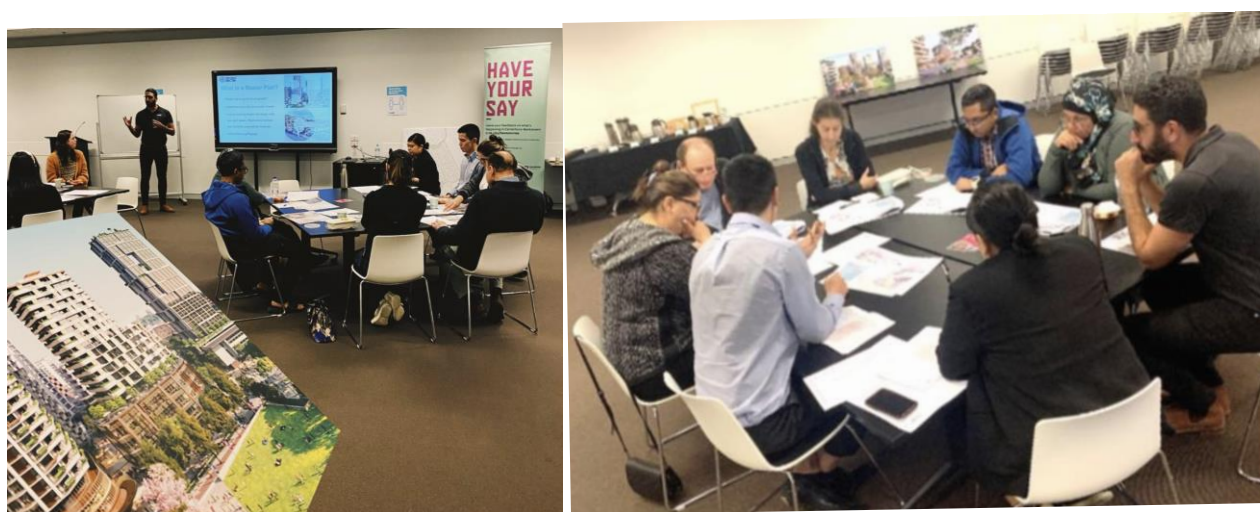
Draft Bankstown City Centre Master Plan	
Date/Time	Location
Tuesday, 20 April 2021, 7.00am - 9.00am	Bankstown Station entry/exits
Saturday, 1 May 2021, 11.00am - 1.00pm	Saigon Place
Thursday, 6 May 2021, 6.00pm - 8.00pm	Bankstown Central
Wednesday, 12 May 2021, 6.00pm - 8.00pm	Bankstown Station entry/exits



Draft Campsie Town Centre Master Plan	
Date/Time	Location
Saturday, 24 April 2021, 10:00 am – 12:00 pm	Campsie Station Entry/Exits
Saturday 24 April 2021 10:00 am – 12:00 pm	Anzac Mall
Friday, 7 May 2021, 5:00 pm – 7:00 pm	Anzac Mall
Monday, 10 May 2021, 6:00 pm – 8:00 pm	Campsie Station Entry/Exits

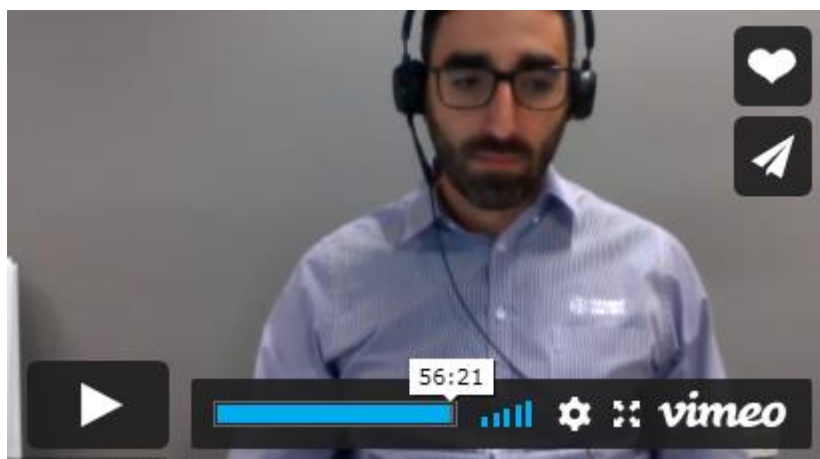
There were **728** conversations and flyer hand-outs for the Bankstown pop-ups and **1,525** conversations and flyer-hand outs at the Campsie Pop-ups (a total of **2,334** conversations/handouts). This included placement of flyers at local cafés, shops, restaurants and other businesses.

## 2.4 Community Voice Panel



A Community Voice Panel Workshop was held in **April 2021** at the Bankstown Learning and Knowledge Centre. It was a small focus group comprising of **9 participants**. The Participants were requested to provide feedback on four key areas for each master plan; The vision, the Intensification Strategy, the Urban Design Framework and Character Areas.

## 2.5 Community Webinars



A Webinar was held for the Bankstown and Campsie to provide information on the draft Master Plans, discuss the planning process and host a 'question and answer' session between the public and Council planners. Attendees had the option to submit questions to Council prior to the Webinar. A recording of the live Webinars was uploaded to Council's 'Have Your Say' page after the event.

The following information on the Webinars are provided below.

Information	Bankstown Master Plan	Campsie Master Plan
Date/Time	29th April 2021 6:00pm – 7:30pm	28th April 2021, 6:00 pm - 7:30 pm
Total Webinar Views (live and recording)	44	73

## 2.6 Agency Briefings

Council engaged with Government agencies and other institutions during a series of briefing sessions and one-on-one meetings to discuss the draft Master Plans, clarify information and receive verbal feedback. A total of **110** people attended the agency and institutional briefings. A list of the stakeholder agencies and institutions engaged with are provided below.

Agencies	Institutions
<ul style="list-style-type: none"> <li>• Sydney Metro</li> <li>• Transport for NSW (TfNSW)</li> <li>• Department of Education (DOE)</li> <li>• Health NSW</li> <li>• Sydney South West Local Health District (SSWLHD)</li> <li>• Sydney Water</li> <li>• Bankstown Collaboration Area Governance Committee</li> <li>• Sydney Water</li> <li>• Department of Planning, Industry and Environment (DPIE) - various departments including the regional planning team, open space planning team, sustainability team, demographic team</li> <li>• Greater Sydney Commission (GSC)</li> </ul>	<ul style="list-style-type: none"> <li>• Sydney Catholic Schools</li> <li>• Western Sydney University (WSU)</li> <li>• TAFE NSW</li> <li>• Police and Community Youth Club (PCYC)</li> <li>• Community Housing Industry Association (CHIA)</li> <li>• Anglican Church</li> <li>• Bankstown Airport Limited (BAL)</li> </ul>

## 2.7 Industry Forum

On 28 April 2021, 2.00 pm – 3.30pm, Council held a forum with the Urban Taskforce. The purpose of this engagement was to seek property industry feedback on the key ideas within the master plan. A total of **10 people** attended the industry briefing.

## 2.8 Direct Have Your Say Downloads/Views

The Draft Bankstown and Campsie Master Plan documents were able to be viewed and downloaded from Council's Have Your Say webpage. The statistics for the direct downloads/views of the documents are included in the table below.

Document	Bankstown Master Plan	Campsie Master Plan
Master Plan Document	2198	5019
Phase 1 Document	779	1595
Technical Studies: <ul style="list-style-type: none"> <li>• Airspace Constraints (Bankstown only)</li> <li>• Aboriginal Culture and Heritage Study</li> <li>• Campsie Stage 1 Traffic Analysis (Campsie only)</li> <li>• Infrastructure Funding Study</li> <li>• Land Use and Economic Study</li> <li>• Landscape Controls</li> <li>• Off-street Parking, Servicing and Loading Study</li> <li>• Student and Worker Needs Study</li> <li>• Sustainability Study (Phases 2 and 3)</li> <li>• Tall Buildings Study</li> <li>• Urban Tree Canopy Master Plan <ul style="list-style-type: none"> <li>○ Off-street Parking, Servicing and Loading Study</li> <li>○ Sustainability Report (Phases 2 and 3)</li> </ul> </li> </ul>	627	724
Total	3,604	7,338

## 2.9 Social Media

The Draft Bankstown City Centre and Campsie Town Centre Master Plans were advertised on social media including Facebook, Twitter and Instagram. The statistics of social media engagement behaviour is provided below:

Social Media Behaviours	Draft Bankstown Master Plan	Draft Campsie Master Plan
Reach (no. of unique accounts that saw the advertisement of the draft Master Plans)	22,826	24,438
No. of clicks (no. of physical clicks to access the Master Plans)	485	489
No. of comments or tags to the draft Master Plans	56	57
No. of shares of draft Master Plans	28	34

## 2.10 Community Information Session (non-Council event)

A Community Information session was held at the Campsie Library on Monday, 26 April, hosted by State Members of Parliament, Ms Sophie Cotsis MP and Ms. Jodie Mackay MP. The purpose of this session was to advise the community on the draft Campsie Town Centre Master Plan. Council staff briefed the attendees on the key directions of the draft Master Plan, answered community queries and listened to verbal feedback. A total of **40 attendees** were present at the community information session.

## 2.11 Direct Letter Mail-out

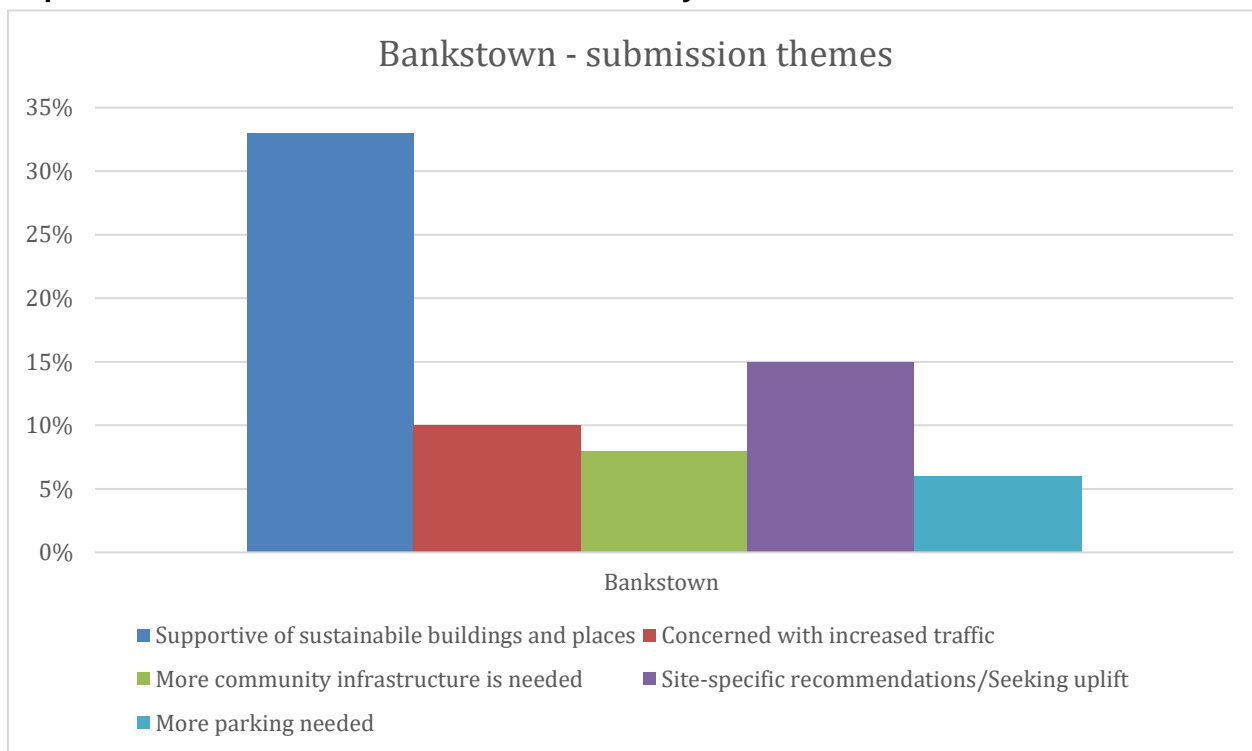
Physical letters were mailed to the property owners and occupiers of the properties located within the Draft Bankstown City Centre and Draft Campsie Town Centre Master Plan boundaries. An approximate total of **22,000 letters** were sent to properties within the draft Master Plan study area boundaries and surrounds.



### 3. Summary of feedback themes

An analysis of the themes raised in the direct, survey and interactive map submissions to the draft Bankstown City Centre and Campsie Town Centre Master Plans was undertaken. The top 5 themes for each centre were identified as per the following graphs below:

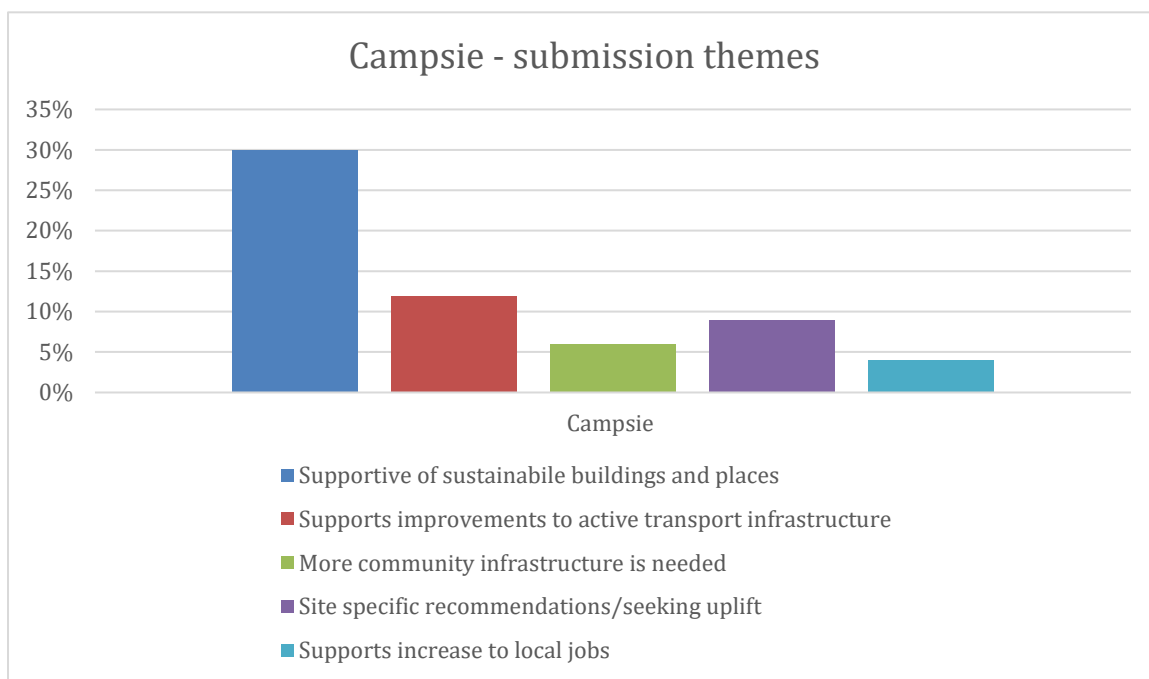
**Top 5 submission themes – Draft Bankstown City Centre Master Plan**



The list below outlines the top five (5) issues raised in submissions in relation the draft Bankstown City Centre Master Plan:

1. Support for sustainability initiatives
2. Concerns of potential increased traffic congestion
3. Need for more community infrastructure (playgrounds, public toilets, community centres)
4. More public parking needed
5. Site specific submissions

### Top 5 submission themes – Draft Campsie Town Centre Master Plan



The list below outlines the top five (5) issues raised in submissions in relation the draft Campsie Town Centre Master Plan:

1. Support for sustainability initiatives
2. Support improvements to active transport infrastructure
3. Need for more community infrastructure
4. Support increase for local jobs
5. Site specific submissions

## 4. Agency, institutional and peak body feedback

The following section summarises submissions provided from State agencies and other institutions in relation to the draft Bankstown City Centre and Campsie Town Centre Master Plans. Council's responses to these submissions are also included.

### 4.1 Bankstown

#### 4.1.1 Agency 1 - Sydney Water

A summary of the submission from Sydney Water to the draft Bankstown City Centre Master Plan is provided below:

- Sydney Water supports the draft Master Plan's water sustainability initiatives.
- Future proofing buildings for recycled water through dual piping is supported.
- Sydney Water is currently working with Council to develop water servicing plans that delivers the outcomes of the draft Master Plan through an integrated water cycle management (IWCM) framework. The IWCM approach recognises recycled water as a reliable water servicing option when integrated with water supply and stormwater design.
- Sydney Water will continue to engage with Council on precincts and sub-precincts identified for intensification of dwellings and jobs.
- Sydney Water requests advice on the anticipated yearly staging of growth. This information is critical for assessing the total impact of the proposed changes and enables Sydney Water to effectively plan for water related infrastructure.

**Proposed amendments to the draft Master Plan:** None.

**Council response:**

- Council acknowledges Sydney Water's support of the draft master plan's water sustainability initiatives and will continue working with Sydney Water to inform the water servicing plans and Integrated Water Cycle Management Framework
- Council will provide Sydney Water the anticipated yearly staging of dwelling growth from now to 2036 to inform their water servicing plans.
- Council to continue to work with Sydney Water as a key stakeholder in realising the draft Master Plan.

#### 4.1.2 Agency 2 - Schools Infrastructure

A summary of the submission from Schools Infrastructure to the Bankstown City Centre Master Plan is provided below:

- Schools infrastructure anticipated a total of 12,564 dwellings in Bankstown, not 18,700 dwellings by 2036 as envisaged in the draft Master Plan. This will require revised asset and non-asset solutions for the area which may include additional permanent/temporary teaching spaces, schools upgrades and new schools and boundary intake changes.
- Add wording in actions under Objective 1.2 (as it relates to Schools Infrastructure) to be amended as follows: "*Advocating for the Department of Education (DoE) to monitor school enrolments and school capacity to ensure that students can enrol in their local school*".

- Committed to working with Council to ensure public schools are appropriately resourced and respond to student population changes.
- Concerned that building heights will impose adverse shadowing and visual privacy impacts to schools, particularly Bankstown Public School and Bankstown Girls High School.
- Contributions should be directed to improving active transport around schools and bus stops. Infrastructure upgrades should include upgraded footpaths, lighting and wayfinding, shared paths, ramp upgrades, pedestrian crossing safety measures such as pedestrian refuges, bus shelters and slower speed streets.
- Public schools should be exempt from paying development contributions.
- Supportive of joint use of schools open space and facilities subject to timing, funding and a memorandum of understanding.
- Supportive of design excellence in the LEP, however the draft Master Plan should exempt schools from any design excellence process imposed by Council as schools are already subject to design excellence in the SEPP (Educational Establishments and Child Care Facilities) 2017.
- Raises concerns around pedestrian access between the City Centre and Bankstown Memorial Oval through Mona Street due to potentially adverse impacts to the safety and operations of Bankstown Girls High School and Bankstown Public School.
- Generally supports the draft Master Plan's maximum and minimum parking approach in the centre.

#### **Proposed amendments to the draft Master Plan:**

- Include the following action under Objective 1.2 in relation to monitoring school's capacity has been included in the revised draft Master Plan: *"Advocate for the Department of Education (DoE) to monitor school enrolments and school capacity to ensure that students can enrol in their local school"*.

#### **Council response:**

- The Mona Street pedestrian link provides vital pedestrian access between Bankstown Memorial Oval and the City Centre. This link will alleviate access to open space in the City Centre by increasing 200m walking access to open space for residents, workers, students and visitors. After hours and weekend access would address concerns relating to security and safety for students as they will not be in attendance when public access is available on Mona Street. Throughout the early engagement period and Bankstown Collaboration Area, positive discussions were held between Council and DoE regarding this initiative and it is supported in the Bankstown Collaboration Area Place Strategy. Based on the above, Council will continue to advocate for this vital pedestrian through-site link. It is not an action that will be required to be delivered now, but an opportunity should the schools be redeveloped or subject to substantial upgrade works. Council will continue to advocate and work with DOE on this matter. It is noted that Council has sought clarification from the DOE on this response.
- In response to the amended total dwelling targets for Bankstown, Council will continue working with DOE to share demographic information to inform their asset and service plans for public schools.
- Council will continue to work with DOE during the development of the LEP and DCP to address shadowing and visual privacy impacts to schools. It is noted that it is not uncommon for schools to be in high density settings across Sydney, particularly as urban centres become focal points for jobs and housing.
- Complete Streets and this draft Master Plan supports improved pedestrian and cycling infrastructure throughout the CBD and around schools, including cycle links linking Bankstown Public School and Bankstown Girls High School to the City Centre via Chapel Road.
- Council will continue working with DOE to develop MOUs for shared use of public schools' open space and recreational facilities.

### 4.1.3 Agency 3 – TAFE NSW

A summary of the submission from TAFE NSW to the draft Bankstown City Centre Master Plan is provided below:

- The overall objectives of the draft Master Plan are supported.
- The proposed amendments to planning controls on the Bankstown TAFE site are supported, including the amendment to the current LEP land use zoning to make 'Health Services Facilities' a permissible use.
- The importance of TAFE in providing local skilled educational opportunities needs to be further emphasised in the draft Master Plan.
- The shared zone on Raw Avenue should be considered as a long-term outcome as it may only be achieved with the redevelopment of the TAFE site.
- Objects to any depiction of the TAFE building site being demolished. TAFE NSW is committed to ongoing presence and vocational education and training from the current Bankstown TAFE site.
- Ensure references to 'TAFE' in the document is amended to 'TAFE NSW'.

#### **Proposed amendments to the Master Plan:**

- Update the draft Master Plan to acknowledge and reinforce the importance of TAFE NSW's educational services in the local area and support the retention of TAFE NSW in the City Centre.
- Add a new action under Objective 1.2, "*Support the retention and improvement of Bankstown TAFE within the City Centre to meet the projected need of students on the current site or alternative site within the Master Plan area*".
- All references to 'TAFE' in the document will be changed to 'TAFE NSW'.

#### **Council response:**

- TAFE NSW's support over the planned zoning changes over the site is acknowledged.
- Council acknowledges the importance of TAFE NSW in providing local education and supports the institution's continued presence in Bankstown City Centre.
- It is intended that Raw Avenue be converted to a shared street with any health infrastructure and mixed-use redevelopment of the TAFE site and car park to the south in the longer term.

### 4.1.4 Agency 4 – Western Sydney University (WSU)

A summary of the submission from WSU to the Bankstown City Centre Master Plan is provided below:

- Supports the overarching vision of the draft Bankstown Master Plan
- Committed to continue working with Council to plan the public domain around the future WSU campus, including the future shared zone on the Appian Way.

**Proposed amendments to the Master Plan: None.**

**Council response:**

- WSU's support of the overarching vision of the Bankstown Master Plan is acknowledged.
- Council will continue working with WSU in implementing the shared zone on Appian Way.

#### 4.1.5 Agency 5 – South Western Sydney Local Health District (SWSLHD)

A summary of the submission from SWSLHD to the Bankstown City Centre Master Plan is provided below:

- SWSLHD recommends that Council review the Bankstown Master Plan when the future hospital site is announced.
- Strongly supports Council's role in reducing the adverse impacts of climate change.
- States that the legend on the Urban Design Framework Map is confusing as the circles delineating 'pedestrian overbridges' and 'pedestrian enhancements' are of the same colour.
- Shares Council's vision for walkable streets, additional open space, housing choice, sustainable transport and the night-time economy.
- Strongly supports the urban design framework and reducing vehicle speeds to 30km/hr.
- Suggests 'ecologically-centred' living be amended for plain English terminology.
- The current Bankstown-Lidcombe Hospital is not well-accessed by public transport and the Bankstown Clinical Services Plan 2031 (currently under the review of the NSW Ministry of Health) proposes to locate new acute services on this site. It is therefore recommended that public transport linkages between this site and Bankstown City Centre be improved for the short and long term future.
- Objects to commuter car parking in Bankstown as it will lead to congestion, increased bus times and reduced walkability and cyclability and will be a poor long-term transport solution to congestion.
- Concerned that the affordable housing target of 3% will not adequately address the loss of affordable housing that will occur in the urban renewal process.
- Supports the West Terrace Plaza open space and encourages Council to consider a range of active options and perhaps water play. The plaza should be designed for safety for women.
- Recommends providing a dog park and active adventure play in Apex Reserve.
- The night-time economy should emphasise a range of activities other than alcohol and gambling.
- Supports noise edge buildings with enclosed balconies along Stacey Street.
- Recommends reconsidering the streets for Bankstown as places for play (i.e. block streets to traffic).
- Recommends including e-bike charging and bicycle parking controls under Objective 6.4.
- Strongly support sections that focus on compliance with Liveable Housing Guidelines for new development. Consider acoustic attenuation to alleviate noise issues between neighbours.
- Encourages smoke-free shared public places and streets.
- Recommends that Council provides more opportunities for free physical activity in public spaces.

**Proposed amendments to the Master Plan:**

- The draft Bankstown Master Plan vision will be amended to replace 'ecologically centred living' with 'environmentally sustainable living'.
- The blue circles on the framework map (page 26) will be differentiated in colour to distinguish pedestrian safety enhancements and the pedestrian bridges being investigated by TfNSW.

- Add an action under Objective 6.4 to require communal e-bike charging for residential and commercial developments. It is noted that this is addressed within the Parking Study supporting the Master Plans and will form part of the DCP.
- Council will consider off-leash dog parks in the City Centre as part of a future review of its off-leash dog park plans and policies.
- Introduce bicycle parking rates as part of the DCP.

**Council response:**

- Council acknowledges SWSLHD's support for the Bankstown Master Plan's environmental sustainability, active transport and design excellence initiatives.
- The intent of the Master Plan is to significantly increase active and public transport and balance the needs of commuters who still require private vehicle use. Therefore, State-Government-provided commuter parking is included as an action to increase public transport public transport accessibility for some commuters who would find it difficult to travel to and from the station by active and public transport, particularly with respect to suburbs west of Bankstown who currently have no rail access and limited bus access.
- In relation to affordable housing, the NSW Guidelines to developing an affordable housing contributions scheme (2019) states that any affordable housing contributions scheme must demonstrate that the proposed affordable housing rate is viable and will not detrimentally impact on development feasibility. To comply with the above requirements, Council undertook a feasibility study to assess the maximum affordable housing contribution threshold to enable viable development. It was assessed that a 3% affordable housing contribution as a proportion of total residential floor space in new development was feasible. Based on the above, the 3% affordable housing rate is considered reasonable and appropriate for Bankstown. Notwithstanding this, Council will continue to work with affordable housing providers and State Government to increase affordable and social housing supply in Bankstown.
- Water Play, playground design and safety will be considered for the West Terrace Plaza in the detailed design phases of this project.
- The Playground and Play Spaces Strategic Plan (2018) has been adopted by Council and has established Apex Reserve as a low key 'Landscape Play' Space that support children's play at a local level and meet base standards. In this regard, only landscaping (street tree planting and amenity planting) and seating under tree upgrades are proposed for this park (without active equipment play) and will be funded by a future amendment to the Bankstown Contributions Plan. These plans are reviewed periodically to respond to changing community needs and expectations.
- Council will introduce exempt development controls in the LEP for late night trading to encourage a wide variety of businesses to open later into the evening.
- Given the significant improvements that are planned for play spaces in existing parks and new parks, it is not considered necessary to close streets for this purpose.
- Currently, bicycle parking rates are proposed in the draft Consolidated Canterbury Bankstown DCP. The Parking Study supporting the Master Plans has been updated to review bicycle parking rates appropriate for the Bankstown and Campsie centres.
- In response to addressing internal noise issues in multi-dwelling units, DPIE is developing a revised ADG to improve internal acoustic amenity. Council looks forward to addressing this matter through the revised ADG. In the interim, appropriate acoustic measures will be considered under current State and local planning guidelines.
- Smoke-free streets and public spaces is a public policy matter that is beyond the scope of this Master Plan.



- The Play Spaces Strategic Plan (2018) contains actions to increase the scope of play spaces for all ages and abilities which will provide more opportunities for free public activities.

#### 4.1.6 Agency 6 - Transport for NSW (TFNSW)

A final submission from TFNSW has not been received. TFNSW provided preliminary comments, which are summarised below. It is anticipated that detailed comments will be provided from TFNSW through the Planning Proposal process.

##### Transport Impact Assessment

- A Traffic Impact Assessment (TIA) is required for the draft Master Plan based on the proposed changes to the street network and operations. The assessment should take into account:
  - The capacity of bus operation and bus stop infrastructure
  - The Metro capacity and supporting infrastructure, including pedestrians and cycle access
  - Pedestrian and cycle connections and the capacity of pedestrian and cycle facilities
  - The future capacity of the key intersections on the adjacent road network
  - Local freight tasks

The transport impact assessment may need to identify a transport infrastructure schedule and implementation plan identifying any feasible infrastructure improvements including land components, cost, timing and delivery responsibilities, funding mechanisms (to ensure equitable developer contributions towards infrastructure are obtained) and travel demand management and monitoring measures.

##### Bus Planning

- There is a need to acknowledge the importance of future bus networks in the draft Master Plan
- The Master Plan should be amended to identify the location for an east-west rapid bus corridor planned for the precinct. This should be consistent with the Movement and Place network that is under development for the Collaboration Area. Marion Street has been identified as an important East West spine as per the future rapid bus network (2036) vision.

##### Car Parking

- Expresses support for maximum parking rates, reduced minimum parking rates, electric parking controls and unbundling of car parking.
- Objects to the provision of commuter car parking and is inconsistent with State Government Policy on commuter car parking as the centre is well-supported by public transport.
- Maximum parking rates should align with those provided in the government endorsed in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). PRCUTS Precinct Transport Report (2016) sets out maximum parking rates based on accessibility factors.

## **Bankstown CBD and Collaboration Area Place Based Transport Strategy**

- Reference to the “Collaboration Area Integrated Transport Strategy” should now refer to a “Bankstown CBD and Collaboration Area Place Based Transport Strategy” (under development).

### **Mass Transit**

- Since the release of Future Transport 2056 in 2018, Transport for NSW and land use agencies have been working to further develop Future Transport’s 2056 network. The Western Parkland City - Liverpool –[Bankstown]- Easter Harbour City connection is identified as a City Shaping corridor and included in the Greater Sydney Network (2056). TfNSW is leading corridor protection work and studies for city shaping corridors. Any future metro extension would be considered within this framework.

### **Freight (Commercial and light vehicles)**

- TfNSW supports Council’s approach to consolidation of loading and unloading facilities within the CBD for residential, commercial premises (Objective 6.5). However, developments need to demonstrate that the operation of the surrounding street networks is not compromised by the shifting truck / vehicular movements loading and unloading or queuing into surrounding street environments.

### **Landscaping and Street Trees**

- Any street trees proposed within the kerbside clear zone of arterial roads should be frangible for road safety reasons.
- Street trees and awnings should be carefully located to ensure they do not obstruct driver sight lines to traffic signal lanterns and other critical road infrastructure and should be setback to allow for bus/heavy vehicle overhang (i.e. mirrors).
- Street trees should not obscure driver sightlines to pedestrians on crossing facilities. Species with invasive roots should also be avoided to avoid impacts to utilities and lifting footpath pavement which can lead to trips and obstructions to people who use a wheelchair or people with prams.

### **Active Transport**

- TfNSW will investigate active transport facilities across/along Hume Highway and Stacey Street to better connect to Bankstown CBD.
- TfNSW has been working with Council to improve pedestrian and cycling connectivity as part of development of any projects on state roads within the council area.
- TfNSW is strongly supportive of an urban form that supports and encourages walking and cycling and limits the need for motorised travel and long trips.
- Support pedestrian through-site links for greater permeability.

### **Urban Form, Noise and Air Quality**

- Higher Density development should be discouraged on Stacey Street and Hume Highway due to poor amenity
- Additional setbacks to Hume Highway and Stacey Street should be considered to allow for landscaped buffers to the traffic

- Street scapes and building bulk form and scale should also consider opportunities for weather protection, and accommodation of bus infrastructure, where relevant.

## Funding

- TfNSW has been consulting with CBC on the current project for Stacey Street upgrade to improve the interface with Bankstown CBD.
- TfNSW will be working with council to deliver the separated cycle links including the Stacey Street corridor.

### Proposed amendments to the Master Plan:

- Add key east-west bus routes to the urban design framework map and street typology map, including through Marion Street, Chapel Road and Rickard Road.
- Reword reference to “Collaboration Area Integrated Transport Strategy” to “Bankstown CBD and Collaboration Area Place Based Transport Strategy”

### Council response:

#### ***Traffic Impact Assessment***

A traffic and transport study was undertaken in 2019 by GTA Consultants for Bankstown City Centre to inform the Complete Streets Master Plan. TfNSW was consulted during this project. This plan accounted for the City Centre’s projected residential and worker population and the Complete Streets Master Plan was adopted by Council in 2019. As such, it is not considered further TIA work is required for Bankstown. The Infrastructure Strategy supporting the Bankstown Master Plan seeks the realisation of Complete Streets in terms of transport and roads infrastructure.

#### ***Car Parking***

- The intent of the draft Master Plan is to significantly increase active and public transport and balance the needs of commuters who still require private vehicle use. Therefore, State-Government-provided commuter parking is included as an action to increase public transport accessibility for some commuters who would find it difficult to travel to and from the station by active and public transport, particularly areas west of Bankstown that currently have no rail access and limited bus transport.
- In relation to maximum parking rates, the proposed rates were informed by Council’s Off-Street Parking and Servicing/Loading Study undertaken by GTA Consulting. The rates are well-supported by an evidence base. It assessed that to achieve a higher mode share of public transport accessibility similar to urban centres such as Chatswood, North Sydney and Parramatta, Bankstown City Centre would need to adopt a 50% reduction in private car parking rates under its current DCP. It is therefore satisfied that the proposed minimum and maximum parking rates are acceptable for Bankstown City Centre.

#### ***Mass Transit***

In the development of the draft Master Plan, Council consulted with TfNSW on any mass transit corridors radiating to/from Bankstown that would need to be protected from development. It was advised that there was no information available at this early planning stage regarding the protection of mass transit corridors. Council will continue working with TfNSW to plan for future mass transit corridors to and from Bankstown, including an east-west route to Liverpool when this project is initiated.

### ***Freight (Commercial and light vehicles)***

With any development application, developments will be required to demonstrate that the operation of the surrounding street networks is not compromised by the shifting truck / vehicular movements on-site.

### ***Landscaping and Street Trees***

In Council's capital works planning and implementation, street trees and species will be planted in locations that will not cause adverse impacts to road traffic or infrastructure.

### ***Urban Form, Noise and Air Quality***

- The Master Plan has limited intensification adjacent to Stacey Street and Hume Highway. It also recommends 'Noise Edge Barrier' buildings to ameliorate impacts of noise, pollution and soot/dust from the road.
- Complete Streets maps areas in the street network for weather protection. This will be implemented in the DCP.

### ***Funding***

Council supports funding from TfNSW for regional cycling routes and the grade separation of the Stacey Street/Hume Highway intersection.

## **4.1.7 Agency 7 – Sydney Metro**

### ***Planning and Design for Growth***

- Sydney Metro encourages transit-oriented development (TOD) around the new Metro station, which will create an improved and interactive interface with the new transport interchange resulting from Metro services to the city centre
- Development along the Appian Way and Restwell Street should align with and respect the north-south green pedestrian spine as envisioned by the Complete Streets masterplan and Sydney Metro's cross-corridor plaza.
- New development and built edges within the city centre should facilitate pedestrian movement, and enhance views corridors of built and natural heritage features.
- Intensification adjoining and in proximity to the station precinct should factor in minimising overshadowing impacts on new public open spaces created by Sydney Metro's new cross-corridor plaza as well as existing active spaces such as Saigon Place.
- Increased urban tree canopy within the city centre will promote a movement and place mindset which will contribute positively towards activation and placemaking opportunities.
- Affordable housing should be located within proximity to the Metro station, to facilitate better public transport access and connections to local services and other parts of metropolitan Sydney.
- Page 60: Land and Zoning map indicates the station precinct as Public Recreation – this should be shown as Infrastructure
- Page 67: Sydney Trains and Sydney Metro sites should not be shown as proposing street wall and tower building typologies as these sites are currently for Infrastructure uses. Notwithstanding, if Council anticipates higher built form typologies for this part of the city centre, then the existing fine

grain shops on the corner of North Terrace and Chapel St bridge should also be included in this future typology as it forms part of the whole station precinct.

- Page 71: The amenity of the proposed Neighbourhood Park south of the rail corridor and east of Restwell St is likely to be compromised due to overshadowing by proposed building heights of 22 and 25 storeys adjacent to the north. Similarly, proposed Neighbourhood Park alongside Rickard Road is likely to be overshadowed by proposed building heights ranging in 8-15 storeys to the north.
- Page 73: Proposed 0m street setback for station precinct assumes that future development may take place, which is not the case. The proposed Sydney Metro station and plaza will be designed as part of the infrastructure delivery of metro rail services.

### **Transport Planning**

- Sydney Metro supports the objective of a more accessible centre through an enhanced network of through site links and public open space.
- Sydney Metro supports higher density residential and employment generating floor space within the CBD near transport hubs, encouraging increased utilisation of public transport and reducing the impacts of private vehicles in the CBD.
- Page 33: Sydney Metro supports the prioritisation of active and public transport as key access modes to Bankstown Station. Council's support for commuter parking appears to contradict other proposals to relocate existing car parks and make changes to parking rates for new developments. Please note the provision of commuter car parking is subject to TfNSW strategic policy.
- Sydney Metro supports Council's direction to improve inter-connectivity and the experience of walking between key destinations in the day and night with opportunities for activation and social interaction.
- Page 88: "Sydney's Planned Parramatta to Kogarah Train Link" & "Bankstown to Liverpool via Bankstown Metro Extension" - this should reference the Future Transport 2056 document. "Sydney's Planned Metro" should also note that this is the City and Southwest line currently under construction and scheduled to open in 2024.
- Page 90 (as well as the Framework map and all other base maps): Featherstone Street is shown as a shared zone with a pedestrian and cyclist only connection at the southern end which does not reflect more recent conversations with Council's traffic management team who have indicated that Featherstone Street would be required to accommodate 2-way traffic, (along with 2-way traffic movements through the section of North Terrace between Featherstone Street and Appian Way).
- Page 90: The image shows Chapel Road crossing the rail corridor as a "neighbourhood street with cycle lane" which is misleading as the road does not cross the rail corridor here.
- Page 94: Sydney Metro supports the introduction of transit-oriented development (TOD) and provide general support for the reduction in parking rates for new development, particularly near Bankstown Station.

#### **Proposed amendments to the Master Plan:**

- Remove any proposed built form typology from the Station Precinct area
- Keep the zero metre setback to where the existing commercial buildings are located within the Station Precinct Block to reflect current setback typologies
- Note on page 88 (Metro extension map) that these extensions are as per Future Transport 2056
- In the Proposed Street Typologies Map (page 88) amend the line going over the railway bridge from Chapel Road North to Griffiths Park as a 'pedestrian and cycle only link' to reflect the Master Plan's intention to establish an active bridge over the rail line as part of any redevelopment of the Marion Street Car Park site

#### **Council response:**

### ***Planning and Design for Growth***

- New development on private land will not impede the development of the Complete Streets green spine vision for the Appian Way and developments will provide contributions (in-kind and through Section 7.11/712 mechanisms) to develop the public domain improvements identified in Complete Streets
- Building heights have been developed to maintain adequate solar access to open space and plazas in the Master Plan Area
- There will be many opportunities for the delivery of affordable housing on key uplift sites within close proximity to the metro station
- The Land Zoning map accurately reflects the current land use zoning of the land over the station precinct site as B4 – Mixed Use under Bankstown LEP 2015
- The West Terrace Open Space is allocated 2 hours of solar access in the winter solstice which is considered adequate for an urban plaza. DCP controls will be developed to protect solar access to this space
- The Neighbourhood Park on the Bankstown Central Site is proposed to be located further east on the block to ensure there is 4 hours of solar access to the park. As this park is envisioned to have more landscaping, protecting solar access to this space is more important.

### ***Transport Planning***

- The Master Plan advocates for State Government to provide commuter car parking in Bankstown City Centre to provide additional capacity for commuters that do not have alternative and convenient means to access the future Bankstown Metro Station by active or public transport. Council considers this the role of State Government to provide, given the precedent of State Government investment in commuter parking in other Canterbury Bankstown suburbs.
- The draft Master Plan has already noted that the Sydney South West Metro is due for completion in 2024
- The Shared zone and pedestrian/cyclist route on Featherstone Street reflects the adopted Complete Streets Master Plan which will be the vision for this street under this Master Plan



## 4.2 Campsie

### 4.2.1 Agency 1 - Sydney Metro

A summary of the submission from Sydney Metro to the draft Campsie Master Plan is provided below:

- Include the location of the Campsie Train Station/future Sydney Metro station on all maps.
- Page 12: Section 1.2 – This section could incorporate existing travel behaviours. This could also be incorporated later in the document e.g. p.96 or p.101.
- Page 54: Objective 2.1 – Design of Beamish Street will need to consider the balance of the needs of all road users, including public transport and active transport users. Beamish Street forms a key north south link on the bus network connecting to Campsie Station - ensure collaboration with TfNSW on future bus network requirements on Beamish Street.
- Pages 56-57: Objective 2.1 – A proposed pedestrian cycle street connecting Claremont St to Amy St bypassing Evaline St, terminating at Amy St. It is noted that it "connects directly to Anzac Park and beyond", however this is not depicted on the vision map (page 7) as it is depicted that the link terminates at Amy St.
- Page 96: Objective 6.1 – reword 'Build upon the East-West Active Transport Corridor being delivered by Sydney metro/Transport for NSW...' to 'Build upon the east west pedestrian and cycle improvements Sydney Metro will provide as part of the CSW Metro project.' The extent and scope of works is subject to further investigation.'
- Page 106: Objective 6.6 - The NSW State Government's Future Transport Strategy 2056 proposes mass transit including the future Burwood-Hurstville Metro Line (with connections to Kingsgrove and Kogarah)' – the updated Future Transport identifies a Metropolitan Rail line from Kogarah to Macquarie Park via Strathfield.
- Page 107: Objective 6.6 - Should the second map be labelled as "desired/proposed traffic conditions" rather than "current traffic conditions"?
- Phase 1 Report: 'East-West Cycle Link' should be referred to as 'east west pedestrian and cycling improvements'.
- Page 11, Phase 1 Report: Replace image with current Sydney metro network map.
- Pages 92-93, Phase 1 Report: Legend for Map on page 92 is on the map on page 94.
- Page 94, Phase 1 Report: 4.5C Movement – Edit to: 'Sydney Metro will provide east west pedestrian and cycle improvements as part of the CSW Metro project. The extent and scope of works is subject to further investigation.' Sydney Metro will continue to collaborate with CBC.
- Page 97, Phase 1 Report: 4.5C Movement – Map identifies a 'Future Underground Metro line, Burwood-Hurstville via Campsie'. The updated Future Transport 2056 identifies a Metropolitan Rail line from Kogarah to Strathfield via Campsie.
- Page 141, Phase 1 Report: 4.5C Movement – There is also an opportunity to improve pedestrian and cycling connections to Campsie station to improve station access.

#### **Proposed amendments to the Master Plan:**

- Ensure all maps indicate the proposed new Metro Station at Campsie.
- The Urban Framework Map, Infrastructure Map and Transport Maps have been updated for alignment.
- Action 6.6.1 has been amended to reference the need to protect future north-south mass transit corridors and their delivery in the long term, without specific references to the route, noting the differences between the current Future Transport 2056 and Council's Local Strategic Planning Statement.
- The Alternate Road Routes Map in Objective 6.6 has been updated for clarification.



**Council response:**

- Council acknowledges the need for further design and transport work to be undertaken for Beamish Street. This will be realised through the Campsie Complete Streets project. Council will continue to work with TfNSW and Sydney Metro on this project, particularly with respect to the bus network.
- The Phase 1 Report provides background analysis that informed the Master Plan. Where relevant, changes as suggested above have been amended in the Master Plan.

#### 4.2.2 Agency 2 - Schools Infrastructure

A summary of the submission from Schools Infrastructure to the draft Campsie Master Plan is provided below:

- The growth targets outlined in the Master Plan align with the term Student by Area (SbA) projections that SINSW prepares for government students. Notwithstanding, catchment projections for the primary schools within the study area indicate that by 2036, these will have either met or exceeded their enrolment capacity. This will require revised asset and non-asset solutions for the area which may include additional permanent/temporary teaching spaces, schools upgrades and new schools and boundary intake changes.
- Add wording in actions under Objective 1.3 (as it relates to Schools Infrastructure) to be amended as follows: *“Advocating for the Department of Education (DoE) to monitor school enrolments and school capacity to ensure that students can enrol in their local school”*.
- Committed to working with Council to ensure public schools are appropriately resourced and respond to student population changes.
- Concerned that building heights will impose adverse shadowing and visual privacy impacts to Campsie Public School.
- Supportive of joint use of schools open space and facilities subject to timing, funding and a memorandum of understanding.
- The submission notes the Master Plan refers to Harcourt Public School indoor sports facility, however the facilities provided at Harcourt Public School is a hall only.
- Supportive of design excellence and sustainability measures in the LEP, however the Master Plan should exempt schools from any design excellence process imposed by Council as schools are already subject to design excellence in the SEPP (Educational Establishments and Child Care Facilities) 2017.
- Seeks clarification on whether educational establishments will be subject to sustainability measures as school development in NSW is currently subject to ecologically sustainable development targets outlined within the NSW Government Resource Efficiency Policy.
- Public schools should be exempt from paying development contributions.
- Contributions should be directed to improving active transport around schools and bus stops. Infrastructure upgrades should include upgraded footpaths, lighting and wayfinding, shared paths, ramp upgrades, pedestrian crossing safety measures such as pedestrian refuges, bus shelters and slower speed streets.
- Generally supports the Master Plan’s maximum and minimum parking approach in the centre
- The submission requests that the potential heritage listings and mapping for Campsie Public Schools and reflect only the elements of significance rather than the entire site.
- Submission notes that that the location of existing schools be considered in the development night-time areas.

**Proposed amendments to the Master Plan:**

- Include the following action under Objective 1.3 in relation to monitoring school's capacity has been included in the revised Master Plan: *“Advocate for the Department of Education (DoE) to monitor school enrolments and school capacity to ensure that students can enrol in their local school”*.
- The facilities associated with Harcourt Public School have been appropriately referenced in the Master Plan.

**Council response:**

- Council acknowledges the Department’s ongoing commitment to work with Council to ensure sufficient school capacity to service the growing population. The Master Plan, for the first time, sets a clear growth trajectory for Campsie over the next 15 years and beyond.
- Building heights around Campsie Public School are limited to 5-8 storeys. This is based on ensuring appropriate built form and building transitions between the school and surrounding properties and also ensuring an appropriate interface to Beamish Street.
- Council acknowledges the Department’s ongoing commitment to work towards shared use of schools.
- Schools have a significant impact on infrastructure throughout Canterbury Bankstown, and as such the contributions plans for the former Canterbury and Bankstown LGAs levy contributions from school. However, it is noted that only s7.12 levies are applied, not 7.11, which is a more modest charge based on the value of works rather than being linked to the demand generated. Furthermore, schools have not been exempted from contributions by the ministerial direction, and equity needs to be achieved for private education facilities such as universities and private colleges which fall under the umbrella of educational establishments according to the plan.
- References regarding specific provisions and their application to school sites, such as design and sustainability controls, will be considered as part of the drafting of those controls.
- It is standard practice in NSW that heritage listings apply to a whole site, with details provided regarding the extent and application of that listing. A city-wide heritage review is being undertaken and will consider the most appropriate way forward for assessment and any potential future listing of school sites. There will be further opportunities for engagement through this project.
- Campsie Complete Streets will take into consideration passive and active transport and public domain around Campsie Public School. There will be further opportunities for engagement through this project.

**4.2.3 Agency 3 – NSW Ports**

NSW Ports is concerned that increasing the height and density along the freight rail corridor may result in land use conflict borne out of the noise impacts from freight trains. This land use conflict may hinder the current and future operation of the freight rail line.

**Proposed amendments to the Master Plan:** None.

**Council response:**

- Any development near rail and main road corridors is required to comply with State-level noise mitigation standards which will apply to development in the Campsie Town Centre. It is noted that high density development in this area is already permitted.

#### 4.2.4 Agency 4 – Sydney Water

A summary of the submission from Sydney Water to the draft Campsie Master Plan is provided below:

- Sydney Water supports the Master Plan's water sustainability initiatives.
- Future proofing buildings for recycled water through dual piping is supported.
- Sydney Water is currently working with Council to develop water servicing plans that delivers the outcomes of the Master Plan through an integrated water cycle management (IWCM) framework. The IWCM approach recognises recycled water as a reliable water servicing option when integrated with water supply and stormwater design.
- Sydney Water will continue to engage with Council on precincts and sub-precincts identified for intensification of dwellings and jobs.
- Sydney Water requests advice on the anticipated yearly staging of growth. This information is critical for assessing the total impact of the proposed changes and enables Sydney Water to effectively plan for water related infrastructure.

**Proposed amendments to the Master Plan:** Action 5.2.4 has been added to reaffirm the need to work with Sydney Water and the Cooks River Alliance to realise the vision for the Cooks River Foreshore.

**Council response:**

- Council acknowledges Sydney Water's support of the master plan's water sustainability initiatives and will continue working with Sydney Water to inform the water servicing plans and Integrated Water Cycle Management Framework.
- Council will provide Sydney Water the anticipated yearly staging of dwelling growth from now to 2036 to inform their water servicing plans.

## 4.3 Bankstown and Campsie

### 4.3.1 Community Housing Industry Association NSW (CHIA NSW)

A summary of the submission from CHIA to the draft Bankstown City Centre and Campsie Town Centre Master Plans is provided below:

- CHIA NSW welcomes Council's commitment to increasing the supply of affordable housing in its centres. However, concern is raised that the draft master plans do not sufficiently prioritise the delivery of affordable housing.
- Expressed disappointment that a maximum affordable housing target of 3% is proposed, to be phased-in over 2 years.
- Expressed concerns with the proposal to exempt development providing on-site infrastructure or employment-generating floor space from the affordable housing contribution. While the delivery of sufficient infrastructure and employment floorspace is important to the success of both centres, so too is the delivery of sufficient affordable housing, particularly in Campsie.
- The feasibility analysis should be reviewed to ascertain if, instead of a single blanket-rate, a higher target could be applied in certain areas of the centres - for example, on sites closest to the future metro stations where higher floor space ratio controls are proposed.
- Remove the blanket exemption from affordable housing contributions for development providing on-site infrastructure or more than 50% employment floorspace. Other incentives should be considered to encourage employment and infrastructure outcomes.
- Incorporate minimum development lot size requirements in the LEP, as a means of facilitating site consolidation so that the maximum height and floor space ratios recommended under the master plans can be achieved. This will support development feasibility.
- Ensure that maximum height controls applied to sites can accommodate floor space bonuses available for infill affordable housing under State Environmental Planning Policy (Affordable Rental Housing) 2009.
- Apply no minimum car parking rates to affordable development, both inside and outside the master plan core areas, to support the viability of affordable housing development. In this regard, we note that this is supported by the recommendations of the Loading and Servicing Study.
- Adopt other policy incentives to support opportunities for affordable housing delivery. This should include exempting affordable housing from local development contributions.
- Review DCP dwelling mix requirements for affordable housing, recognising that the profile of need may differ to that for market housing (ie. in some areas smaller 1 and 2 bedroom homes are needed).
- Joint-ventures with CHPs, including development of affordable housing on council-owned land. CHPs have expertise in designing affordable housing developments that are cost-effective. Any affordable housing contributions collected by Council can be co-invested with finance CHPs are able to obtain, to enhance the potential of affordable housing contributions to increase supply.
- Where on-site provision is proposed as part of mixed-tenure development, early engagement with a CHP should be required to ensure the needs of future tenants are accounted for operational costs are reasonable, and to consider management and maintenance arrangements.

**Proposed amendments to the Master Plan:** None.

**Council response:**

The 5-10% affordable housing target is derived from Greater Sydney Commission's (GSC's *South District Plan*). This target applies to dwellings that will be delivered above current floor space controls. Council's proposed 3% affordable housing applies to all floor space (current floor space controls + uplift).

The GSC affordable housing target is subject to development viability. Furthermore, the NSW Guidelines to developing an affordable housing contributions scheme (2019) states that any affordable housing contributions scheme must demonstrate that the proposed affordable housing rate is viable and will not detrimentally impact on development feasibility. To comply with the above requirements, Council undertook a feasibility study to assess the maximum affordable housing contribution threshold to enable viable development. It was assessed that a 3% affordable housing contribution as a proportion of total residential floor space in new development was feasible on a city wide average and there is limited analysis to justify increasing affordable housing targets based on certain locations within Bankstown City Centre (for example, a site location adjacent to the metro station versus 400m from the station).

Based on the above, the 3% affordable housing rate is considered reasonable and appropriate for Bankstown. It is also important to note that the 3% affordable housing contribution rate in the Master Plan applies to the total development while the 5-10% affordable housing rate in the South District Plan is only applicable to uplift above current controls and are therefore not comparable. For example, consider a scenario where an FSR control of 3:1 allows 20 residential units. If the site was to have an FSR increase of 1:1 (total 4:1) in the South District Plan scenario, the affordable housing contribution rate would only apply to residential floor space delivered within the additional 1:1 FSR. In the Bankstown Master Plan scenario, the affordable housing contribution would apply to the total residential floor space delivered in the FSR of 4:1.

Council notes CHIA's concern about exempting affordable housing provision on sites that provide on-site infrastructure or more than 50% employment generating uses. The intent of this clause is to achieve a balance between achieving Council's other aims in attracting important jobs-generating floor space, infrastructure that service the community needs and affordable housing whilst ensuring feasible development occurs.

In response to the other matters raised by CHIA:

- Minimum lot sizes and frontages will apply to developments above 16 stories (1,500sqm and 30m frontage) in Bankstown, which will enable developments to achieve their full development potential under future planning controls and deliver social infrastructure. This also balances the ability for finer grain developments with heights less than 16 stories to occur and positively contribute to the character of the streetscape.
- The master plan incorporates maximum FSR and height controls when factoring in all FSR/height incentives and airspace constraint controls. As certain developments will receive FSR bonuses if affordable housing is delivered, it would be considered unnecessary to also factor in allowance for additional FSR bonuses under the ARH SEPP
- It would not be a good planning outcome to enable zero parking provision for developments outside the city core given that public transport is less accessible. The aim of the Master Plan's parking approach is to maximise sustainable transport behaviour for residents and visitors within 400m of the station whilst providing wider transport options for people outside the city centre core.
- DCP dwelling mix requirements for affordable housing will be reviewed as part of the DCP.
- Joint-ventures with CHPs will continue to be explored by Council.
- Where on-site affordable housing provision is proposed as part of mixed-tenure development, it is Council's intention to undertake early engagement with the CHP proposing this type of development to ensure the needs of future tenants are met.

#### 4.3.2 Shelter NSW

A summary of the submission from Shelter NSW to the Bankstown City Centre Master Plan is provided below:

- Commends on its recognition of the LGA's affordable housing issues and mission to improve housing diversity and accessibility.
- Concerned about the 3% affordable housing contribution rate as a proportion of new developments and is well-short to the 5-10% rate as outlined in the GSC's South District Plan. Shelter NSW recommends Council review this rate.
- Remove blanket exemptions from the affordable scheme (i.e. delivery of on-site infrastructure)
- Investigate the development of a scheme that applies at the site level rather than whole town centre.

**Proposed amendments to the Master Plan:** None.

##### **Council response:**

As previously discussed in Council's response to CHIA's submission, the 3% affordable housing rate is considered reasonable and appropriate for Bankstown in accordance with NSW Guidelines to developing an affordable housing contributions scheme (2019) states that any affordable housing contributions scheme must demonstrate that the proposed affordable housing rate is viable and will not detrimentally impact on development feasibility. The Master Plan needs to balance the needs of the community that also require active transport infrastructure, open space and local jobs. Council's feasibility study assessed that a development is unlikely going to be feasibly delivered if all incentives are included.

#### 4.3.3 Sydney Catholic Schools (SCS)

- In principle SCS is keen to review the opportunity to share access to our grounds with the local community.
- These arrangements would require significant further consultation with our key stakeholders, including the school community and Parish Priests.
- In addition, any opportunity for shared use necessitates detailed reviews in consultation with SCS on security, lighting, wayfinding, parking and mitigation strategies for ongoing vandalism. There is also a need for the definition of shared responsibilities/accountability for the ongoing operational impacts of such shared used spaces for e.g. rubbish collection, cleaning and operational hours.

**Proposed amendments to the Master Plan:** None.

##### **Council response:**

Council advocates for shared access to open space and community facilities and looks forward to working with SCS on achieving the highest and best outcomes for the community on providing safe and convenient access to open space and recreational facilities.



## 5. Community Feedback – Bankstown

### 5.1 Written Feedback

The following table summarises and responds to written public submissions to the draft Bankstown City Centre Master Plan. A total of 22 written submissions were received for the draft Bankstown City Centre Master Plan from the community. Each submission is identified with a unique number.

Submission Numbers	Theme	Issues	Response
B13A & B13B, B14B & B17B, B24	Affordable Housing	<ul style="list-style-type: none"> <li>The master plan proposes a staging of affordable housing contributions as a percentage of new dwellings (1% within 12 months of LEP gazettal, 2% within 24 months of LEP gazettal, and 3% thereafter). The applicable affordable housing contribution percentages should be based on when a Development Application (DA) is submitted, not approved. This will encourage pre-DA meetings post gazettal of suggested changes, and the resolution of issues on significant sites prior to determination.</li> <li>Affordable housing is every important to the community</li> <li>The affordable housing target of 3% of new dwellings is not ambitious enough and should be increased to 5-10% as per the Greater Sydney Commission's target</li> </ul>	<p><b>Action:</b> No change.</p> <p><b>Response:</b></p> <ul style="list-style-type: none"> <li>The advertisement of the intended affordable contribution rates in the master plan and following planning proposal is assessed to provide the market reasonable time to factor affordable housing contributions in any feasibility modelling prior to lodging a development application.</li> <li>As previously discussed in Council's response to CHIA's submission, the 3% affordable housing rate is considered reasonable and appropriate for Bankstown in accordance with NSW Guidelines to developing an affordable housing contributions scheme (2019) in relation to ensuring feasible development. It should be noted that it's 3% of the total floorspace, not just the uplift as proposed in the South District Plan.</li> </ul>
B19, B18	Bankstown Central	Concerns/objections regarding: Building height allocation and transition across the site	<b>Action:</b> In response to the submission, Council proposes to re-locate the proposed public open space further east within the same block. The



Submission Numbers	Theme	Issues	Response
		<p>Location of public open space and solar access to this open space</p> <p>Location of pedestrian links through the site and requirement for links to be open to the sky</p> <p>Location of the Bus Interchange (this has not been agreed/finalised and should be noted in the plan).</p> <p>Delivery of community infrastructure (multi-purpose indoor sports facility). The publicly accessible open space and Jacobs Street extension should be sufficient, and the development should not be subject to delivering more community infrastructure above this.</p> <p>VPA matters relating to delivery of 5% affordable housing for the development.</p> <p>No net loss provision of employment generating uses imposed on the site and impact to the development of residential uses over the site</p> <p>Low maximum car parking rate could make retail unviable</p> <p>90% capture of rainwater and tanks required to meet this objective may be unattainable</p> <p>Other matters:</p> <p>Supportive of the proposed loading dock rates for commercial development</p> <p>The proposed neighborhood park on the Bankstown Central Centers site should be located further eastward or the solar access requirement of 5.5 hours should be reduced to enable the sites to the north (including 41-45 Rickard Road) increase their development potential.</p>	<p>amount of solar access modelled for this park is revised to 4 hours, consistent with Paul Keating Park and other key parks.</p> <p>Building height north of Rickard Road has been modelled in further detail to protect sun access to the park and provide opportunities for sites to redevelop in accordance with the Intensification Strategy.</p> <p><b>Response: Council’s analysis of the site and its context indicates that</b> the proposed public space would be more appropriately located further east on the same block for the following reasons:</p> <ul style="list-style-type: none"> <li>• Most of the park will receive 4 hours of solar access in the winter solstice. The park’s location south-west of the existing 4 storey strata units will maintain generous solar access to this space. This is considered reasonable given the urban context of the park.</li> <li>• The new location of the park will service an area that is in a more significant deficit in access to open space.</li> <li>• The new location of the park will maintain the open space vista when looking south from Sir Joseph Banks Drive.</li> </ul> <p>The Master Plan otherwise sets high level directions and height principles for the Bankstown Central site based on the intensification strategy. It is noted that future planning controls will be subject of a separate Planning Proposal process due to the large size of the site and the complex site-specific</p>

Submission Numbers	Theme	Issues	Response
			<p>issues that need to be worked through with the applicant to ensure an effective outcome is reached for this important site. Through site links, a future bus interchange and other community facilities will be subject to discussion through the Planning Proposal process. Bankstown’s role as a genuine, employment focused centre requires a range of mechanisms to ensure the maintenance and delivery of employment floor space. Introducing a provision to ensure no net loss of employment generating floor space ensures that in the short and medium term, the Bankstown City Centre does not see an overall decline in commercial/employment-generating floor space, particularly given the market is currently skewed towards residential development. This provision is consistent with the recommendations of the SGS Land Use and Economic Study.</p> <p>Based on certain retail models around the world, it is not demonstrated that lower parking provision necessarily leads to unviable retail in areas that are well-serviced by public transport. As the site is well-located to the future Sydney Metro and local bus network, it is considered that the proposed maximum parking provision for the site’s location will be appropriate. It is noted that parking on the Bankstown Central site may be further explored through a separate Planning Proposal process.</p>

Submission Numbers	Theme	Issues	Response
B10, B23	Building Height	<ul style="list-style-type: none"> <li>• Increase heights to 20 storeys and associated FSRs outside the 400m radius from Bankstown Station on strategic sites subject to further analysis.</li> <li>• There is a lack of equitability and fairness regarding building height distribution.</li> <li>• Bellevue site height appears 15% higher than other site allowances</li> <li>• Objects to the taller buildings on the corner of Macauley Avenue /Stacey Street and Chapel Street/Brandon Avenue and they should be consistent with the proposed heights of the surrounding blocks.</li> </ul>	<p><b>Action:</b> In response to submissions, the building heights have been reduced as follows:</p> <ul style="list-style-type: none"> <li>• Macauley/Stacey Street intersection, from 15 storeys to 9 storeys</li> <li>• Hume Highway/Chapel Road, from 12 storeys to 6-9 storeys</li> <li>• Chapel Road/Brandon Avenue, from 15 storeys to 12 storeys</li> </ul> <p><b>Response:</b> The intensification strategy in the Bankstown City Centre Master Plan locates the highest floor space densities within 400m from Bankstown Station due to proximity of future residents, students and workers to sustainable public transport, open space, services and important social and cultural infrastructure. Based on this strategy, it is considered appropriate to locate 18-25 storeys within a 400m radius from Bankstown Station as the sites can support these densities. These height ranges also account for the airspace constraints over the City from Bankstown Airport, which limits maximum building heights to 108m AHD (approximately 22 to 25 storeys, depending on the location and land use of the site).</p> <p>The intensification strategy also accounts for the need to transition and reduce height and density as sites move further away from adequate social infrastructure, sustainable transport infrastructure and services and visually integrate with the lower density, suburban areas surrounding the city. For this reason, it is considered inappropriate to</p>

Submission Numbers	Theme	Issues	Response
			<p>increase maximum building heights above 20 storeys outside of the 400m radius from Bankstown Station. The intensification strategy provides a clear and consistent way of distributing growth.</p> <p>With respect to The Bellevue site, the 25 storeys in this location reflect the maximum permissible height afforded to development under the aviation safety limitations of Bankstown Airport. This is consistent with many other City Centre sites close to the Metro and Train Station, including:</p> <ul style="list-style-type: none"> <li>• The Compass Centre site (controls already in place in Council’s LEP)</li> <li>• The Western Sydney University Site (controls already in place in Council’s LEP)</li> <li>• The 22 storey sites south of the Bankstown Local Court building, which are within the commercial core, but due to differing land uses, cannot achieve the same number of storeys within the equivalent height in metres.</li> <li>• The Tall Buildings Study identifies areas on the Vicinity site to also go up to 25 storeys.</li> </ul> <p>These locations of the tallest buildings are consistent with the intensification strategy set out in the Master Plan, presenting a clear and accountable process for the distribution of height and density.</p>

Submission Numbers	Theme	Issues	Response
			<p>It is acknowledged that these building at key gateway locations would be much taller than surrounding buildings. In response, these corner buildings will be lowered to a height that is approximately one third taller than the surrounding proposed building heights to achieve the same objective whilst also remaining architecturally appropriate to the surrounding area.</p>
B3, B8, B11, B13A & B13B	Building setbacks	<p>There are inconsistent street wall heights and upper-level setbacks on some sites within the same block.</p> <p>There are inconsistencies between the proposed active street frontages and street setbacks. For example, some sites along Chapel Road have excessive street setbacks (5m) that are not conducive to activation despite being identified as being required to have active frontages.</p> <p>Consider reducing building setback from 5m to 3m for 229 Chapel Road which is more appropriate for a business zone.</p> <p>Reduce upper-level setback from 6m to 3-4m for 8-14 West Terrace.</p> <p>Consideration should be given to establishing maximum podium heights and greater upper storey setbacks for sites surrounding the new plaza at the current West Terrace Car Park site to ensure adequate amenity is achieved.</p>	<p><b>Action:</b> Street wall and upper level setback maps have been reviewed and revised for consistency.</p> <p><b>Response:</b> The setback map provides a guideline to Council's intended outcomes for streetscapes. In the majority of the business zones a nil. front setback is appropriate in relation to the character of the area and need to create active and accessible street frontages. However, select sites in the B4 zones on Chapel Road fronting Memorial Oval have identified for increased setbacks to enhance pedestrian amenity, streetscape and landscaping that is consistent with the character area around Memorial Oval.</p> <p>Building setbacks will be further reviewed in the development of the DCP.</p> <p>Site specific matters have been considered in the context of providing a consistent street wall height and tower setbacks.</p>

Submission Numbers	Theme	Issues	Response
B3, B8, B9, B11	Building typology	<p>There are misalignments between the proposed zoning and building typology, for example, shop top housing is proposed in a B3 – Commercial Core zone which is prohibited.</p> <p>The south-eastern portion of the master plan envisages strata terrace typologies. However, this area is an R4 zone and current LEP height limits (up to 6 stories) allow for residential flat buildings.</p> <p>Ensure all of 158 Stacey Street is classified as a park front and high density residential flat building typology.</p> <p>85 Bankstown City Plaza is incorrectly identified as having a ‘Fine Grain Shop Top Housing Typology’ despite the plan to zone the site to B3 Commercial Core which is a prohibited use in the zone.</p> <p>The park front building typology is inappropriate for a B4 zone (229 Chapel Road).</p>	<p><b>Action:</b> Building typologies have been reviewed and the following amendments will be made to the Building Typology Map:</p> <ul style="list-style-type: none"> <li>• Re-characterisation of areas in the proposed B3 zone from ‘fine grain shop top housing’ as ‘fine grain commercial development’.</li> <li>• Re-characterisation of areas in the B4 zone from ‘high rise residential flat buildings’ to ‘mixed use high-rise development’.</li> <li>• Re-characterisation of areas that are exclusively ‘strata terrace typologies’ to be predominantly ‘mid-rise residential flat buildings’</li> </ul> <p><b>Response:</b> A review of the building typology map was undertaken factoring in desired future character and zoning permissibility. The changes above respond to the issues raised in the submissions.</p>
B23, B24	Car Parking	<ul style="list-style-type: none"> <li>• The loss of public car parking, including Greenfield Parade Car Park and West Terrace Car Park will exacerbate traffic and parking issues within Bankstown City Centre</li> <li>• The objective to advocate for Commuter Car Parking in the City Centre is contrary to the actions of closing existing public car parking (such as West Terrace).</li> <li>• Objects to maximum parking rates as it will reduce on-street parking.</li> </ul>	<p><b>Action:</b> No change</p> <p><b>Response:</b></p> <ul style="list-style-type: none"> <li>• There will be no net loss of dedicated public car parking spaces in the Bankstown Commercial Precinct. The closure of car parking spaces on Greenfield Parade and West Terrace will be replaced with the planned</li> </ul>

Submission Numbers	Theme	Issues	Response
		<ul style="list-style-type: none"> <li>• With additional dwellings and people moving into Bankstown, commuter car parking needs to be prioritised, upgraded and affordable.</li> <li>• While public transport is likely to be used, some people will still rely on cars.</li> <li>• Due to a lack of commuter car parking, suburban streets around train stations, community centres, schools and local businesses are congested. This needs to be addressed.</li> </ul>	<p>redevelopment/upgrades of the existing Council car parks on Marion Street and Brandon Avenue.</p> <ul style="list-style-type: none"> <li>• The purpose of closing two public car parks is to redistribute parking facilities along the Bankstown ring road which would avoid cars having to come into the core of Bankstown and would enable higher and better uses of some of the existing car parking sites, including the provision of open space. This action is an adopted Council Policy under 'Complete Streets' (2019).</li> <li>• The Master Plan advocates for State Government to provide commuter car parking in Bankstown City Centre to provide additional capacity for commuters that do not have alternative and convenient means to access the future Bankstown Metro Station by active or public transport. Council consider this the role of State Government to provide, given the precedent of State Government investment in commuter parking in other Canterbury Bankstown suburbs.</li> <li>• The Master Plan advocates for State Government to provide commuter parking in Bankstown to provide access to the metro station for commuters who do not have adequate ability to use public and active transport to interchange with trains.</li> <li>• With Bankstown and Campsie's increasing residential, student and worker population, current dependence on private vehicles for</li> </ul>



Submission Numbers	Theme	Issues	Response
			<p>transport is unsustainable. ‘Business as usual’ threatens Bankstown and Campsie’s opportunity to become one of Sydney’s pre-eminent destinations with increased jobs closer to home as it will lead to more traffic congestion. By 2036, all streets will become more congested, with vehicles moving at slow speeds and resulting in an ineffective movement network. For these reasons, the Master Plans emphasise the importance of making public and active transport more convenient and attractive to increase sustainable travel behaviours.</p> <ul style="list-style-type: none"> <li>• Maximum parking rates are designed to encourage residents and workers to shift travel behaviors to more sustainable modes to reduce congestion. This approach is an endorsed Council policy under the Local Strategic Planning Statement and is not unique to Bankstown with various centres applying this approach. It also recognises that approximately 15% of Bankstown households <u>do not own a car</u>. Streets within and around the core of Bankstown have on-street, timed parking limitations, which ensures that on-street parking cannot be used for long-term resident parking</li> <li>• Maximum parking is a pilot for our city. This has been discussed during early engagement with industry, who are broadly supportive of this approach. Council’s adopted LSPS also mandates maximum parking for Bankstown and Campsie. It is important to note that maximum parking rates are only proposed to apply within 400m walking distance of Bankstown and</li> </ul>

Submission Numbers	Theme	Issues	Response
			<p>Campsie Stations. Outside this 400m radius, minimum parking rates would still apply to developments.</p> <ul style="list-style-type: none"> <li>Maximum parking rates are designed to encourage residents and workers to shift travel behaviors to more sustainable modes to reduce congestion. This approach is an endorsed Council policy under the Local Strategic Planning Statement. It also recognises that approximately 15% of Bankstown households <u>do not own a car</u>. Streets within and around the core of Bankstown have on-street, timed parking limitations, which ensures that on-street parking cannot be used for long-term resident parking.</li> </ul>
B18	Character Areas	Supportive of proposed character areas across Bankstown City Centre.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Noted.</p>
B8	Community Housing Providers	Amend Objective 9.2 (p119) to acknowledge and support the role of CHPs in delivering affordable housing stock.	<p><b>Action:</b> Acknowledge the role of Community Housing Providers under Objective 9.2.</p> <p><b>Response:</b> It is noted that community housing providers are an important organisation for delivering affordable housing in our local area. This matter will also be considered in the development of Council's Affordable Housing Scheme.</p>

Submission Numbers	Theme	Issues	Response
B7,B8, B18, B17, B23, B24	Community Infrastructure	<p>Ground floor indoor multi-purpose facility on 459-461 Chapel Road cannot be dedicated to Council but will be publicly accessible.</p> <p>Ensure there is no on-site infrastructure requirement in the LEP for 158 Stacey Street given that it is intended to be a social/affordable housing development.</p> <p>Supportive of the incentive height and floor space scheme for community/social infrastructure.</p> <p>Supportive of employment generating sites being exempt from providing affordable housing.</p> <p>Increased density is not supported by sufficient investments in social infrastructure required to support an increase in population.</p> <p>Council needs to make clear that the NSW Government needs to allocate sufficient funds for roads, schools, hospital, public transport and other social and physical infrastructure.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b></p> <p>The Master Plan notes that any indoor multi-purpose facility on 459-461 Chapel Road is ‘publicly accessible.’ This envisions that any future recreational facility on this site would remain in private ownership and management but open to use by the public.</p> <p>The incentive floor space system requires the delivery of on-site public infrastructure, affordable housing or more than 50% employment generating uses. In this regard, it is intended that a social/affordable housing development would not be required to provide on-site public infrastructure to benefit from the incentive floor space incentive scheme.</p> <p>Prior to the development of the Master Plan, a Resident Needs Study and Student and Worker Needs Study was undertaken to assess the infrastructure needs for the projected residential, worker and student population. The studies recommended infrastructure improvements to service the existing and future population of Bankstown City Centre. These recommendations have been incorporated into the Master Plan including:</p>

Submission Numbers	Theme	Issues	Response
			<ul style="list-style-type: none"> <li>• New open spaces and expansion or enhancements to existing open space, as well as a network of improved laneways and walkways to ensure growth occurs where people have good access to open space</li> <li>• Shared use of open space and recreational facilities with schools and other organisations such as PCYC</li> <li>• Improvements to the quality of open space including new playgrounds, exercise equipment, landscaping, seating and lighting.</li> <li>• New indoor community and multi-purpose facilities</li> <li>• Improvements to the user experience and capacity of Bankstown Library to meet contemporary and future changes in demand, and to the Bankstown Arts Centre</li> <li>• A new multi-purpose facility adjacent to Griffiths Park</li> <li>• An FSR and height incentive scheme to ensure that significant uplift will contribute infrastructure for public benefit.</li> </ul> <p>In addition to the above, the Master Plan advocated for several state infrastructure improvements to support the existing and future population of Bankstown including:</p> <ul style="list-style-type: none"> <li>• Improved frequency of north/south and east/west bus services throughout Bankstown and surrounding areas and a new centralised bus interchange in the city centre.</li> </ul>

Submission Numbers	Theme	Issues	Response
			<ul style="list-style-type: none"> <li>• Delivery of the Sydney Metro</li> <li>• State Government delivery of commuter car parking in Bankstown</li> <li>• Shared use of open space and recreational facilities with public schools</li> <li>• New city-centre based public hospital</li> <li>• Regional cycle links</li> </ul> <p>Based on the above approach, it is considered that the future residential, worker and student population of Bankstown will be adequately supported by infrastructure.</p>
B1	Cycling Transport	Need more cycling paths connected services, open space and places of public worship.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> The Bankstown City Centre Master Plan, in conjunction with Complete Streets, plans and advocates for a combination of on-road separated cycle lanes, off-street shared cycle and pedestrian paths connecting key destinations throughout the city and to existing and planned regional links.</p>
B1	Places of worship	More places of worship needed.	<p><b>Action.</b> No change</p> <p><b>Response:</b> The proposed mix of land use zones in the Bankstown City Centre allow for the development of places of public worship.</p>
B3	Design Excellence	Support design excellence vision for the centre.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Noted.</p>

Submission Numbers	Theme	Issues	Response
B8	Development Contributions	Establish a new action to introduce an exemption or discount within the Bankstown Development Contributions Plan 2019 for development used for/or ancillary to the purposes of affordable rental and social housing undertaken by registered Community Housing Providers.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Council is in the process of preparing a consolidated city-wide contributions plan. This is a matter for consideration of that process.</p>
B2, B5, B18, B24	Employment Uses/Jobs	<ul style="list-style-type: none"> <li>• Supports increased employment uses in the City Centre.</li> <li>• Concerned 50% employment uses on the 'Compass Centre' (83-99 North Terrace and 62 The Mall, Bankstown) would adversely impact on feasibility of development.</li> <li>• Supports no net loss clause and retention of minimum employment uses in the B4 zone.</li> <li>• Total 25,000 job target for the area is supported</li> <li>• These jobs should be sustainable, long term and accessible for future residents.</li> </ul>	<p><b>Action:</b> Increase the FSR from 5:1 to 5.8:1 (subject to design excellence as per Clause 6.12 of Bankstown LEP 2015 and a sustainability bonus of 0.5:1) to accommodate 50% employment generating uses.</p> <p><b>Response:</b></p> <ul style="list-style-type: none"> <li>• The 'Compass Centre' site is strategically positioned to provide higher employment generating uses (at least 50% of the total floor space) due to its large site area which will support generous commercial floor plates. It is also strategically located adjacent to the future Bankstown Metro, planned B3 Commercial Core, proximity to the future Western Sydney University Campus and existing Bankstown Central Shopping Centre. Given commercial floor space has a higher efficiency rate, the FSR over this site will need to be increased from 5:1 to 5.3:1 to accommodate 50% employment generating uses. The development will also be eligible for an additional 0.5:1 sustainability bonus. With all incentives, the site can achieve 5.8:1.</li> </ul>

Submission Numbers	Theme	Issues	Response
			<ul style="list-style-type: none"> <li>Council acknowledges the support for the Master Plan's jobs targets. It is the intent of the master plan to safeguard diverse employment floor space in the long term through zoning, no-net loss of employment floor space and minimum employment floor space requirements in the LEP for business zones.</li> </ul>
B2, B19	Health infrastructure	<p>Supports advocacy for the hospital location in the City Centre.</p> <p>The hospital should go where the TAFE is located.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Noted.</p> <p>The location of the Hospital site will be determined by NSW Health Infrastructure. Council awaits the location announcement of this hospital.</p>
B18	Heritage	Supportive of retaining and celebrating unique and valued heritage and culture in Bankstown, including Aboriginal heritage and culture.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Noted.</p>
B17	Incentive Floor space and height	Ensure that the incentive height and floor space scheme can respond to nuanced situations, for e.g. if a development proposes both a hotel and seniors' accommodation.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> It is intended to ensure that the incentive floor space scheme will enable flexibility in the delivery of a mix of different floor spaces subject to permissibility in the zone. This will be investigated during the planning proposal stage.</p>
B17	Increased Dwellings	Supportive of additional 12,500 dwellings by 2036 from the 2016 base.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Noted.</p>



Submission Numbers	Theme	Issues	Response
B3, B8, B19, B18, B17, B23	Intensification Strategy	<p>Support principles of intensification strategy including:</p> <ul style="list-style-type: none"> <li>• Providing highest densities around the station</li> <li>• Locating more housing around the station</li> </ul> <p>Supports higher intensification of building floor space in the City Centre core.</p> <p>Supports increasing housing for residents and students in the core to increase access to public transport and services.</p> <p>Supportive of increasing housing close to retail to support economic activity and growth.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Noted.</p>
B22		<p>Objects to increasing housing density (to 6 stories) on the blocks bounded by Heath Street, Conway Road and Chapel Road.</p>	<p><b>Action:</b> Remove the identified blocks as an area for ‘intensification’ and maintain existing zoning, height and FSR controls.</p> <p><b>Response:</b> The area is noted for existing terrace and single dwelling houses. It is considered that the current R3 – Medium Density Zoning, FSR of 0.75:1 and height of building limit of 10m is appropriate in the context of maintaining the character of this area and providing an adequate height transition to the lower-density, single dwelling housing neighbourhoods to the east of this block.</p>

Submission Numbers	Theme	Issues	Response
B6, B9, B17, B18	Land Use Zoning	<p>Clarify the intended land use zone for 53 De Witt Street, Bankstown with the intended partial acquisition of this land to formalise public access through the site for active transport.</p> <p>Object to rezoning 85 Bankstown City Plaza from B4 – mixed Use to B3 – Commercial core without increasing development floor space.</p> <p>Supportive of retaining Bankstown RSL as a mixed-use site.</p> <p>Supportive of proposed retention of B4-Mixed Use over the Bankstown Central site.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> The Master Plan confirms the intent to acquire a portion of 53 De Witt Street to formalise public access through the site where the current active transport path traverses and along the western boundary along the Salt Pan Creek Corridor to create further opportunities for recreational access and potential ecological works including naturalisation. The future planning proposal will retain this portion of the site for RE1-Public Recreation uses, with the remainder of the site to be rezoned to IN2 – Light Industrial to conform to its existing use.</p> <p>In relation to the proposed zoning of 85 Bankstown City Plaza from B4 – Mixed Use to B3 – Commercial Core, the SGS Land Use and Economic Study deemed this site as appropriate to be zoned B3 – Commercial core. This is due to its proximity to Bankstown Station and the appropriateness of a modestly sized commercial core to meet Council’s total 25,000 job target by 2036.</p> <p>Support for retaining the Bankstown RSL site and Bankstown Central site as B4-Mixed Use is noted.</p>

Submission Numbers	Theme	Issues	Response
B23	Master planning development and early engagement process	<ul style="list-style-type: none"> <li>• It's best to wait for the gazettal of the Consolidated LEP before Council commits to making changes to this LEP through the Bankstown Master Plan and Planning Proposal process.</li> <li>• Criticises the early engagement process of the Master Plan after Council voted to defer this matter on the Ordinary General Meeting of 23 March</li> <li>• Criticises the presentation of the Master Plan at Council's event 'CB Evolve' which shared information with developers about the Master Plan prior to commencement of the early engagement process on 29 March.</li> </ul>	<p><b>Action:</b> No Change</p> <p><b>Response:</b></p> <p>The gazettal of the draft Consolidated LEP is forthcoming and imminent. Therefore, it is appropriate to consider amendments to the draft Consolidated LEP to execute the vision of the Master Plan.</p> <p>The purpose of 'CB Evolve' was to demonstrate that Bankstown is ready and open to urban transformation to achieve our vision for the centre. The draft Master Plan was published on Council's 'Your Say' webpage during the event, which also coincided with its publication in the Council meeting agenda, ensuring it was public to the whole community concurrently.</p> <p>The Draft Master Plan early engagement process was part of ongoing engagement with the community that has occurred since July 2020. The Master Plans are not a statutory planning document, and therefore, Council's engagement process has been an opportunity to understand the community's views before finalisation and progressing the formal planning proposal process. This provides Council the opportunity to consider the Master Plans and decide on adopting the Master Plans and moving forward with the Planning Proposal with an understanding of the community's views and aspirations. Formal exhibition of the</p>

Submission Numbers	Theme	Issues	Response
			Planning Proposal will occur in line with the EP&A Act.
B17, B19	Night-Time Economy	<p>Supportive of a night-time economy and '24-hour city' concept.</p> <p>Extended trading hours should be permitted for businesses.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Noted. The Master Plan seeks to develop 'Exempt Development' Controls in the LEP to enable business and retail premises to trade later into the evening without the need for a formal planning application to Council.</p>
B10, B19, B23, B24	Open Space	<ul style="list-style-type: none"> <li>• Supportive of new plaza on the current West Terrace car park site.</li> <li>• Proposed 2-hour solar access to 50% of the space on the future West Terrace Plaza between 9am to 3pm in the winter solstice is unlikely to be achieved if all properties to the north get redeveloped to the proposed heights. As an urban plaza, the solar access requirements should be reduced or acquire 290 South Terrace to increase open space, access and solar access to the plaza</li> <li>• Proposed public open space in the Intensification Principles Map (Page 23) is shown as 'private open space' in the infrastructure map.</li> <li>• There is insufficient open space proposed for the increase in population.</li> </ul>	<p><b>Action:</b> Amend the Urban Design Framework Map to ensure the private open spaces and public open spaces are shown correctly.</p> <p><b>Response:</b></p> <p>Providing new public open space or improving access to open space is a core basis for the Bankstown Masterplan. In a fully established area creating new public open space is challenging due to various site constraints including the high value of land (and relatively low cost of new units), land ownership patterns and varying lot sizes and land uses. Despite these challenges, the Master Plan will significantly improve access to quality open space for future residents, workers and visitors by:</p> <ul style="list-style-type: none"> <li>• Providing new open space through land dedication as a part of redevelopment – this includes a significant expansion of Griffiths</li> </ul>

Submission Numbers	Theme	Issues	Response
			<p>Park, a new public plaza at the West Terrace Car Park site, support for a new 5,000sqm park at Rickard Road on the Bankstown Central site.</p> <ul style="list-style-type: none"> <li>• New pedestrian through-site links to ensure residents in high density locations are approximately 200 metres to open space.</li> <li>• Increasing the opportunity for shared-use arrangements with schools to for active recreation. For example, the master plan seeks a shared use partnership with Sydney Catholic Schools for access to the La Salle Catholic College Oval, which is approximately (18,000sqm) subject to negotiations, as well as allowing for future through-site connectivity of Bankstown Girls High School and Bankstown Public School for improved pedestrian access from the City Centre to Memorial oval.</li> <li>• Embellishment of existing 11 pocket and neighborhood parks to improve the quality and experience of these open spaces</li> <li>• Site specific floor space ratios and design controls will be developed for the West Terrace Plaza block to maximize solar access into this open space.</li> </ul> <p>The above recommendations were informed by extensive consultation with stakeholders including local employees, business owners, university and high school students and educational staff. Their needs and aspirations informed the infrastructure priorities for the area and have been included in the draft Master Plan. Based on the above approach, it is considered that the future residential, worker and</p>

Submission Numbers	Theme	Issues	Response
			student population of Bankstown will be adequately supported by infrastructure.
B17	Public Domain	Supportive of public domain improvements on Kitchener Parade and Marion Street.	<b>Action:</b> No change. <b>Response:</b> Noted.
B7,B12, B19, B22	Vision	Support overall vision for the centre.	<b>Action:</b> No change. <b>Response:</b> Noted.
B3, B4, B6, B8, B9, B10, B11, B12, B13A & B13B, B14A & B14B, B15, B16, B17, B21, B22	Opportunity for increased height and floor space	2,6,10 Leonard Street, Bankstown  The submission requests an increase in building height from the Master Plan's proposed 6 stories to 10 stories.	<b>Action:</b> Increase the height of building on 2, 6,10 Leonard Street from 6 storeys to 7 storeys.  <b>Response:</b> After a review of the master planning approach to this site, it was considered reasonable to increase the proposed Master Plan heights over this site from 6 to 7 storeys for the following reasons: <ul style="list-style-type: none"> <li>• The site's location within 500m of the station</li> <li>• The suitability in built form transition from 13 stories to the north</li> <li>• 7 storeys will be visually appropriate with the 7 storey residential flat building to the west of the site.</li> </ul>
		34-38 Restwell Street	<b>Action:</b> No change.

Submission Numbers	Theme	Issues	Response
		<p>The submission requests for an increase in building height from the proposed 18 storeys to 22 stories given the site's gateway location on a corner and location 200m from the station, and potential for contributing to the economic and employment vision for Bankstown.</p>	<p><b>Response:</b> It was assessed that the 22 storey height limit for the site is inappropriate for the following reasons:</p> <ul style="list-style-type: none"> <li>• The 22 storey height limit is inconsistent with the Master Plan's intensification strategy. The aim of this strategy is to allocate the tallest buildings within an immediate radius around Bankstown Station (400m) and taper the heights downward toward the suburb areas in the City Centre's peripheries.</li> <li>• The block is allocated 18 storeys as the beginning of a transition point from the higher densities to the north to the lower densities southward. Setting this site to 22 storeys will set an undesirable precedent for other sites of this distance to the station and not provide an appropriate transition to the lower density areas toward the south.</li> <li>• It will create adverse overshadowing to the lots to the immediate south and limit future mixed use developments from achieving ADG solar access requirements.</li> </ul> <p>Notwithstanding, the site's corner location and opportunity to contribute to the vision for Bankstown City Centre has been considered through the FSR recommendation.</p>
		<p>459 - 461 Chapel Road, Bankstown.</p> <p>The submission seeks an increase in the proposed building height 18 stories to 22 stories and an increase in the proposed FSR range from 3.75:1- 5.5:1 to 8.8:1.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Council reviewed the urban design approach to the site and assessed that a 22 storey building was inappropriate for the following reasons:</p>



Submission Numbers	Theme	Issues	Response
			<ul style="list-style-type: none"> <li>• A 22-storey form is contrary to the Master Plan’s intensification strategy. The site is within the 400m to 600m radius from Bankstown Station. The proposed height of the blocks in this location is 18 storeys to provide suitable height transition toward the lower densities located to the south and north. Any increases to the height at this site would set an undesirable precedent /transition for sites within this radial distance from the station and result in adverse height, bulk and scale impacts to surrounding apartment development.</li> <li>• Based on a review of the urban design model for the site, it is assessed that a 3 storey commercial podium and residential development above 18 storeys can achieve approximately 6:1 FSR. This accounts for zero lot line setbacks to the southern boundary for the 3 storey commercial podium and a 9-12m setback to the southern and eastern boundaries of the site to comply with ADG building setback and separation standards.</li> </ul>
		<p>158 Stacey Street, Bankstown</p> <p>The submission seeks an increase in building height from the proposed 8 stories to 9 Storeys. The site has a compatibility certificate for social/affordable housing for this height and an FSR of 2.57:1.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> A review of the urban design approach to the site was undertaken. Based on the urban design testing, an 8 storey building can be accommodated whilst achieving an FSR of 2:1. In consideration of the intensification strategy and limiting intensification of residential development adjacent to Stacey Street, a classified road, it is considered that the proposed 8-storey height limit is</p>

Submission Numbers	Theme	Issues	Response
		<p>85 Bankstown City Plaza</p> <p>The submission requests an increase in height and FSR, particularly given the site is being rezoned from B4 – Mixed Use to B3 – Commercial Core. The maximum building height for the site under Bankstown LEP 2015 for a mixed-use development allows approximately 5 storeys.</p>	<p>appropriate for the site. Any increase of FSR would exacerbate excessive bulk/scale and overshadowing issues to properties to the south of the site. It is acknowledged that development may proceed on the basis of the Site Compatibility Certificate.</p> <p><b>Action:</b> Increase the maximum building height on the site to 6 storeys for a full commercial building.</p> <p><b>Response:</b> It is proposed to increase the height of the site for a maximum of 6 storeys for a full commercial building. The FSR will be calculated to enable a 4 storey building at the front portion of the site fronting Bankstown City Plaza and a 6 storey form toward the rear for the following reasons:</p> <ul style="list-style-type: none"> <li>• The 4 storey height form at the front of the site will offset any blank party wall that faces the prominent street view vista toward the site from the north and the special character area to the north.</li> <li>• The site is located south of the fine grain, 2 storey retail and period. A 6 storey form will enable uplift and a suitable height transition and integration with this sensitive character area.</li> <li>• Given the narrow width of the site, a larger and taller building footprint would be difficult to achieve on the site to locate services and design for efficient floor plates.</li> </ul>

Submission Numbers	Theme	Issues	Response
		<p>41-45 Rickard Road, Bankstown.</p> <p>The submission seeks an increase of heights from proposed 12 stories to 18 stories and an FSR greater than 4:1 given the site's strategic location within approximately 500m to Bankstown Station, Bankstown Central and the future WSU campus.</p>	<p><b>Action:</b> Increase the proposed maximum height of building on the site from 12 storeys to 17 storeys.</p> <p><b>Response:</b> The 12 storey height limit was considered appropriate for this site to protect winter solar access to a potential future park on the Bankstown Central Site to the south. However, the relocation of the park further east and ensuring 4 hours of sun access in mid-winter has been test, as set out in the draft Master Plan.</p> <p>In view of the re-location of the public park, Council reviewed the urban design approach to the site. It was assessed that a 17 storey building height was appropriate as it would not reduce the 4 hour solar access to the park. Given the site's location within 400m to 500m radius of Bankstown Station and adjacent to Bankstown Central, a 17 storey built form is considered to be most suitable for the site.</p>
		<p>229 Chapel Road, Bankstown.</p> <p>The submission requests an increase in the master plan's proposed building height from 8 storeys to 12 – 15 storeys.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Council reviewed the urban design approach to the site and determined that a 12-15 storey building was inappropriate for the following reasons:</p> <ul style="list-style-type: none"> <li>• A 12-15-storey form is contrary to the Master Plan's intensification strategy. The site is within 400m to 600m radius from Bankstown Station and sits within the sun access plane affecting Bankstown Memorial Park.</li> </ul>

Submission Numbers	Theme	Issues	Response
			<ul style="list-style-type: none"> <li>• The proposed height of 8 storeys is the maximum height that is desirable for this location when considering the visual relationship to Bankstown Memorial Park and maximising solar access to Bankstown Memorial Park, particularly in the winter solstice from 9am to 3pm.</li> <li>• The 8 storey height limit provides an appropriate maximum height as a transition point toward the lower density areas toward the south and west.</li> </ul>
		<p>42 Raymond Street- seeks FSR exemption for affordable housing and community facilities, allowing increased flexibility in, and maximised FSR for this type of development.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> It is considered inappropriate to provide an FSR exemption to this site for the following reasons:</p> <ul style="list-style-type: none"> <li>• This approach is contrary to the master plan and planning principles of the LSPS, which is to balance the aim for an increase in affordable housing whilst managing adverse impacts to the area when considering building design, transition, bulk/scale, traffic and parking and infrastructure services.</li> <li>• The provision of no FSR on the site would set an undesirable precedent for sites in Bankstown and it would be difficult to plan for, negotiate and manage good urban design and planning outcomes in relation to the considerations discussed in the bullet point above.</li> </ul>

Submission Numbers	Theme	Issues	Response
			<ul style="list-style-type: none"> <li>Pursuant to the intensification strategy, the site is located within 400m radius from the station and the 18-25 height plane. The site has been allocated 18 storeys to enable an appropriate height transition from the 22-25 storey block to the immediate north and the 13 storey block to the south. To ensure this transitional built form outcome, a height and FSR control is required.</li> </ul>
		<p>30-36 Meredith Street – increase building height from proposed 9 stories to 15 storeys.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Council reviewed the urban design approach to the site and assessed that a 15 storey building was inappropriate for the following reasons:</p> <ul style="list-style-type: none"> <li>A 15-storey height is contrary to the Master Plan’s intensification strategy.</li> <li>The site is within 400m to 600m radius from Bankstown Station. The proposed height of 9 storeys is the maximum height that is desirable for this location to allow an appropriate transition from the proposed 18 storey building height plane on the block to the east and 3 storey building height plane on the blocks to the immediate west and existing 3-4 storey strata-titled apartments within the site’s block.</li> </ul>
		<p>23-27A Marion Street and 32 Kitchener Parade</p> <p>The submission seeks to increase the proposed master plan building height from 18-storeys to 25-storeys and an FSR of 5.5:1.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Council reviewed the urban design approach to the site and assessed that a 25 storey building was inappropriate for the following reasons:</p>

Submission Numbers	Theme	Issues	Response
			<ul style="list-style-type: none"> <li>The 25 storey height limit is inconsistent with the Master Plan's intensification strategy. The aim of this strategy is to allocate the tallest buildings within an immediate radius around Bankstown Station (400m) and taper the heights downward toward the suburb areas in the City Centre's peripheries.</li> <li>The block is located within the 18 storey building height plane and is the transition point from the higher densities to the north to the lower densities southward. Setting this site to 25 storeys will set an undesirable precedent for other sites of this distance to the Station and not provide an appropriate transition to the lower density areas outside the City Centre core.</li> </ul>
		<p>1-5 Conway Road, Bankstown.</p> <p>The submission makes a case for an increase in height from the Master Plan's proposed building height over the block of 8 storeys to 10 storeys.</p> <p>A separate submission suggests that the site can suitably accommodate 12 storeys.</p>	<p><b>Action:</b> Increase the height over 1-5 Conway Road from 8 to 10 storeys.</p> <p><b>Response:</b> The proposed height control for this site was reviewed and it was assessed that the site can adequately accommodate 10 storeys. This will provide a suitable transition from the proposed 15 storeys to the west and 8 storeys to the east. The development would still be able to comply with ADG solar access and building separation requirements. Due to the site size, redevelopment of this block would require the integration of an existing strata-titled development.</p>

Submission Numbers	Theme	Issues	Response
B2, B3	Pedestrian Links	<p>Supports pedestrian safety improvements on the corner of Macauley Street and Chapel Road.</p> <p>Supports through-site links as proposed in the centre.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Noted.</p>
B4	Planning proposal process	Concern about lengthy planning proposal process which delays developments.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> The Planning Proposal Process comprises of several stages:</p> <ul style="list-style-type: none"> <li>• Preparation of Planning Proposal Submission (including supporting technical studies)</li> <li>• Gateway - initial assessment of Planning Proposal by DPIE and conditions to satisfy.</li> <li>• Community consultation – public exhibition of the Planning Proposal</li> <li>• Assessment – review of submissions and amendments to Planning Proposal to address any issues raised during this process.</li> <li>• Making of the LEP</li> </ul> <p>Given the complex nature of a planning proposal, it takes significant time to process it is difficult to expedite the process. Furthermore, this is the only process available to Council to bring new planning controls into effect.</p>
B23	Public Transport	<ul style="list-style-type: none"> <li>• Reliance on the metro line for public transport service improvements is problematic as it is not increasing existing rail capacity, only replacing it.</li> <li>• The metro does not improve public transport connections to surrounding suburbs that are inaccessible by a rail line.</li> </ul>	<p><b>Action:</b> No Change</p> <p><b>Response:</b> The Master Plan provides a holistic platform to advocate to State Government for improvements to the rail, bus and regional cycling network as Council</p>



Submission Numbers	Theme	Issues	Response
		<ul style="list-style-type: none"> <li>The metro will disconnect Bankstown from the suburbs of Sefton, Chester Hill, Villawood and Carramar and encourage people to drive to Regents Park</li> </ul>	<p>does not have any final decision-making power for public transport. The Master Plan does not solely rely on the Sydney Metro upgrade to the existing Sydenham to Bankstown heavy rail line to support future resident and visitors but also regional cycling transport links and improved north-south and east-west bus transport. The Sydney Metro Preferred Infrastructure Report (2018) detailed that the metro conversion of the heavy rail line will increase the capacity of the network from 24,000 customers per hour to 40,000 customers per hour. This has served as a catalyst to encourage more residents and workers to live and work along the rail line to incentivise public transport use.</p> <p>It will also put Bankstown within 30 minutes of Central Station. In addition, the Master Plan advocates for further investment in extending the Metro line west to Liverpool, and also connecting to Parramatta. Council does not support the disconnection of services from Bankstown to Sefton, Chester Hill and Leightonfield, and has expressed this (and continues to do so) in submissions made to Transport for NSW.</p> <p>The Metro will for the first time also connect Bankstown to Sydney’s Global Economic Corridor which includes North Sydney, Chatswood, St Leonards, Macquarie Park and Norwest unlocking a direct transport link to thousands of jobs.</p>

Submission Numbers	Theme	Issues	Response
B23	Schools	<ul style="list-style-type: none"> <li>The plan contains no independent strategies to increase school capacity in the area.</li> <li>Cautions against reliance on State Government upgrades to schools as these can be regularly delayed for years.</li> </ul>	<p><b>Action:</b> No Change</p> <p><b>Response:</b> To determine the future needs of public schools in relation to facilities, resources and capacity, the Department of Education (DOE) undertakes regular service reviews, which are informed by population projections. Council has been working with DOE to inform them of projected population growth based on Council's master planning work to ensure that in future, schools will be adequately serviced to cater for the population growth. As a public service provider on behalf of State Government, it is DOE's mandate, not Councils, to ensure schools are adequately serviced and prepared for new students.</p> <p>Schools Infrastructure is also undertaking significant expansion of Bankstown North Public School, which will increase capacity to 1,000 students in the long-term.</p> <p>The Master Plan sets a clear growth profile for Bankstown, and will allow State agencies, including DOE, to more accurately plan for growth. The Masterplan will in fact assist DOE to accurately plan for its assets over the next 20-30 years. In engaging with DOE as part of the Masterplan, it became evident that Schools infrastructure anticipated a total of 12,564 dwellings in Bankstown, not 18,700 dwellings by 2036 as envisaged in the <a href="#">draft</a> Master Plan. This will require DOE to revisit asset and non-asset solutions for the area which may include additional permanent / temporary teaching spaces,</p>

Submission Numbers	Theme	Issues	Response
			schools upgrades and new schools and boundary intake changes.
B18, B17	Sustainability	Supportive of redesigned bonus sustainability scheme and increased water and energy efficiency targets.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Noted.</p>
B20	Swimming Pool	Bankstown needs a public swimming pool.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> The Aquatic Strategy 2019 contains a plan to improve the capacity and facilities of existing aquatic centres in the Canterbury Bankstown LGA and does not identify the need for a new aquatic facility in Bankstown. The Resident Needs Study and Student and Worker Needs Study confirm there is no immediate need for a public swimming pool in the area.</p>
B2	Vehicle congestion	<p>Concerned that increased density will increase traffic congestion.</p> <p>Ensure the new hospital has parking to limit congestion.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Objectives and actions of the draft Banktown City Centre Mater Plan seek to change the way traffic moves through Bankstown City Centre and make walking, cycling and public transport a preferred choice of travel. New pedestrian links and separated cycle lanes will make active transport the most convenient, safe and attractive movement choice around the centre and reduce the demand for vehicular use. The location of higher densities around the future Bankstown Metro Station also incentivise the use of</p>

Submission Numbers	Theme	Issues	Response
			<p>public transport in lieu of private vehicles by making it a more convenient option.</p> <p>Council has prepared Complete Streets, which is a package of improvements to improve the pedestrian, bicycle and vehicular movements through Bankstown. Complete Streets factors in the projected population and jobs growth for Bankstown.</p> <p>Given the location of the public hospital has not been announced by State Government, it is difficult to comment on parking. Notwithstanding this, parking management will form part of the planning process.</p>

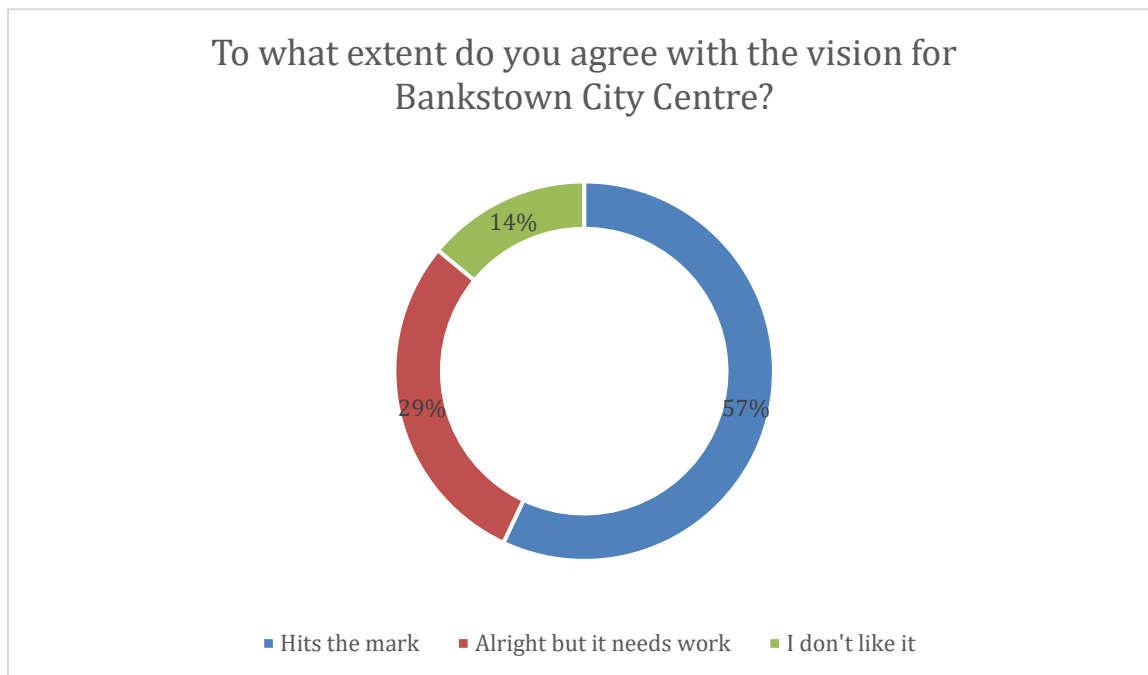
## 5.2 Survey responses

Council provided the community an opportunity to participate in an online survey. The purpose of this survey was to understand community opinions on specific components of the Bankstown City Centre Master Plan.

Overall, there were 21 survey contributors to the Bankstown City Centre Master Plan survey. The survey asked 9 questions, where it was compulsory to answer the first 3 questions and optional to answer the remaining 6 questions. A total of 17 respondents chose to continue with the survey after the first 3 questions and 4 chose to skip answering the remaining questions. A summary of the survey responses to the questions are provided below.

### 6.2.1 Bankstown Vision

The survey question asked respondents to what extent did they support the draft Bankstown Master Plan vision. They were also asked to state the reasons for their response. Most respondents agreed that the vision 'hit the mark'. The results of the survey are displayed below.



#### Summary of reasons for the responses to the survey question

Response	Summary of reasons for response
Hits the mark (57%)	<ul style="list-style-type: none"> <li>• It fills the needs for the city</li> <li>• The vision on sustainability is supported.</li> </ul>
Alright but needs work (29)%	<ul style="list-style-type: none"> <li>• We need more affordable housing emphasised.</li> <li>• Concerned about growth pressure on infrastructure</li> </ul>
I don't like it (14%)	<ul style="list-style-type: none"> <li>• Too much growth will put too much pressure on infrastructure.</li> <li>• The plan will make the place more expensive to live.</li> </ul>

## 6.2.2 10 Directions for Bankstown City Centre

The survey question asked respondents to express their level of support of the 10 strategic directions of the draft Bankstown City Centre Master Plan out of a score out of 5, with 1 being the least supportive and 5 being the most supportive. An average score was calculated aggregating all the responses out of 5. Most scores for each master planning direction demonstrated substantial support for the master planning directions, with the average score range being between 3.81 to 4.57 out of 5. The results of the survey are displayed below.

*Note: respondents were not asked to comment on the reason for their score for this question.*

### To what extent do you support the 10 Directions for Bankstown?

Draft Bankstown Master Plan – 10 directions	Average Score/5
A City Stimulated and Supported by Infrastructure	4.10
A City for People	4.57
A Vibrant City of Commerce, Health and Education	4.29
A Well-Designed City	4.29
A City that Embraces Nature	4.24
The Heart of Connective City	4.24
A Resilient and Carbon Neutral City by 2050	3.81
A City proud of its Heritage and Culture	4.10
A City with Housing for All	4
A City with Collaborative and Transparent Governance	4.38

## 6.2.3 Priorities for Bankstown City Centre

The survey question asked respondents to express their level of agreement for the key priorities of the draft Bankstown City Centre Master Plan with 1 being the least supportive and 5 being the most supportive. An average score was calculated out of 5 for all responses.

The highest support related to priorities for more open space near where people lived, higher sustainability outcomes for buildings and the ability to get around by foot or bicycle more easily.

*Note: respondents were not asked to comment on the reason for their score for this question.*

### To what extent do you agree with the following statements:

Statement	Average Score/5
Have tall buildings that can accommodate a range of uses.	3.57
Have sustainably built and run homes and offices.	4.19
Reduce parking and traffic in the city centre.	3.57
Protect the looks and feel of areas like Saigon Plaza.	4

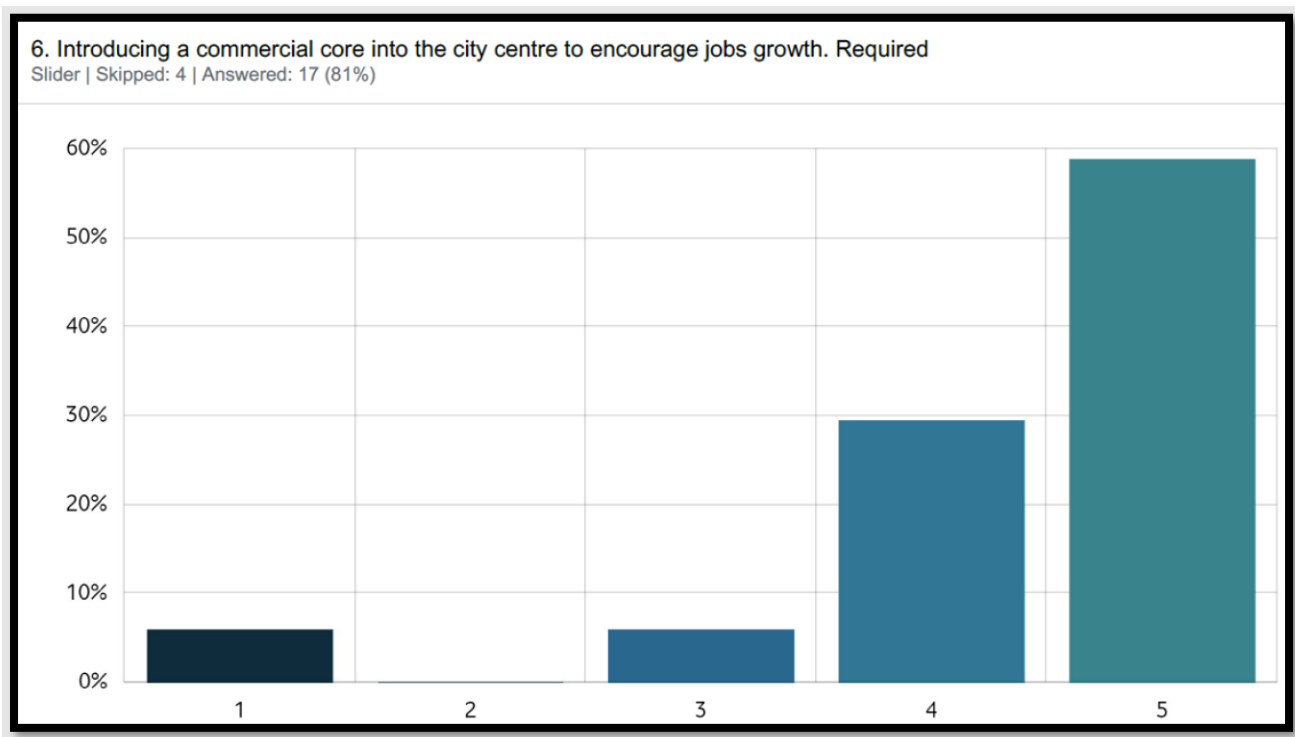
Statement	Average Score/5
Have more open spaces and parks near where people live.	4.19
Be easier and safer to get around on foot or by bike.	4.19
Focus future development and taller buildings near the station.	3.95

### 6.2.4 Commercial Core for Bankstown City Centre

Questions from here onward were optional for respondents. A total of 17 respondents chose to continue responding to all questions, while 4 respondents skipped the remaining questions.

The survey question asked respondents to express their level of support for the establishment of a Commercial Core in Bankstown City Centre, with 1 being the least supportive and 5 being the most supportive. The proportion of respondents who scored 0-5 out of 5 is provided below.

#### Percentage of responses based on score out of 5



The average score and reasons for the respondent's score are summarised in the table below.

Average score /5	Summary of reasons for score /5	Summary of reasons for response
4.4/5	5	<ul style="list-style-type: none"> <li>Will encourage local jobs</li> <li>Will increase vibrancy</li> <li>More time efficiency in getting to jobs</li> <li>Less carbon footprint</li> </ul>
	4	<ul style="list-style-type: none"> <li>Bankstown needs places for work and shopping</li> </ul>

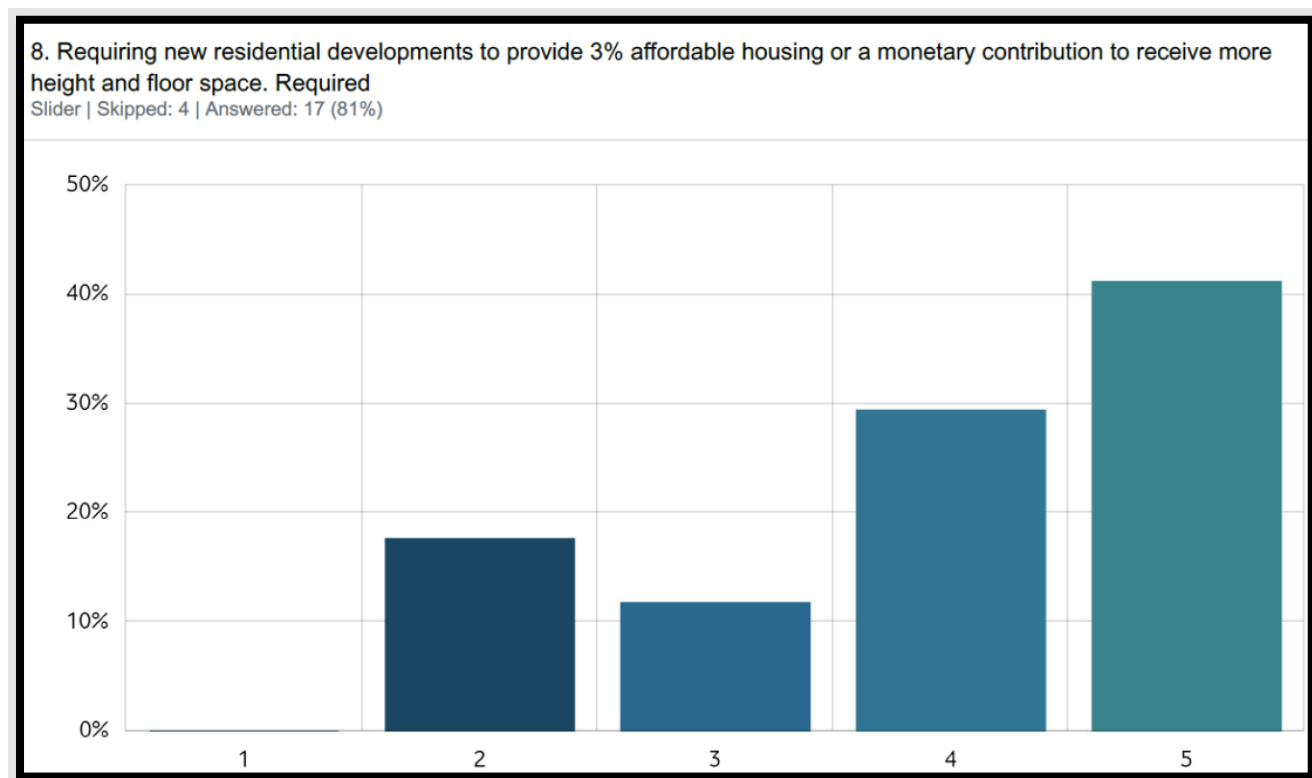


Average score /5	Summary of reasons for score /5	Summary of reasons for response
	3	<ul style="list-style-type: none"> <li>While local jobs are important, we need infrastructure to support increased workers or traffic congestion will become a problem</li> </ul>
	2	N/A
	1	<ul style="list-style-type: none"> <li>More jobs will bring more traffic and cars</li> </ul>

### 6.2.5 Affordable Housing for Bankstown City Centre

The survey question asked respondents to express their level of support of the affordable housing contribution rate of 3% of new residential development or a monetary contribution to receive more height and floor space. The score was determined where 1 expressed the least level of support and 5 expressing the most support. The proportion of respondents who scored 0-5 out of 5 is provided below.

#### Percentage of responses based on score out of 5



The average score and reasons for the score are summarised in the table below.

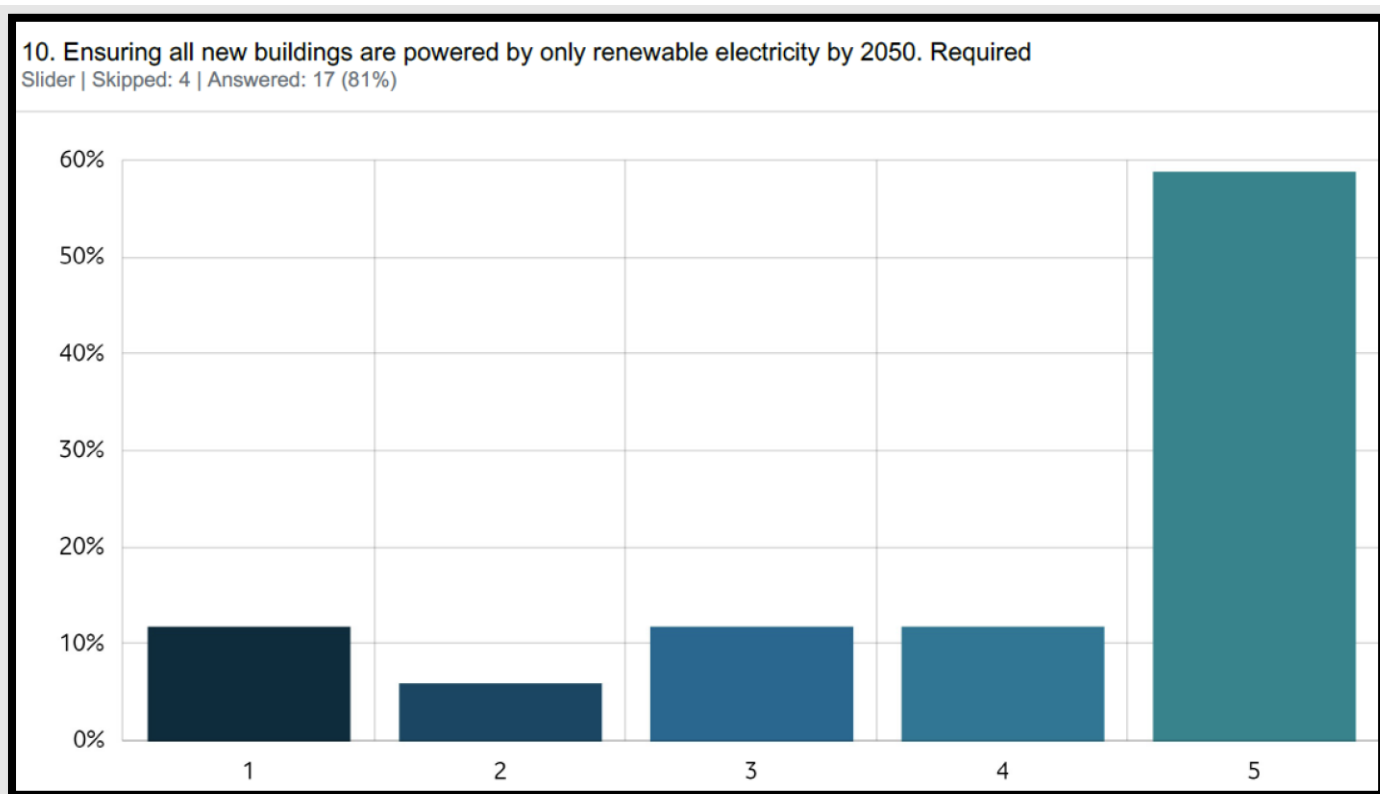
Average score /5	Summary of reasons for score /5	Summary of reasons for response
3.9/5	5	<ul style="list-style-type: none"> <li>This is absolutely needed</li> <li>We need to provide a range of housing options at different price points for people of different financial circumstances</li> </ul>
	4	<ul style="list-style-type: none"> <li>We need more affordable housing</li> </ul>

Average score /5	Summary of reasons for score /5	Summary of reasons for response
		<ul style="list-style-type: none"> <li>Affordable housing needs to be increased and also feasible for developers</li> </ul>
	3	<ul style="list-style-type: none"> <li>Rate seems too vague and ambitious</li> </ul>
	2	<ul style="list-style-type: none"> <li>Affordable housing is not necessary</li> <li>It'll bring many issues to the area</li> </ul>
	1	N/A

### 6.2.6 All-Electric Buildings in Bankstown City Centre

The survey question asked respondents to express their level of support for the provision of all-electric buildings in Bankstown City Centre. The score was determined where 1 expressed the least support and 5 expressing the most support. An average score was calculated out of 5. The proportion of respondents who scored 0-5 out of 5 is provided below.

#### Percentage of responses based on score out of 5



The average score and reasons for the score are summarised in the table below.

Average Score/5	Summary of reasons for score /5	Summary of reasons for response
4/5	5	<ul style="list-style-type: none"> <li>This is a very important initiative for future generations</li> <li>We need to fast track renewable energy</li> <li>Other councils should follow your lead</li> </ul>

Average Score/5	Summary of reasons for score /5	Summary of reasons for response
		<ul style="list-style-type: none"> <li>This is important in combating climate change</li> </ul>
4		<ul style="list-style-type: none"> <li>Australia is a potential renewable energy powerhouse</li> </ul>
3		<ul style="list-style-type: none"> <li>This may be costly for the consumer in the long run</li> </ul>
2		<ul style="list-style-type: none"> <li>Carbon neutral is a great goal, however electricity alone is not clean unless it's generated from renewable resources.</li> </ul>
1		<ul style="list-style-type: none"> <li>A huge added cost long term.</li> <li>Solar power is unreliable and expensive</li> </ul>

### 6.2.7 Reducing private car parking in Bankstown City Centre

The survey question asked respondents to express their level of support for the reduction of private car parking for buildings in Bankstown City Centre. The score was determined where 1 expressed the least support and 5 expressing the most support. The proportion of respondents who scored 0-5 out of 5 is provided below.

#### Percentage of responses based on score out of 5



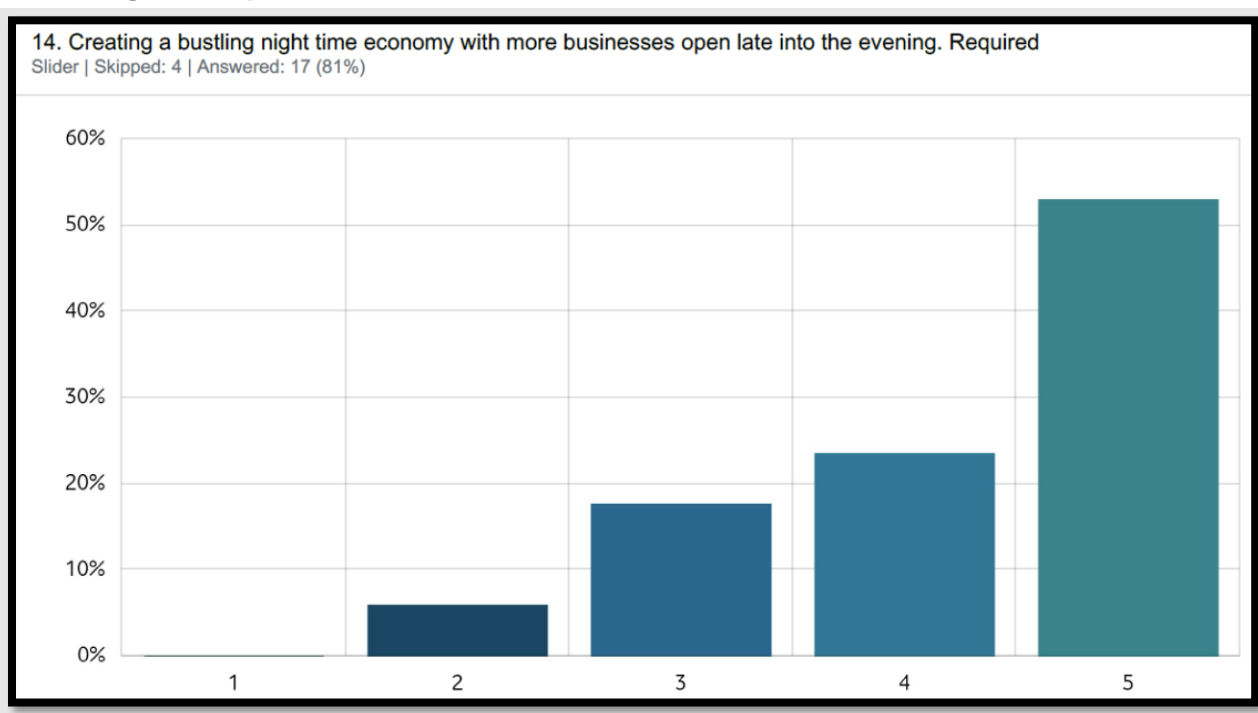
The average score and reasons for the score are summarised in the table below.

Average Score/5	Summary of reasons for score /5	Summary of reasons for response
3.8/5	5	<ul style="list-style-type: none"> <li>Bankstown has enough traffic, an alternative mode of transport can benefit the environment and traffic flow</li> </ul>
	4	<ul style="list-style-type: none"> <li>Need to make people use public transport that is readily available</li> <li>This will hopefully encourage the use of public transport, cycling and walking. Hence reducing the carbon footprint.</li> </ul>
	3	<ul style="list-style-type: none"> <li>This is not a sustainable solution for the long term</li> </ul>
	2	<ul style="list-style-type: none"> <li>This only works if public transport infrastructure is there so support it and provide alternative means of travel.</li> <li>Eliminating parking before the infrastructure is there will cause problems.</li> <li>Less parking will make it more difficult for families</li> <li>Everyone in our LGA uses cars a lot and hence less parking would not be suitable</li> </ul>
	1	<ul style="list-style-type: none"> <li>Sydney is too big and spread out to discourage car use</li> <li>Deliveries will be severely impacted</li> </ul>

### 6.2.8 Night Time Economy

The survey question asked respondents to express their level of support for the implementation of a night time economy, with more businesses open late at the night. The score was determined where 1 expressed the least support and 5 expressing the most support. The proportion of respondents who scored 0-5 out of 5 is provided below.

#### Percentage of responses based on score out of 5



The average score and reasons for the score are summarised in the table below.

Average Score/5	Summary of reasons for score /5	Summary of reasons for response
4.2/5	5	<ul style="list-style-type: none"> <li>We need more vibrancy in the city centre</li> <li>This is a great idea for the community</li> <li>Businesses will grow and prosper</li> <li>This will attract more nearby residents to Bankstown</li> </ul>
	4	<ul style="list-style-type: none"> <li>This is good as long as businesses can operate in a safe and secure environment</li> <li>This will improve the local economy and make the city safer</li> </ul>
	3	<ul style="list-style-type: none"> <li>This is fine but be mindful of noise impacts to apartments</li> <li>Good idea in theory, but I am worried about safety and noise pollution</li> </ul>
	2	<ul style="list-style-type: none"> <li>Questions benefit to the community apart from restaurants</li> </ul>
	1	N/A

### 6.2.9 Open Responses

The survey question asked respondents to express any further comments on the Master Plan. A summary of the open comments is provided below. A total of 13 respondents provided open responses. A summary of responses is provided in the table below.

#### Summary of open responses to the survey

Theme	Comment
Affordable Housing	<ul style="list-style-type: none"> <li>Affordable housing should be prioritised</li> </ul>
All-electric buildings	<ul style="list-style-type: none"> <li>Supportive of all-electric buildings and a ban on buildings connected to gas to reduce our impact on climate change and improve public health</li> <li>All-electric buildings will save households money in the longer term</li> <li>Consider incentives to encourage existing buildings to switch from gas power to all-electric power</li> </ul>
Implementation	<ul style="list-style-type: none"> <li>The sooner the implementation of the Master Plan, the better</li> <li>Looking forward to seeing Bankstown grow and mature</li> <li>This plan should be implemented in 5-10 years</li> <li>Get a move on</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>We will continue to have congestion without supporting infrastructure</li> <li>We need more public toilets</li> </ul>
Intensification	<ul style="list-style-type: none"> <li>It is important to increase the FSR around the metro so the dwelling targets can be achieved</li> </ul>
Jobs	<ul style="list-style-type: none"> <li>Increasing jobs should be prioritised</li> </ul>
Vision	<ul style="list-style-type: none"> <li>Supportive of the vision, subject to less tall buildings in some places</li> </ul>

### 6.2.10 Mapping responses

The community was requested to provide comments on the Urban Design Framework Map for Bankstown. A total of 12 comments were recorded. The comments are provided below.



Comment Number	Comment
1	Bankstown City Gardens - great for families - just need more bins in the area.
2	This footpath might need some street furniture, bins and greenery.
3	This area is becoming really dense with new apartment buildings, I believe there needs to be plans for local shops/cafes/restaurants.
4	Love the Pedestrian and cycling connections between the north and south sides of the railway.
5	Pedestrian Lights are needed at the intersection of Lady Cutler Avenue and North Terrace. This intersection was to be prioritised for funding under Section 94 from new developments in Bankstown CBD 6 years ago. Funnily enough, the traffic has only gotten worse in that time. If Council is serious about pedestrian safety in the Bankstown CBD, this intersection needs to be upgraded sooner rather than (6 years) later.
6	The car park really needs a face-lift and more maintenance. There's always heaps of rubbish in there.
7	The city of Bankstown can't afford to wait until 2050 to be carbon neutral. The forecast of heat increasing by 95% compared to today is horrific! Urgent improvement to the

Comment Number	Comment
	sustainability plan and commitment to reducing carbon emissions before 2036 is necessary. Heat stress and rising temperatures due to climate warming will disproportionately affect western suburbs and have terrible implications for the electricity grid, commerce and outdoor activities.
8	Strongly agree that there needs to be a pedestrian crossing. It will really help the apartment building residents on Stacey St to access the shopping centre.
9	It's a very good idea to add green spaces in the area, especially if the density of apartments will increase. More green public spaces, please!
10	Good to have high-rise building in this area.
11	High density apartments popping up here will totally break the feel of the neighbourhood. Future developments here should be restricted to townhouses or low-rise terraces as a maximum, similar to 543 Chapel Road. This area is also too far away from the station for walking distance and will cause severe congestions around the Bankstown centre if changed to high density. The community here does not want high density apartments, keep it to the south please!
12	What is the BASIX category for these dwellings? How many of the new buildings will have solar installed to future-proof the community and save them from heat stress and high electricity bills? How many units will be available under affordable housing?

### 6.2.11 Community Pop-ups

Council conducted a series of community pop-up sessions for the community to ask questions and provide feedback to the Bankstown City Centre Master Plan. Community pop-up sessions were held in the following dates and locations:

Date/Time	Location
Tuesday, 20 April 2021, 7.00am - 9.00am	Bankstown Station entry/exits
Saturday, 1 May 2021, 11.00am - 1.00pm	Saigon Place
Thursday, 6 May 2021, 6.00pm - 8.00pm	Bankstown Central
Wednesday, 12 May 2021, 6.00pm - 8.00pm	Bankstown Station entry/exits

A total of 728 conversations and flyer handouts were undertaken at the pop ups. The community was requested to leave feedback through post-it notes. The following image displays all feedback provided to the draft Bankstown City Centre Master Plan relating to themes including transport, parking and infrastructure.



Image: Total community feedback via post-it notes to the Bankstown City Master Plan at pop-ups



## 6. Community Feedback – Campsie

### 6.1 Written Feedback

Submission Numbers	Theme	Issues	Response
C10	Early engagement process	Letter notifying residents about the draft Master Plan engagement process was written in English and therefore not appropriate for non-English speaking residents.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> In addition to sending out letters to each household, Council undertook the following measures to engage with non-English speaking and other hard to reach community members as part of the Master Plan early engagement process:</p> <ul style="list-style-type: none"> <li>• Advertised the draft Campsie Master Plan in Chinese, Arabic, Vietnamese and Korean newspapers, including online and hardcopy publications.</li> <li>• Produced flyers, postcards and posters in the top five languages of spoken in Campsie - Chinese simplified, Nepali, Arabic, Korean and Tagalog. These flyers postcards and posters were available at the community pop-up sessions and distributed to service centres, libraries and local businesses including multicultural cafés, restaurants and shops.</li> <li>• The Draft Campsie Master Plan Have Your Say webpage included a translate option.</li> <li>• Translated material and multi-lingual staff were available during the early engagement period by request and at the pop-up sessions.</li> </ul> <p>It is not possible to individually identify households where English is not spoken at home.</p>

Submission Numbers	Theme	Issues	Response
C10	Early engagement process	Engagement process occurred during COVID-19 pandemic	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Council’s early engagement process included a series of online and in-person activities to give all communities members an opportunity to comment in manner they were comfortable with. Council undertook engagement in line with applicable public health orders issued by NSW Health. All staff at physical events wore masks and adhered to recommended COVID-19 safe practices relevant to the activity.</p> <p>In addition to physical/in-person events, the following online activities were also a part of the early engagement process:</p> <ul style="list-style-type: none"> <li>• A Community Webinar, which allowed the community to submit questions to a member of Council’s planning team. These Webinars were also recorded and continue to be available on Council’s engagement website.</li> <li>• Online survey</li> <li>• Interactive feedback map</li> <li>• The ability to view the draft Master Plan and relevant studies online</li> <li>• A speak to an expert phone service.</li> </ul> <p>It is also noted that the early engagement period was for seven weeks, with late submissions also considered for a further four weeks, providing a total 11-week period of engagement. The planning team continue to be available to clarify any aspects of the plan.</p>

Submission Numbers	Theme	Issues	Response
C1, C21, C26, C43, C47	Traffic and Transport - Cycling and Public Domain	<p>General support for improvements to public domain and cycle infrastructure. Including specific support for the signposting cycle routes and bypasses and advocating for a Dewar Street to London Lane rail bridge and station access.</p> <p>Multiple cycling and public domain recommendations were proposed including:</p> <ul style="list-style-type: none"> <li>• The pedestrianisation of Beamish Street</li> <li>• Transforming Beamish Street into a key cycle route</li> <li>• Avoid extrapolation of existing cycling patterns to understand cycling demand.</li> <li>• Cycle route design needs to consider use of trailers, namely avoid installation of chicane</li> <li>• Topography should be considered when planning cycle routes</li> <li>• The need to carry out public domain improvements as poor-quality pavement is impacting users with mobility issues.</li> <li>• Potential to convert the Canterbury Road footpath into a shared path from Beamish Street to Kingsgrove.</li> <li>• The value of additional pedestrian crossing on improved place outcomes</li> <li>• Need to carefully consider Second Avenue and Lee Avenue crossing and Amy Street, Evaline Streets and Rudd Parade routes.</li> <li>• Further details on what is a shared path and what is bike only paths.</li> </ul>	<p><b>Action:</b> The Map on page 92 has been updated for clarity. Further detail to be provided through Campsie Complete Streets project.</p> <p><b>Response:</b> Council has commenced Campsie Complete Streets Transport and Public Domain Plan, which is an integrated transport and streetscape plan.</p> <p>The Campsie Complete Streets will involve a holistic review of the transport network in Campsie. This study will prioritise pedestrians and seek improve to public domain for all users. The study will also consider and develop appropriate cycle routes.</p> <p>Relevant submissions have been noted and will inform the Campsie Complete Streets project.</p>

Submission Numbers	Theme	Issues	Response
		Map on page 99 indicate a cycle route through the Campsie Centre – should go along Rudd Parade.	
C1, C47	Traffic and Transport - traffic movement	<p>Support for drawing north-south traffic away from Beamish Street and slowing down traffic speeds to 30km/h.</p> <p>Objective 6.2 of the Master Plan doesn't clearly outline how and who will delivery proposed infrastructure.</p> <p>Public and Transport to the Canterbury Road Medical Precinct should be improved</p>	<p><b>Action:</b> Noted.</p> <p><b>Response:</b> Objective 1 provides further clarity on the provision of infrastructure and the responsible agency.</p>
C1, C43, C47	Traffic and transport – Car Parking	<p>Supports decoupling of parking and minimum requirement for private electric vehicle charging facilities</p> <p>Decoupling of parking should occur after cycling and pedestrian improvements.</p>	<p><b>Action:</b> Noted.</p> <p><b>Response:</b> Campsie Complete Streets will investigate timing of transport infrastructure upgrades.</p>
C10, C12, C24, C45, C47	Traffic and Transport - Road network	<p>Proposed growth will exasperate traffic congestion, particularly along Canterbury Road.</p> <p>Rapid bus transit not proposed.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Council has commenced Campsie Complete Streets Transport and Public Domain Plan, which is an integrated transport and streetscape plan. Campsie Complete Streets uses a place-based approach to address transport challenges and prioritises the movement and safety of people. Campsie Complete Streets will ensure Campsie's transport network is designed to accommodate future growth by identifying short, medium and long term transport upgrades.</p>

Submission Numbers	Theme	Issues	Response
			<p>The State Government is responsible for major roads such as Canterbury Road. As part of Campsie Complete Streets, Council will be engaging with the RMS to improve traffic flow and intersection upgrades along Canterbury Road.</p> <p>The State Government is also responsible for bus services. Council will engage the State Government to integrate rapid bus movements with Campsie Complete Streets.</p>
C10, C12, C24, C57	Traffic and Transport- Car Parking Rates	Does not support reducing car parking rates.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> This approach has been used in several areas from Sydney CBD, Erskineville and North Penrith.</p> <p>Areas with no minimum parking rates are also areas where Council has restricted on-street parking which is timed. There is very little opportunity for all-day/night parking in our centres around the railway stations. This matter will be investigated in detail as part of Campsie Complete Streets.</p>
C18, C19, C25, C38	Traffic and transport – Bypass	Concern about extension of Loch Street from Evaline Street to Canterbury Road. Extension will result in congestion, noise, pollution and reduction in property values.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> The Proposal to extend Loch Street from Evaline Street to Canterbury Road forms part of an existing plan. Council's Canterbury Local Environmental Plan 2012 currently indicates this road extension by zoning effected lots SP2 – Classified Road. Council will work with TfNSW on delivery of this alternate traffic route.</p>

Submission Numbers	Theme	Issues	Response
C25	Traffic and Transport – methodology	Concern over errors in traffic estimates assuming residents travel from Burwood to Hurstville through Campsie.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Discussion about Burwood to Hurstville through Campsie refers to future for mass transit and potential connections via Campsie rather than existing specific traffic estimates.</p>
C5, C9, C15, C17, C20, C34	Intensification Strategy – Amy, Evaline and Claremont Street	Seeking uplift on Amy, Evaline and Claremont Street given the areas proximity to the future Metro Station, potential to provide through site links and to improve built form transition. Raised issues with overshadowing, loss of privacy and reduction in property values.	<p><b>Action:</b> Built form along Amy, Evaline and Claremont Street has been amended to reflect the ability of these sites to redevelop following a review of the built form.</p> <p><b>Response:</b> Council has undertaken further urban design analysis of Amy, Evaline and Claremont Street. It was considered reasonable to amend the proposed built form in this precinct for the following reasons:</p> <ul style="list-style-type: none"> <li>• Ability for site amalgamation to encourage renewal</li> <li>• Proximity of this area to Campsie Station</li> <li>• Improved built form transition with surrounding areas identified for uplift</li> </ul>
C2, C4, C16, C46	Intensification Strategy – North East quadrant	Seeking uplift on Browning Street, Shakespeare Street, Clissold Parade and Shelly Street. Issues raised including poor mid-block transition inconsistent approach to uplift, privacy, overshadowing, proximity to open space, lack of tree canopy and loss of property values.	<p><b>Action:</b> Built form with the North-East Quadrant has been updated.</p> <p><b>Response:</b> Council has undertaken further urban design analysis of Browning Street, Shakespeare Street, Clissold Parade and Shelly Street. It was considered reasonable to amend the proposed built form in this precinct for the following reasons:</p> <ul style="list-style-type: none"> <li>• Realignment and amendments to building heights would allow for a more appropriate built form transition between</li> </ul>



Submission Numbers	Theme	Issues	Response
			<p>blocks.</p> <ul style="list-style-type: none"> <li>• The area is in close proximity to Campsie Station.</li> <li>• The revised heights maintain the ability for achieving apartment development with good amenity.</li> <li>• These blocks will benefit from enhanced connectivity to open space to the west (existing) and east (new).</li> </ul> <p>Limited uplift has been proposed on Shelly Street in order to retain the boulevard approach to growth in this precinct and to retain a diverse range of building typologies.</p>
C41	Site specific amendments	<p>43 and 44 South Parade Campsie.</p> <p>The submission seeks further uplift along South Parade.</p>	<p><b>Action:</b> Amendments to building height in this location.</p> <p><b>Response:</b> Council has undertaken further urban design analysis South Parade. It was considered reasonable to amend the proposed built form in this precinct for the following reasons:</p> <ul style="list-style-type: none"> <li>• Modest uplift would allow for renewal, without compromising the amenity of nearby apartment development or heritage items.</li> <li>• The site is in close proximity to Campsie Station.</li> </ul>
C2, C4, C5, C46, C54	Intensification Strategy - differs from S2B	Deviation from state plans – less uplift than under State government plan	<p><b>Action:</b> No change.</p> <p><b>Response:</b> The draft Campsie Master Plan has been developed by Council, independent of the Sydenham to Bankstown Urban Renewal Corridor work undertaken by the NSW State Government.</p>
C3, C53	Proposed pedestrian links	It is unclear what properties will be required to deliver a through site link along Canterbury Road.	<p><b>Action:</b> Master Plan maps updated for clarity.</p> <p><b>Response:</b> Further clarity to be provided through the</p>

Submission Numbers	Theme	Issues	Response
		<p>Concern about loss of development potential of sites where the through site link is located as developers will focus on amalgamation patterns will seek to avoid the through site link sites.</p>	<p>development of the DCP. It is noted that the provision of a through-site link in such cases, would allow for access to incentive height and floor space.</p>
<p>C3, C53</p>	<p>B6 zoning along Canterbury Road</p>	<p>Rezoning R3 properties to B6 along Canterbury Road will increase rates paid by landowners, however landowners will be unable to develop their sites as B6 zoning is not feasible as outlined in the Land Use and Economic Study.</p> <p>Canterbury Road is unlikely to transform into a medical precinct as there is no demand for medical or other commercial uses in the area as seen by the proliferation of vacant commercial premises.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Within CBCity there are two main rate levy categories – business and residential. There is a different rate used in the calculation of these rate categories, with business generating a higher levy than residential. If the properties along Canterbury Road continue to be used for residential purposes, the residential rate will apply. However, if landowners lodge a development application to change to a business use this will trigger the business rate. In summary, unless landowners choose to change the use of their sites from residential to business uses, they will continue to be subject to the lower rate.</p> <p>While land use is a key determinant of the rates being charged within CBCity, other factors are taken into consideration including land value. Land value is determined by the Valuer General. Land valuation is determined using multiple considerations including:</p> <p>Broad range of sales evidence</p> <ul style="list-style-type: none"> <li>• Most valuable use</li> <li>• Zoning, heritage restrictions or other use constraints</li> <li>• Size, shape and features</li> <li>• Location</li> <li>• Nearby development and infrastructure.</li> </ul> <p>Land zoning is only one of the many factors that determine land value. If a change to land zoning decreases development</p>

Submission Numbers	Theme	Issues	Response
			<p>potential, this would be reflected in the land valuation of a site as land valuation factors in analysis of the 'most valuable use' and sales evidence.</p> <p>It is recommended that the B6 zone proposed around Canterbury Hospital be retained along Canterbury Road, as this will assist in facilitating an employment focused cluster around the Hospital.</p>
C6, C51, C56	Heritage	<p>Does not support the proposed heritage investigation of the following sites:</p> <ul style="list-style-type: none"> <li>• 66 Wonga Street, Canterbury</li> <li>• St John's Anglican Church and Halls at 26 Anglo Road, Campsie</li> <li>• 2 Burns Street, Campsie.</li> </ul> <p>Reasons for not supporting heritage investigations include:</p> <ul style="list-style-type: none"> <li>- Items have limited integrity and have been significantly modified</li> <li>- Concern that heritage listing will reduce property values and redevelopment potential</li> <li>- Heritage features can be maintained through special character controls.</li> <li>- St John's Anglican Church does not serve the needs of its congregation.</li> <li>- Sites do not satisfy the NSW Heritage Council's six criteria to assess the significance of a site/building.</li> </ul>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> The heritage values of identified sites will be explored as part of the City-wide heritage review. The relevant submissions will be considered as part of that process.</p> <p>Should the heritage-wide review recommend <u>not listing</u> this item, the Master Plan recommendations can be reviewed through the Planning Proposal process.</p> <p>It is noted that any proposal to subdivide the property or re-develop the rear of site would be subject to a separate Development Application process.</p> <p>With respect to St John's Anglican Church, it is noted that the original church building burnt down, however the significance of the site may also lie in the continued use of the site as a church precinct since it was originally founded in 1911, and that has developed and evolved over time with strong associations with the Anglican community.</p>

Submission Numbers	Theme	Issues	Response
			<p>The current church building is a good representative example of an Inter-War church that displays Federation Period detailing. It is noted that the interior of the church has been painted in part, but this does not diminish the integrity of the building to the extent that the interiors are not of any heritage value. Paint is ultimately reversible. The rest of the church interior including form, windows, elaborate trussed roof, all remain intact and is clearly discernible. The exterior of the church is intact. It is recommended that this be investigated further.</p>
C14	Alma Avenue Heritage Conservation Area	<p>The Alma Avenue Heritage Conservation Area includes three recent developments at 1, 3 and 5 Loftus Street, Campsie.</p>	<p><b>Action:</b> Proposed Heritage Map updated in the Master Plan.</p> <p><b>Response:</b> The Proposed Heritage Map on page 119 of the draft Campsie Master Plan illustrates an incorrect boundary. 1, 3 and 5 Loftus Street, Campsie do not form part of the Alma Avenue Heritage Conservation Area. The correct boundary is reflected on in the updated Campsie Master Plan.</p>
C7, C8, C13, C30	Flooding and uplift	<p>Phillips, Ward and Wonga Street are suitable for uplift and further growth given the proximity to public transport and open space.</p> <p>Limits to growth along Phillips and Ward Street inconsistent with the broader approach to flood management.</p>	<p><b>Action:</b> Growth around Tasker Park has been updated following further analysis, with much of the growth removed or reduced in scale.</p> <p><b>Response:</b> Growth proposed along Tasker Park has been restricted to uplift adjacent to the Canterbury Road node for the following reasons:</p> <ul style="list-style-type: none"> <li>• A review of flood affectation including velocity and depth has been undertaken. Lots subject to high flood risk have been removed from the draft Master Plan.</li> <li>• The presence of strata developments and the need for appropriate transition around the proposed character area limits the number of sites able to be redeveloped.</li> </ul>

Submission Numbers	Theme	Issues	Response
			<ul style="list-style-type: none"> <li>The remaining sites adjacent to Tasker Park offer limited opportunities for uplift. Accordingly, growth in this area will result in an inconsistent streetscape.</li> </ul> <p>Further flooding analysis will be undertaken as part of the Campsie Master Planning Proposal. Flooding analysis will review the suitability of this area for growth.</p>
C16, C22	Master Plan document	<p>Mapping inconsistency within the Master Plan.</p> <p>Images on page 63 do not reflect the proposed built form in the Avenue precincts.</p> <p>Intensification Strategy should be amended to align with proposed growth along Canterbury Road.</p>	<p><b>Action:</b> Mapping and images within the Master Plan have been updated.</p> <p><b>Response:</b> Mapping within the Master Plan has been reviewed and updated to amend inconsistencies. Revised images that are more representative of proposed character and built form along ‘the Avenues’ have been added to the Master Plan. The Intensification Strategy in section 2.3 of the Master Plan has been updated to reflect the extent of future growth along Canterbury Road.</p>
C47	Master Plan wording	Use of the term ‘highest and best use’ in Master Plan document.	<p><b>Action:</b> No change</p> <p><b>Response:</b> The context that this term is used is correct. The relevant paragraph notes that planners should consider public benefit alongside ‘highest and best use’.</p>

Submission Numbers	Theme	Issues	Response
C16, C28, C49	Gentrification	Housing stress and gentrification, forcing the existing community out of Campsie	<p><b>Action:</b> No change</p> <p><b>Response:</b> Gentrification of centres is an unavoidable process. While Council can't stop gentrification, the draft Master Plan helps ensure some affordable housing is delivered. It should also be noted that the gentrification is a slow process that occurs over decades, it doesn't happen overnight and is likely to occur despite the Master Plan given investment in infrastructure and Campsie's relative proximity to Central Sydney.</p>
C21, C47	Campsie Cultural and Civic Centre Hub	<p>Support for the Campsie Cultural and Civic Centre Hub.</p> <p>Seeking information on the future of the Civic Centre site.</p> <p>Campsie Cultural and Civic Centre Hub should have town square and opportunities to hold Council meetings.</p>	<p><b>Action:</b> No change</p> <p><b>Response:</b> Support noted. The future of the Cultural and Civic Hub will be subject of a separate, detailed master planning process.</p>
C47, C43	Sustainability	<p>The incentive scheme should have penalties for non-compliance in addition to incentives.</p> <p>Buildings and infrastructure should be retrofitted to deliver net zero emissions.</p>	<p><b>Action:</b> No change</p> <p><b>Response:</b> The planning system allows for control of new development or alterations and additions to existing development, but can not request retrofitting of existing buildings. Generally, for residential development, the State Government sets minimum sustainability standards. Development cannot proceed without meeting these standards.</p>

Submission Numbers	Theme	Issues	Response
C22	Site specific amendments	<p>445 – 459 Canterbury Road, Campsie</p> <p>The submission supports the Master Plans focus on employment growth and seeks further clarification on the application of the incentive height and floor space system.</p>	<p><b>Action:</b> No change</p> <p><b>Response:</b> The triggers for application of the incentive height and floor space system are set out in Objective 7.1 of the Master Plan. These will be further discussed in the Planning Proposal.</p>
C29	Site specific amendments	<p>124 – 142 Beamish Street, Campsie</p> <p>The submission is seeking a FSR of 8:1. Submission also notes the following:</p> <ul style="list-style-type: none"> <li>• Current feasibility analysis should be undertaken</li> <li>• The proposed building heights map should not be inclusive of all incentives</li> <li>• Sustainability measures should be flexible and allow for development that exceed best-practice environmental standards</li> <li>• Further clarification on the application of the incentive height and floor space system.</li> </ul>	<p><b>Action:</b> Recommend a Base and Incentive FSR for this site.</p> <p><b>Response:</b> 124 Beamish is the point along Beamish Street that the existing fine grain character ends and transitions in character. The proposed street frontage along Beamish is between 2-3 storeys depending on the existing character buildings. For this reason, 2 storeys of commercial was assumed in the modelling for the street frontage. A further 3 storeys of residential above is setback 6m, aligning to the conditions along Beamish Street. The planning proposal has an 8-storey street wall on Beamish St which would not be supported.</p> <p>A 9m service lane has been assumed as part of the modelling as a laneway will be required to adequately service the site.</p> <p>The planning proposal proposes two towers on this site. This built form would be contrary to achieving the desired character of a low scale built form along Beamish Street, with taller development setback away from Beamish Street, and a service driveway for the development at the rear. In addition, modelling has considered maintaining adequate solar access to adjoining development to the east.</p>



Submission Numbers	Theme	Issues	Response
C33	Site specific amendments	<p>25, 27, 29-31, and 33-43 Anglo Road, Campsie</p> <p>The submission is seeking an FSR of 4:1 and 7 storeys for southern portion of the site, including existing Club building and 16 storeys for north-western portion of the site.</p> <ul style="list-style-type: none"> <li>• The Proposed FSR identified on Page 131 be simplified and apply across the entire site.</li> <li>• The maximum heights should not be inclusive of all incentives.</li> <li>• Further clarification on the application of the incentive height and floor space system.</li> <li>• Maximum car parking rates should not apply register clubs and other non-residential land uses not listed in Objective 6.3 of the Master Plan.</li> <li>• Sustainability measures should be flexible and allow for development that exceed best-practice environmental standards.</li> </ul>	<p><b>Action:</b> Amend the height map to reflect heights of 5-16 storeys and introduce floor space ratio control of 3.2:1 (including all sustainability and floor space incentives).</p> <p><b>Response:</b> The modelling for this site sought to deliver some uplift in density while maintaining good amenity around Anzac Park. Heights across the site have been designed to deliver uplift without limiting surrounding sites developing.</p> <p>The corner of the site, where the existing building lies, can go to a total of 8 storeys without significantly overshadowing the park. A through-site link is assumed over the lot zoned SP2 drainage infrastructure. This link also provides setback between buildings.</p> <p>The remaining buildings on the site have been designed to have the tallest elements facing Lilian Lane and provide transition to the lower density areas to the west. The tallest element, 16 storeys transitions to 5 storeys. Along Anglo Road a building height of 5 storeys has been proposed.</p>
C36	Site specific amendments	<p>The submission is seeking building height of 15 storeys and a 3.6:1 FSR at 2-10 Harold Street, due to the site's locations with the Campsie Centre and surrounding built form. The submission also notes that the Planning Proposal applicant is willing to deliver additional public benefit of the site subject to the proposed built form changes being made.</p>	<p><b>Action:</b> Amend the height map to reflect height of eight storeys across the site, with an FSR of 2.5:1 (including all sustainability and floor space incentives).</p> <p><b>Response:</b> The Harold Street site is located between a heritage listed site to the North and a school to the South. Across the street to the West is another school that is proposed for heritage listing. On the North-Western corner, across the street is an existing 8 storey building. This site is one of few sites with opportunity for development in this block due to existing strata titles, heritage buildings and schools. The block will remain medium density in the future. As such, 8 storeys across the site</p>

Submission Numbers	Theme	Issues	Response
			<p>(as opposed to 5-8 storeys as exhibited) was determined to be an appropriate height for the context. At this height, upper levels can be set back from the street. If the height were to be taller, the streetscape would be uneven, solar amenity impacts would be too great and the site would not relate to the future character of the area.</p>
C40	Site specific amendments	<p>76- 90 Evaline Street and 21 – 23 Claremont Street, Campsie</p> <p>The submission is seeking a minimum FSR range of 5.5:1 to 6.1:1 to allow for 15 storey and a 19 storey tower on the site.</p> <p>The submission also notes that the Planning Proposal applicant is willing to deliver additional public benefit of the site subject to the proposed built form changes being made.</p>	<p><b>Action:</b> Introduce a recommended FSR of 3.8:1. Consider opportunity for subterranean floor space in addition to the above, subject to further analysis and limitations.</p> <p><b>Response:</b> The proposed height of 8-15 storeys has been considered appropriate for this site, given its interface with largely low scale development to the south and west. The subject site forms the transition from the town centre core to the residential areas of Campsie. For this reason, with modelling of an appropriate built form, street wall height and tower setbacks, the proposed height and floor space ratio are considered appropriate.</p> <p>The site is also heavily sloping. It appears the submission takes into consideration some floor space that is located below ground. The revised Master Plan recommends investigation of additional floor space for limited uses that may be underground.</p> <p>With respect to the height, the intensification strategy highlights that the tallest buildings in Campsie should be close to the station on the North side. The height strategy steps down further away from the station and 15 storeys was deemed appropriate within the context.</p> <p>The master plan proposal includes a 6m setback from the existing lane way to enhance the public domain and ensure deep soil planting and WSUD treatments.</p>

Submission Numbers	Theme	Issues	Response
C39	Site specific amendments	<p>68 Evaline Street, Campsie</p> <p>The submission seeks an 5.5:1 FSR to allow for an 11-storey and an 18-storey building to be developed on the site.</p> <p>Concern about the proposed location of open space on the site.</p>	<p><b>Action:</b> Introduce a Base and Incentive FSR for this site. The maximum FSR with all incentives is recommended to be 3.8:1. Consider opportunity for subterranean floor space in addition to the above, subject to further analysis and limitations.</p> <p><b>Response:</b> The revised Master Plan provides for 15 storeys across this site. The submission received provided towers with little setback above the street wall height. The Master Plan recommends a setback of 6 metres above the street wall to minimize the impact of towers and create a desirable pedestrian experience at street level. The precedents used to justify the increased FSR on the site, including Central Park and 420 George Street, are in contexts that are significantly denser than Campsie is today, and is intended to be.</p>
C45	Overshadowing and privacy	Proposed 6 storey development along Canterbury Road will result in overshadowing and privacy issues to properties directly to the south.	<p><b>Action:</b> No change</p> <p><b>Response:</b> Most new development along Canterbury Rd will be required to construct a rear service lane of minimum 9m wide. This will enforce at least a 9m setback to the rear which is greater than the minimum setbacks required in the Apartment Design Guide for the first four storeys of development. In addition, future development will be required to demonstrate consistency with overshadowing and privacy standards set by the Apartment Design Guide.</p>
C44	Site specific amendments	The submission seeks an increase in the proposed height of building and FSR controls, or the ability to develop sites below 1,500sqm at 23 Anglo Road.	<p><b>Action:</b> No change</p> <p><b>Response:</b> No change is proposed for this site, as development above 5-8 storeys in this block will significantly impact on the</p>

Submission Numbers	Theme	Issues	Response
		Notes that redevelopment of the site will deliver affordable housing and community facilities.	<p>amenity and solar access to Anzac Park, which is inconsistent with the intensification strategy for Campsie.</p> <p>Council has considered commercial floor space requirements when determining proposed built form. An FSR of 2.4:1 is recommended for this site (inclusive of all bonuses).</p>
C37	Site specific amendments	<p>The submission seeks a proposed building height of 25 storeys with an FSR of 8:1 at 10 London Street and 43 North Parade Campsie.</p> <p>Submission also notes the following:</p> <ul style="list-style-type: none"> <li>• the proposed building heights map should not be inclusive of all incentives</li> <li>• sustainability measures should be flexible and allow for development that exceed best-practice environmental standards</li> <li>• Further clarification on the application of the incentive height and floor space system.</li> </ul>	<p><b>Action:</b> Introduce an FSR range of 2.4:1-6:1 for this block.</p> <p><b>Response:</b> This block is subject of significant change and has been identified in the intensification strategy as an area for the highest level of intensification. However, heights above those recommended are contrary to the overarching height strategy for Campsie, with the tallest buildings ranging in height between 15-20 storeys based on impacts to surrounding properties, open space and context.</p>
C23	Site specific amendments	The submission seeks an 4.1:1 FSR for 2-16 Sixth Avenue, to enable the development of a pair of 16 storey mixed use towers. Alternatively, the submissions seeks a 3.8:1 FSR to enable the development of a pair of 16 storey residential towers.	<p><b>Action:</b> Include this block in the intensification area with some changes to height and floor space ratio.</p> <p><b>Response:</b> This block has been included in the area for intensification due to the existing potential for renewal on many properties in this block. However, whilst the site is close to the core of Campsie, it is also providing a transition to lower density areas to the north and west. A range of height and floor space ratios are proposed in this block to reflect this.</p>

Submission Numbers	Theme	Issues	Response
C32	Site specific amendments	The submission seeks a building height of 12 to 20 storeys due to the proximity to the future Campsie Metro Station and the sites location to the north of the railline, resulting in minimal overshadowing.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> No change is recommended to this site, given the site's location at the transition between higher density development (east) and low scale development to the west and north. Taller development in this location would be out of context and result in poor streetscape outcomes.</p>
C31	Site specific amendments	The submission seeks a building height of 12 to 20 storeys at 84 - 86 Beamish Street, Campsie due to the proximity to the future Campsie Metro Station.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> The Master Plan proposes 7 storeys in this location, given the largely established built form and streetscape in this block and location along Beamish Street. Taller development would be out of context and contrary to the intensification strategy.</p>
C35	Site specific amendments	The submission seeking a building height of 8 storeys fronting Canterbury Road, at 413 – 415 Canterbury Road and 3 – 8 Una Street, Campsie, and a building height of 6 storeys fronting Perry Street. The submission notes that the increased height will ensure an appropriate built form transition along Canterbury Road.	<p><b>Action:</b> No change</p> <p><b>Response:</b> The proposed changes to height in this location would result in a poor streetscape and interface with surrounding development and along Canterbury Road.</p>
C42	Site specific amendments	The submission seeks to develop a 10 – 12 storey residential tower on the site at 430 Canterbury Road, Campsie.	<p><b>Action:</b> No change</p> <p><b>Response:</b> This site is highly compromised by the intersection of Beamish Street and Bexley Road, and relies on expansion of the site into the road reservation (used by other developments for access) in order to achieve a tall residential development. As such, it is considered an overdevelopment of this site.</p>

Submission Numbers	Theme	Issues	Response
C50	Site specific amendments	<p>18-24 Campsie Street and 1-3 Wilfred Avenue Campsie</p> <p>The submission seeks a building height of 12 storeys due to the proximity to the future Campsie Metro Station and to improve transition from adjacent built form.</p>	<p><b>Action:</b> Amend building height to 8 storeys</p> <p><b>Response:</b> The building heights in this location were reviewed. It is considered 8 storeys provides an appropriate building transition in this location, from the taller buildings to the south, to lower scale development to the north. 12 storeys is considered to present poorly, particularly to Campsie Street, and result in poor pedestrian level experience and built form outcomes.</p>
C52	Site specific amendments	<p>The submission seeks a proposed building height of 20 storeys with an FSR of 7:1 at 5-9 London Street.</p> <p>Submission also notes the following:</p> <ul style="list-style-type: none"> <li>• Current feasibility analysis should be undertaken</li> <li>• The proposed building heights map should not be inclusive of all incentives</li> <li>• Sustainability measures should be flexible and allow for development that exceed best-practice environmental standards</li> <li>• Further clarification on the application of the incentive height and floor space system.</li> </ul>	<p><b>Action:</b> Introduce an FSR range of 5:1 for this block.</p> <p><b>Response:</b> This block is subject of significant change and has been identified in the intensification strategy as an area for the highest level of intensification. However, heights above those recommended are contrary to the overarching height strategy for Campsie, with the tallest buildings ranging in height between 15-20 storeys based on impacts to surrounding properties, open space and context. An FSR of 5:1 and height of 16 storeys will allow for dense, tall development on this site whilst ensuring variation in built form and a step down from the 20 storeys east of the site.</p>
C54	Site specific amendments	<p>The submission seeks an increased building height 7 &amp; 9 Amy Street and 24 Anglo Road, Campsie for compensation for rates and land tax paid due to the sites proximity to future Campsie Metro Station.</p>	<p><b>Action:</b> No change</p> <p><b>Response:</b> This site is not suitable for extra uplift above what has been proposed for the following reasons:</p> <ul style="list-style-type: none"> <li>• It is located between the Beamish Street character area,</li> </ul>



Submission Numbers	Theme	Issues	Response
			<p>including two existing heritage items and an item recommended for heritage investigation.</p> <ul style="list-style-type: none"> <li>• The Beamish Street character area is not changing in height as the existing controls are appropriate for the street width and will maintain existing character. The proposed street wall height of 1-3 storeys is appropriate given the existing heritage and character buildings along the street that have established a pedestrian scale.</li> <li>• The item recommended for heritage investigation to the west of the site is a church. While some heritage items are appropriate for adaptive reuse, such as two storey shops along Beamish St, a church presents a different building typology and context that is unlikely to significantly change in form.</li> <li>• To the south of the site is the block facing Beamish Street. This means that the zoning directly across the street is also 5 storeys with a 2 storey street wall.</li> <li>• To the south west of the site is the Campsie Centre which is the point along the street where the zoning changes.</li> <li>• At 5 storeys, the street wall is maintained, with upper levels setback from view for pedestrians. If the building height was increased the street wall would be impacted and upper levels visible at street level. This would result in an uneven streetscape and increased amenity impacts. A height of higher than 5 storeys would not fit within the context and allow for any transition to the adjacent sites</li> </ul>
C55	Site specific amendments	<p>23-29 Ninth Ave, Campsie</p> <p>The submission seeks uplift on the site due to uplift proposed on sites in the immediate vicinity.</p>	<p><b>Action:</b> Amend Master Plan to include this block in intensification area.</p> <p><b>Response:</b> As discussed above with respect to Sixth Avenue, this block has been considered appropriate for intensification due to the opportunities presented for renewal, and its interface</p>



Submission Numbers	Theme	Issues	Response
			with other areas of intensification. The intensification scale has been limited as this block forms the transition between the core of Campsie and lower scale residential areas.
C48	Sustainability	Seeking clarification on: <ul style="list-style-type: none"> <li>• relationship between proposed sustainability controls and NSW Government policy</li> <li>• Use of hydrogen gas in Campsie</li> <li>• How Council will deliver sustainability measures</li> </ul>	<p><b>Action:</b> No change</p> <p><b>Response:</b> Council's LEP and DCP will contain sustainability provisions. Sustainability controls will be further developed as part of the Planning Proposal. As part of this process consideration will be given to NSW Government statute including the Infrastructure and BASIX SEPPs.</p> <p>The Master Plan is proposing to prevent the use of all forms of gas, including hydrogen gas.</p>
C48	Various issues	Clarification on: <ul style="list-style-type: none"> <li>• Whether a social impact assessment will be required for the redevelopment of certain sites.</li> <li>• Whether the redevelopment of Anglo Road and Amy Street results in adjacent lots becoming open space</li> <li>• How Council will encourage medical facilities to be developed on Anglo Road</li> <li>• Requirements for open space on Frederick Street</li> <li>• Where will Council consider re-developing Hill Street car park into a multi-deck car park</li> <li>• The proposed location of the future north south Metro Station and whether two concourses are required.</li> </ul>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Social Impact Assessments are not required as part of development of any sites under the current controls, nor is this recommended as part of the Master Plan.</p> <p>The redevelopment of Anglo Road and Amy Street will not result in new open space in this location.</p> <p>Frederick Street is not an area of proposed growth, and has not been identified for having open space needs to support the Master Plan.</p>

Submission Numbers	Theme	Issues	Response
		<ul style="list-style-type: none"> <li>Opportunity for uplift from 14-34 Evaline Street and 1-23 Hill Street Campsie for 6 storeys.</li> </ul>	<p>Car parking locations and proposals will be considered as part of the Complete Streets project for Campsie.</p> <p>Areas of Evaline and Hill Streets, east of Beamish Street, have not been identified for renewal, as the opportunities in this precinct are limited due to the existing ownership constraints.</p>
C47	Cooks River	<p>Development along the Cooks River will exasperate flooding impact and river pollution.</p> <p>Cooks River Foreshore Trial should be delivered without adjacent development.</p>	<p><b>Action:</b> Ongoing review of flooding, including the removal of some sites in high flood risk zone.</p> <p><b>Response:</b> Further work on flooding has been undertaken. Sites that have been identified as having high flood risk have been removed from the intensification areas.</p> <p>Development along the river not only allows for a trial, but also for dedication of land back to the public to expand public open space and provide additional space for biodiversity.</p>
C21, C43, C47	Tree planting	<p>Support for tree planting.</p> <p>Council should clarify the mechanisms for attaining tree canopy cover targets.</p>	<p><b>Action:</b> No change</p> <p><b>Response:</b> Achieving the tree canopy targets will require a mix of DCP controls (in the private domain) and the integration of these targets in public domain projects undertaken by Council.</p>
C47	Heritage	<p>Concern heritage items will be overwhelmed by adjacent medium and high-rise development. Best-practice heritage treatment should apply throughout the area.</p> <p>The heritage aspects of Anzac Park and its rotunda appear to have been ignored in the Master Plan.</p>	<p><b>Action:</b> No change</p> <p><b>Response:</b> The master plan largely proposes very modestly scaled development around heritage items. It is noted that further controls may be implemented were development interfaces with heritage items to ensure appropriate built form, separation and design controls.</p>

Submission Numbers	Theme	Issues	Response
C10, C12, C27, C47, C57	Open Space	Limited open space/green space and no backyards for children to play.	<p><b>Action:</b> No change</p> <p><b>Response:</b> The provision of open space has been thoroughly assessed in terms of ensuring that areas of increased density are within a 200 metre walk of open space. Campsie provides a variety of open spaces, from active to passive open spaces and public spaces. The combination and connectivity of spaces are what contributes to a successful centre. For this reason, the Master Plan recommends a number of new open spaces, as well as through-site-links to make access to open space more accessible. In Campsie, the Master Plan proposes approximately 3 hectares of new public open space. The plan is also focused on not just the quantity of open space, but also the quality, and ensuring that families have a range of quality parks and public spaces to recreate and spend time in.</p> <p>The Master Plan also includes provisions to increase the portion of private open space. Action 9.3.3 proposes to introduce planning control that require generous size and dimensions of private open space and landscaping. These controls will ensure apartment living is suitable for families.</p>
C10, C27, C28	Canterbury Hospital	Canterbury Hospital cannot support current residents.	<p><b>Action:</b> Enhance advocacy for the growth of Canterbury Hospital.</p> <p><b>Response:</b> Health NSW is responsible for Canterbury Hospital. The Campsie Master Plan includes actions to work with Health NSW to explore opportunities to deliver upgrades Canterbury Hospital to meet future needs. The draft Master Plans sets out a clear vision for Campsie including direction on potential</p>

Submission Numbers	Theme	Issues	Response
			employment and population growth. This provides NSW Health with clear direction on forecast growth, which can influence their future health planning. Council will also support health infrastructure by rezoning land around Canterbury Hospital to encourage the delivery and clustering of allied health services.
C47	Infrastructure	Intensification should be dependent on investment in local infrastructure including schools, hospital active and public transport.	<p><b>Action:</b> Enhance acknowledgement of the need to work with various agencies to ensure appropriate health, education and transport infrastructure.</p> <p><b>Response:</b> Council acknowledges that the delivery of education, health and transport infrastructure is critical to the success of Campsie. The Campsie Master Plan, for the first time, provides a clear growth trajectory for State agencies to now plan for. Council will continue to work with and advocate to relevant agencies to ensure their plans align with the forecast growth of the centre.</p>
C47	Housing Affordability	<p>Affordable housing rate is too low.</p> <p>Feasibility test to determine the affordable housing rate has not been provided.</p> <p>Social housing and homeless have not been addressed in the Master Plan.</p>	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Refer to response under Section 4.3.1 of this report (CHIA response).</p>

Submission Numbers	Theme	Issues	Response
C47	Housing targets	Council should provide forecasts of the ultimate number of financially feasible dwellings that would result from the Master Plan, even if those forecasts are stated as a range of forecasts dependent on a range of assumptions about take-up of the theoretical development potential unlocked by the Master Plan's up-zoning.	<p><b>Action:</b> No change</p> <p><b>Response:</b> The Master Plan seeks growth of up to 5,600 dwellings in the Campsie Centre and approximately 700 additional dwellings along Canterbury Road. This number takes into account existing controls and planned new capacity.</p>
C24, C27	Rate increases	Rates will be increased to fund development and infrastructure	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Rates will not be increased to fund the proposed growth in Campsie. Council is undertaking the following to ensure infrastructure delivery accompanies intensification. Council is:</p> <ul style="list-style-type: none"> <li>• Preparing a development contributions plan for Campsie. This plan will form a chapter of the LGA wide development contributions plan. This plan will allow Council to collect contributions to fund local infrastructure when development occurs.</li> <li>• Proposing an incentive height and floor space system. On certain sites landholders will only be able to access increased height and floor space if they deliver public infrastructure on their site.</li> <li>• Proposing a Civic and Culture Hub on Council's existing Civic Centre site. This will be funded in part by the renewal of Council's property assets and landholdings.</li> </ul>
C10, C11, C12, C19, C24, C25, C27, C28	Density	Does not support the increased housing growth and the associated population density as it results in more congestion and pollution, overcrowding, overshadowing and crime and changes the	<p><b>Action:</b> No change.</p> <p><b>Response:</b> The housing target for Campsie has been established in the Local Strategic Planning Statement and</p>

Submission Numbers	Theme	Issues	Response
C38, C45, C57		character of the area.	<p>Council’s Local Housing Strategy. Both policies were underpinned by robust analysis. The proposed growth in Campsie is commensurate with the centre’s role as a Strategic centre. Focusing growth in strategic centres such as Campsie is consistent with the NSW Government’s strategies to have growth located close to amenities and transport.</p> <p><u>Character:</u> The ‘Intensification Strategy’ has distributed dwellings through a wider area to ensure human scale is maintained throughout Campsie. The Master Plan proposes to introduce human-scale street wall heights on tall buildings to maintain the fine grain feel of Campsie.</p> <p><u>Congestion and pollution:</u> Focusing growth around public transport, including the future Campsie Metro Station will reduce private vehicle usage, which can contribute to reduction in congestion and pollution.</p> <p><u>Overcrowding:</u> Overcrowding is associated with a mismatch between household types and the housing typologies available. The master plan proposed a series of measures to help reduce overcrowding in new dwellings. Action 9.3.31 proposed to introduce unit mix controls to ensure a range of different housing types are delivered in Campsie. Action 9.3.3 proposed to develop LEP and DCP controls to increase the quality of housing design for a range of housing types.</p> <p><u>Overshadowing:</u> Providing transition and preserving solar access between new and existing developments is a key priority of the ‘Intensification Strategy’ and has determined the location</p>

Submission Numbers	Theme	Issues	Response
			<p>of proposed growth. Height has been appropriately located to minimise overshadowing to parks and existing dwellings.</p> <p><u>Council is making ambit claims about proposed height</u>                      The maximum height proposed within the draft Campsie Master Plan is 20 storeys. The draft Campsie Master Plan outlines Council’s approach to intensification, this rationale has remained consistent.</p> <p><u>Population density proposed in the draft Master Plan is similar to New York</u>                      The population density of New York (Manhattan) is 2.3 times higher than the population proposed in the draft Campsie Master Plan. Comparing the population density of New York (Manhattan) and Campsie is deceptive. New York (Manhattan) covers a significantly larger area than the Campsie Town Centre. Making comparisons is akin to comparing the density of the Campsie Town Centre with an area that is around half the size of the CBCity LGA. If you compared the core of New York with the Campsie Town Centre, the population density of New York would be more than 3 times higher.</p> <p><u>Sydney Metro City &amp; Southwest will only be able to support existing residents</u>                      Metro City &amp; Southwest is designed to support existing and future population growth. The State Government notes that Sydney Metro City &amp; Southwest alongside with signalling and infrastructure upgrades across the existing network will increase the capacity of train services from about 120 per hour today, to up to 200 services beyond 2024. The railway network across</p>



Submission Numbers	Theme	Issues	Response
			<p>Sydney will have room for an extra 100,000 train customers an hour in the peak. After the conversion, metro trains from Bankstown will run at least every four minutes in the peak and will have an ultimate capacity for a train every 2 minutes.</p> <p><u>Crime</u>: Urban renewal tends to reduce crime rates.</p> <p><u>Development should be capped at 5 to 6 storeys</u> Approach does not align with Campsie's role as a strategic centre. Existing planning controls currently exceeds these heights. Notwithstanding approximately, two thirds of Campsie will remain unchanged.</p> <p><u>High density living and Covid 19</u>: Direction 9 of the Master Plan emphasis the need for more flexible, larger and family friendly apartments. Such diversity, and higher density standards will contribute to more COVID-safe apartment living. This is in addition to enhanced access to open space.</p>
C47	Design quality	<p>Streetscaped should be activated, includes articulation and include suitable transitions between developments.</p> <p>Further detail on the Design Excellence Panel is required.</p>	<p><b>Action:</b> No change</p> <p><b>Response:</b> Active street frontages are supported in the core and in a range of locations outside of the core. These are reflected in Direction 4.</p> <p>The Design Review Panel is being established as a separate process.</p>

Submission Numbers	Theme	Issues	Response
C10	Secondary dwellings and dual occupancies	There has been an overdevelopment of secondary dwellings and dual occupancies in suburban areas resulting in parking issues.	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Council acknowledges the significant growth in secondary dwellings across CBCity. Council is unable to control this type of development in the R2 Low Density and R3 Medium Density Residential Zone due to overriding State Government planning policies.</p> <p>Council acknowledges that there is community concern about high number of dual occupancies in CBCity. This dwelling type is mandated in the R3 Medium Density Residential Zone by the State Government. Further, the Medium Density Housing Code will allow for larger dual occupancy developments, with half the off-street parking, up to double the number of bedrooms and less than half of the current backyard requirements to be approved as complying development. In response, Council is undertaking an urgent review of dual occupancies, taking into consideration:</p> <ul style="list-style-type: none"> <li>• The suitability of dual occupancies in narrow residential streets and special character areas.</li> <li>• The consolidation and harmonisation of the planning controls for dual occupancies to maximise liveability and provide positive built form outcomes.</li> </ul> <p>This work is outside the scope of the draft Campsie Master Plan and being undertaken as an amendment to the consolidated Local Environmental Plan.</p>
C10, C12, C27, C21, C43, C47,	Issues outside the scope of the	The following issues were raised that are outside the scope of the draft Master Plan:	<b>Action:</b> No change.

Submission Numbers	Theme	Issues	Response
C57	draft Master Plan	<ul style="list-style-type: none"> <li>• Illegal subletting occurring in Campsie and Canterbury.</li> <li>• Rubbish and illegal dumping.</li> <li>• Mechanical street sweeping should be recommended, container recycling depots rolled out, and fines for littering and dumping be enacted.</li> <li>• Maintaining public toilets, verges and drainage and potholes.</li> <li>• Introducing a 'Play Streets' program by temporarily closing streets to through traffic.</li> <li>• Building defects.</li> <li>• Development of Canterbury Racecourse (submission 10)</li> <li>• Banning properties being used for short-term vacation rentals, such as Airbnb.</li> <li>• Compensate for national climate policy shortfalls.</li> <li>• Extension of footbridge to Campsie Centre.</li> </ul>	<p><b>Response:</b> These issues are outside the scope of the draft Campsie Master Plan, however will be passed on to the relevant teams for review.</p>

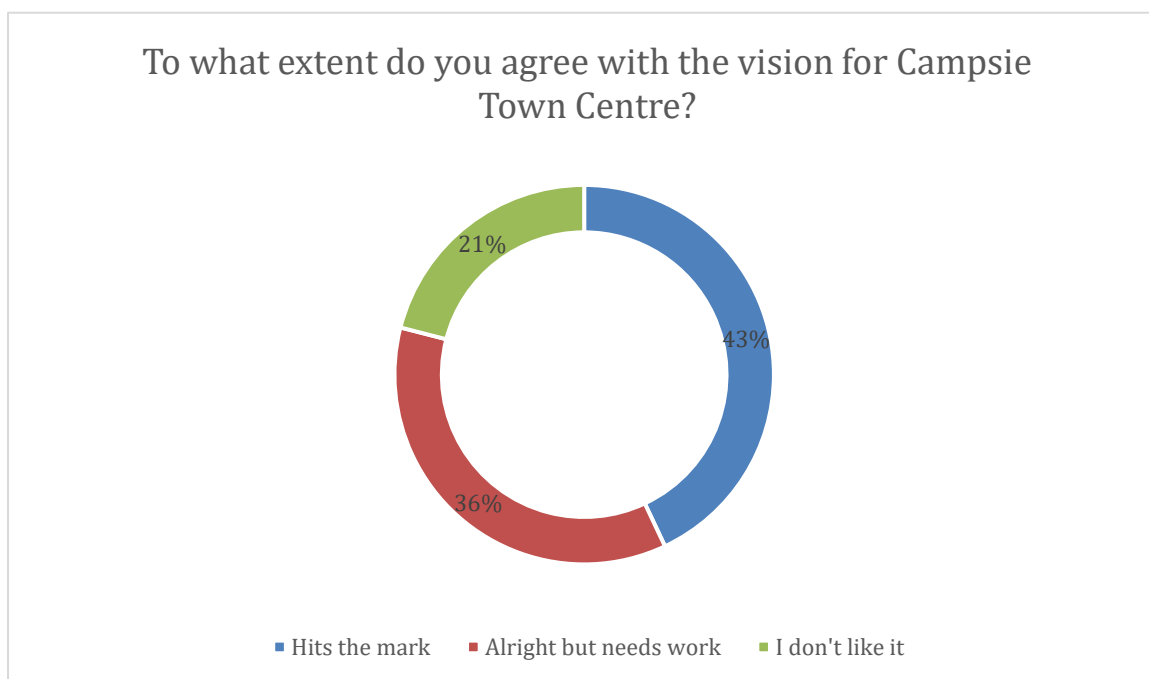
## 6.2 Survey Responses

Council provided the community an opportunity to participate in an online survey. The purpose of this survey was to understand community opinions on specific components of the Campsie Town Centre Master Plan.

Overall, there were 42 survey contributors to the draft Campsie Town Centre Master Plan survey. The survey asked 9 questions, where it was compulsory to answer the first 3 questions and optional to answer the remaining 6 questions. A total of 35 respondents chose to continue with the survey after the first 3 questions and 7 chose to skip answering the remaining questions. A summary of the survey responses to the questions are provided below.

### 6.2.1 Campsie Vision

The survey question asked respondents to what extent did they support the draft Campsie Town Centre Plan vision. They were also asked to state the reasons for their response. Most respondents agreed that the vision 'hit the mark'. The results of the survey are displayed below.



#### Summary of reasons for the responses to the survey question

Response	Summary of reasons for response
Hits the mark (43%)	<ul style="list-style-type: none"> <li>• Fantastic proposal</li> <li>• Will revitalise the centre</li> <li>• Supports the hospital</li> <li>• 2036 vision is too long, we need this growth happening now</li> <li>• Supports greening of streets</li> <li>• The vision is commendable and highly supported</li> </ul> <p>Great ideas</p>

Response	Summary of reasons for response
	<ul style="list-style-type: none"> <li>• The Master Plan demonstrates best practice in master planning</li> <li>• Strongly supports improving active and public transport and EV charging</li> </ul>
Alright but needs work (36)%	<ul style="list-style-type: none"> <li>• Campsie needs more parking to accommodate growth</li> <li>• Growth needs to extend more to other parts of the centre</li> <li>• Objects to B6 zoning on Canterbury Road</li> </ul>
I don't like it (21%)	<ul style="list-style-type: none"> <li>• Housing will be unaffordable</li> <li>• Walkways need to be improved</li> <li>• Apartments will not meet the needs of families</li> <li>• Objects to high rises</li> <li>• Not enough green space</li> <li>• There is already too much traffic congestion</li> <li>• FSRs are unsatisfactory to encourage growth</li> <li>• Growth will look ugly</li> <li>• Will increase pollution</li> <li>• Objects to more growth along Cooks River as it is too far to the station</li> <li>• Height will erode the charm of Beamish Street</li> </ul>

## 7.2.2 10 Directions for Campsie Town Centre

The survey question asked respondents to express their level of support of the 10 strategic directions of the draft Campsie Town Centre Master Plan out of a score out of 5, with 1 being the least supportive and 5 being the most supportive. An average score was calculated aggregating all the responses out of 5. Most scores for each master planning direction demonstrated support for the master planning directions, with the average score range being between 3.69 to 4.02 out of 5. The results of the survey are displayed below.

*Note: respondents were not asked to comment on the reason for their score for this question.*

### To what extent do you support the 10 Directions for Campsie?

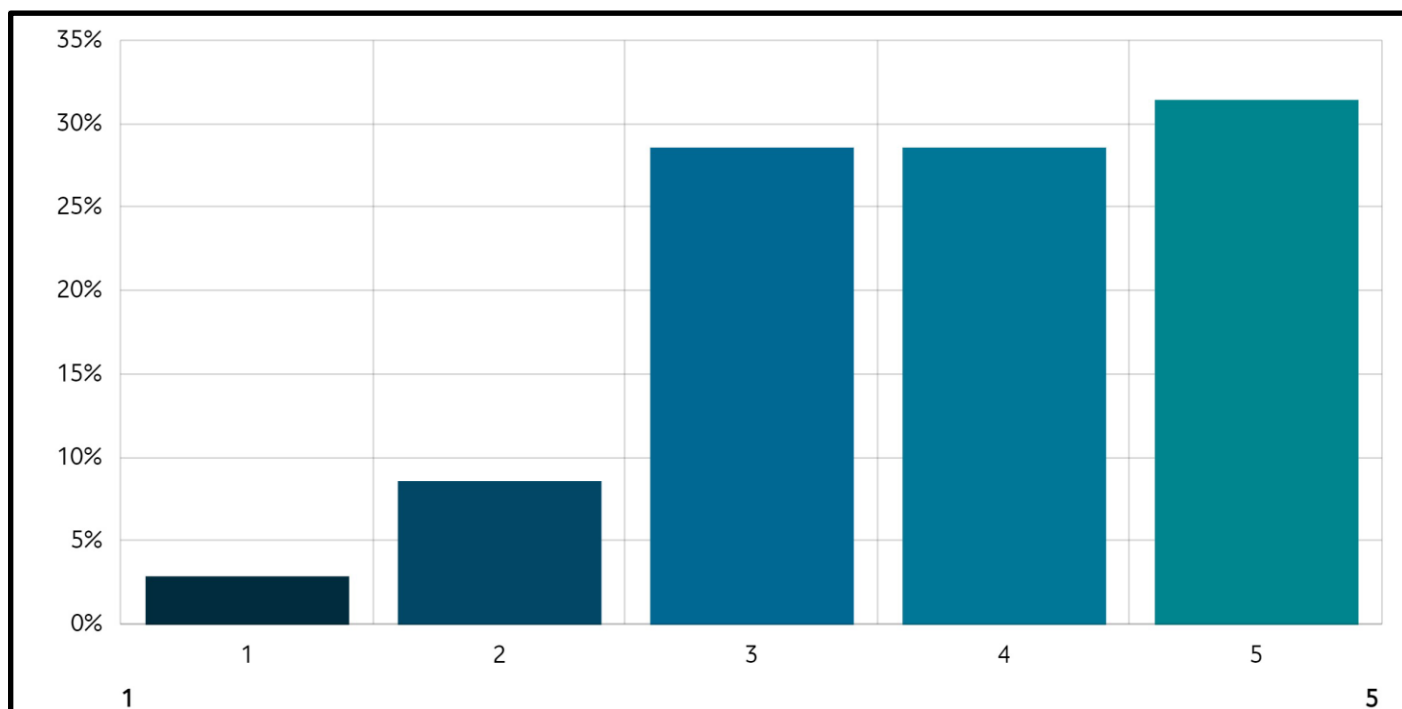
Draft Campsie Town Centre Master Plan – 10 directions	Average Score/5
A Centre that aligns growth with public benefit	3.79
A Centre for People	3.88
A Centre that attracts health and lifestyle investment	4.02
A Well-Designed Centre	4.00
A Riverfront Centre with nature at its heart	4.00
A Centre at the crossroads of inner Sydney	3.71
A Resilient and Carbon Neutral City by 2050	3.76
A City proud of its Heritage and Culture	3.88
A City with Housing for All	3.71
A collaboratively governed centre	3.69

### 7.2.3 Building a community and cultural precinct in Campsie Town Centre

Questions from here onward were optional for respondents. A total of 35 respondents chose to continue responding to all questions, while 7 respondents skipped the remaining questions.

The survey question asked respondents to express their level of support for building a community and cultural precinct in Campsie Town Centre, with 1 being the least supportive and 5 being the most supportive. The proportion of respondents who scored 0-5 out of 5 is provided below.

#### Percentage of responses based on score out of 5



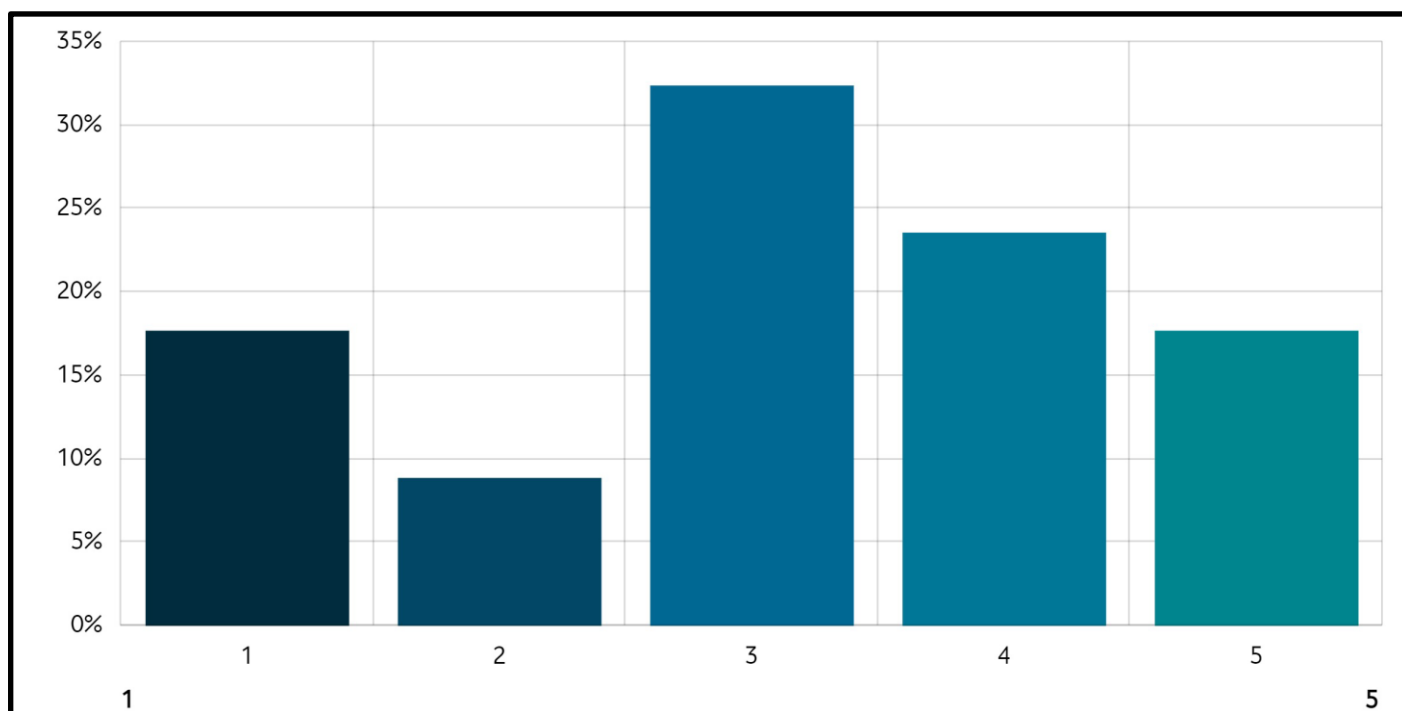
The average score and reasons for the respondent's score are summarised in the table below.

Average score /5	Summary of reasons for score /5	Summary of reasons for response
3.77/5	5	<ul style="list-style-type: none"> <li>• There is scope to become more like the Inner West with increased vibrancy, night time economy and becoming a food destination</li> <li>• Would be great to have a new library</li> <li>• Creates a destination in Campsie</li> <li>• Would be great for the multicultural community n Campsie</li> </ul>
	4	<ul style="list-style-type: none"> <li>• Improved public spaces and night time economy is needed in Campsie</li> <li>• Would be good to consolidate community facilities in one location</li> <li>• This should be centred on Beamish Street for easier access</li> </ul>
	3	<ul style="list-style-type: none"> <li>• It strongly identifies with the consumers and citizens of the suburb</li> </ul>
	2	<ul style="list-style-type: none"> <li>• It will create more problems with street parking, illegal dumping and crime</li> <li>• People care more about accessibility and infrastructure upgrades</li> </ul>
	1	N/A

### 7.2.4 Requiring new residential developments to provide 3% affordable housing or a monetary contribution to receive more height and floor space

The survey question asked respondents to express their level of support of the affordable housing contribution rate of 3% of new residential development or a monetary contribution to receive more height and floor space. The score was determined where 1 expressed the least level of support and 5 expressing the most support. The proportion of respondents who scored 0-5 out of 5 is provided below.

#### Percentage of responses based on score out of 5



The average score and reasons for the respondent’s score are summarised in the table below.

Average score /5	Summary of reasons for score /5	Summary of reasons for response
3.15/5	5	<ul style="list-style-type: none"> <li>Increased height for affordable housing is worth it</li> <li>Strongly agree</li> <li>This will help new migrants</li> <li>Should consider more areas for affordable housing</li> </ul>
	4	<ul style="list-style-type: none"> <li>This should be mandatory for developers, not optional</li> <li>A 5% affordable housing contribution rate would be more appropriate</li> </ul>
	3	<ul style="list-style-type: none"> <li>Support affordable housing so long as it is designed well and sustainable</li> <li>Important to ensure gentrification does not severely impact local communities, however, more people will push up housing prices in the area</li> </ul>

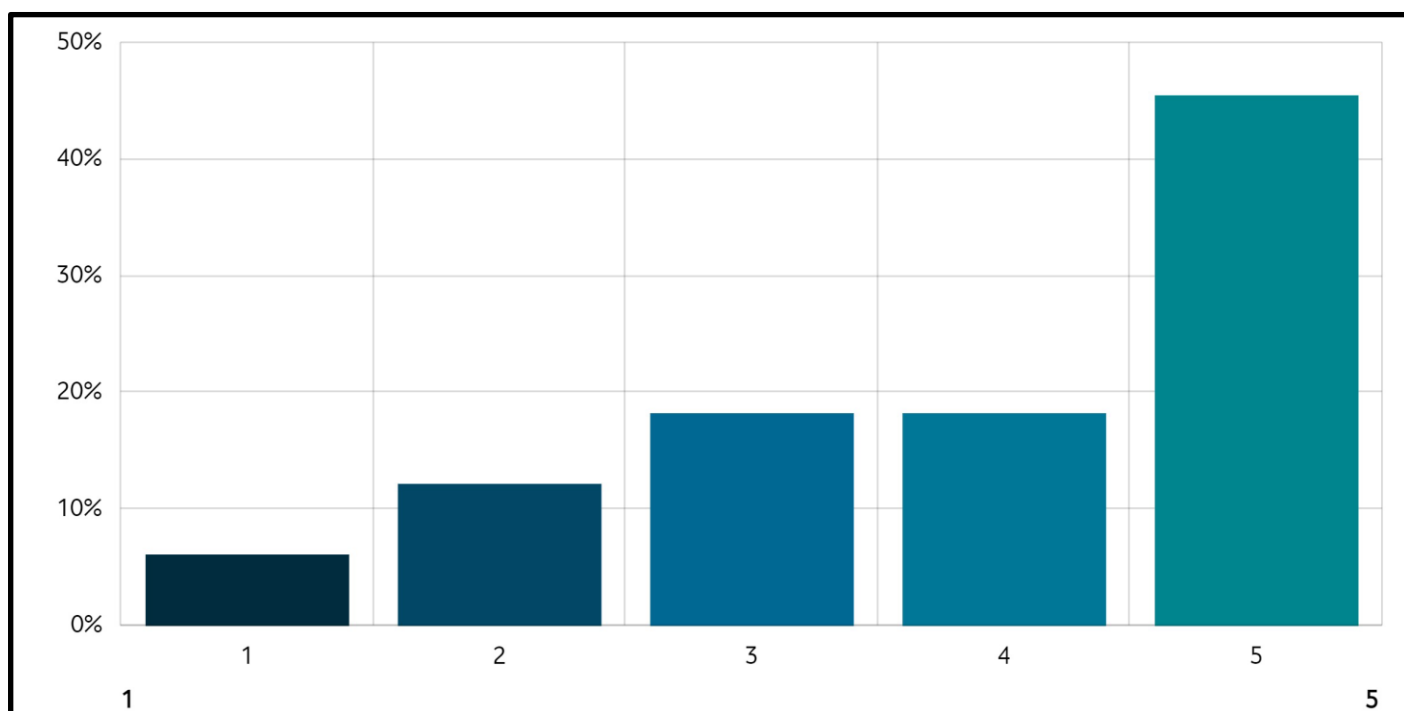


Average score /5	Summary of reasons for score /5	Summary of reasons for response
	2	<ul style="list-style-type: none"> <li>• Monetary contribution should only be provided for other areas as increased affordable housing stock will attract a lower social demographic in the area</li> </ul>
	1	<ul style="list-style-type: none"> <li>• Will impose too much of a security risk</li> <li>• Will create ghettos</li> <li>• 3% contribution rate for affordable housing is too low</li> <li>• Strongly disagree</li> <li>• There's too much social housing already</li> </ul>

### 7.2.5 Ensuring all new buildings are powered by only renewable electricity by 2050

The survey question asked respondents to express their level of support for the provision of all-electric buildings in Campsie Town Centre. The score was determined where 1 expressed the least support and 5 expressing the most support. An average score was calculated out of 5. The proportion of respondents who scored 0-5 out of 5 is provided below.

#### Percentage of responses based on score out of 5



The average score and reasons for the respondent's score are summarised in the table below.

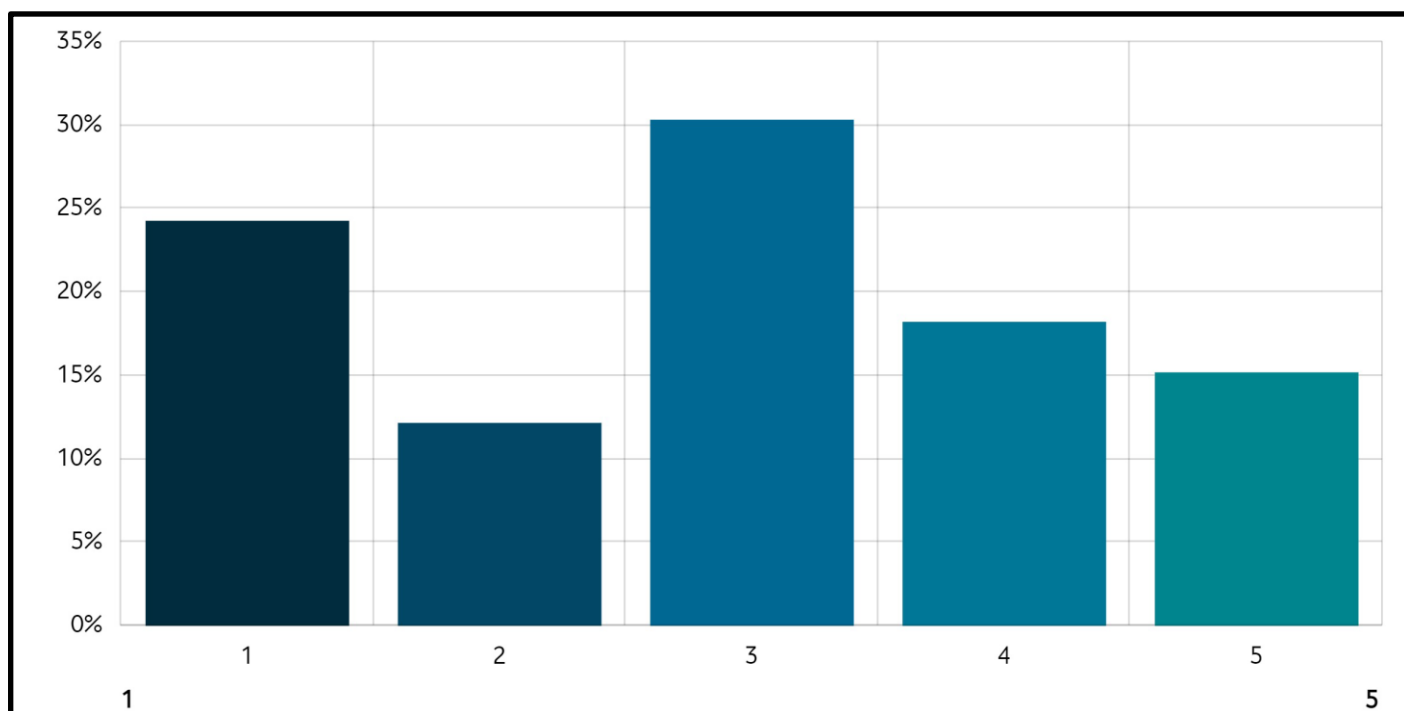
Average score /5	Summary of reasons for score /5	Summary of reasons for response
3.85/5	5	<ul style="list-style-type: none"> <li>• It's good for the environment</li> </ul>

Average score /5	Summary of reasons for score /5	Summary of reasons for response
		<ul style="list-style-type: none"> <li>It's absolutely necessary to tackle climate change and decrease global warming</li> <li>This should be implemented much sooner than 2050</li> </ul>
4		<ul style="list-style-type: none"> <li>Supportive of the initiative</li> <li>Technologies should be widely available to achieve this by 2050</li> </ul>
3		<ul style="list-style-type: none"> <li>Climate resilience of buildings is more important</li> <li>This initiative is dependent on the NSW Government</li> </ul>
2		<ul style="list-style-type: none"> <li>Longevity of infrastructure should be considered</li> <li>Hopes it won't increase the burden for private developers</li> </ul>
1		<ul style="list-style-type: none"> <li>The plan is weak and superficial</li> <li>This will burden the Asian market that rely on gas cooktops</li> </ul>

### 7.2.6 Reducing the number of car parking required for new buildings in the Centre

The survey question asked respondents to express their level of support for reducing the number of car parking required for new buildings in the Centre in Campsie Town Centre. The score was determined where 1 expressed the least support and 5 expressing the most support. An average score was calculated out of 5. The proportion of respondents who scored 0-5 out of 5 is provided below.

#### Percentage of responses based on score out of 5



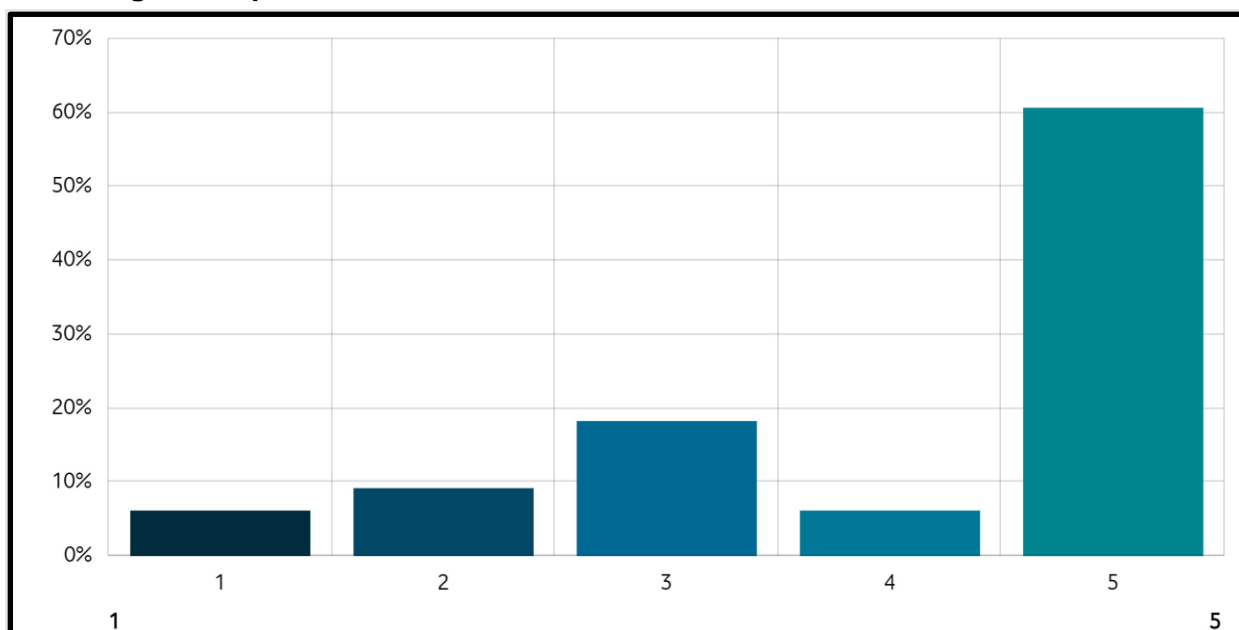
The average score and reasons for the respondent's score are summarised in the table below.

Average score /5	Summary of reasons for score /5	Summary of reasons for response
2.88/5	5	<ul style="list-style-type: none"> <li>This will make housing more affordable and encourage people to be more active and make sustainable travel choices</li> <li>This will support a shift to alternative transport</li> </ul>
	4	<ul style="list-style-type: none"> <li>We need more parking further from the centre</li> <li>This initiative needs to be accompanied by additional bicycle facilities and improved public transport</li> </ul>
	3	<ul style="list-style-type: none"> <li>People will still want cars</li> <li>This will be acceptable if car ownership rates for residents in the centre were lower</li> <li>Council needs to develop alternative uses for existing car parking spaces in the future</li> <li>This will be difficult for families with children</li> </ul>
	2	<ul style="list-style-type: none"> <li>Not everyone is strong or able enough to walk, cycle or use public transport</li> <li>Cars are still required as public transport is currently insufficient to service certain areas</li> </ul>
	1	<ul style="list-style-type: none"> <li>Sydney is not New York</li> <li>There is already significant parking and congestion problems in Campsie. This initiative will exacerbate the problem.</li> <li>More parking spaces should be provided for shoppers</li> </ul>

### 7.2.7 Creating an accessible shared path along the Cooks River

The survey question asked respondents to express their level of support for creating an accessible shared path along the Cooks River. The score was determined where 1 expressed the least support and 5 expressing the most support. An average score was calculated out of 5. The proportion of respondents who scored 0-5 out of 5 is provided below.

Percentage of responses based on score out of 5



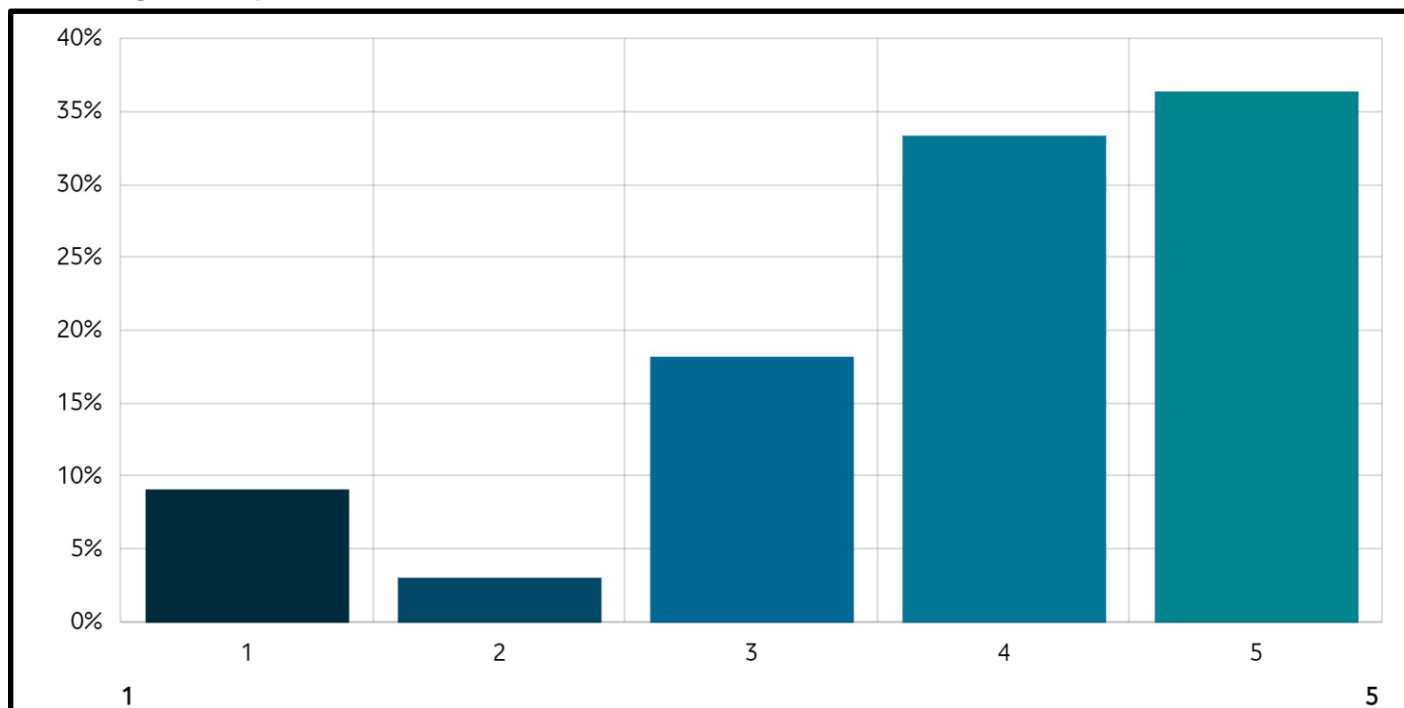
The average score and reasons for the respondent’s score are summarised in the table below.

Average score /5	Summary of reasons for score /5	Summary of reasons for response
4.06/5	5	<ul style="list-style-type: none"> <li>• Supportive of the initiative</li> <li>• Let’s cherish and celebrate the waterway</li> <li>• More exercise and green space will benefit the community</li> <li>• The Cooks River is a valuable resource for the area and should have equal and easy access</li> <li>• This should be done as soon as possible</li> <li>• We need to bring nature closer to people</li> <li>• This is our best asset and need to invest in it properly</li> <li>• Fantastic idea and it will create a high class precinct</li> <li>• The river has so much potential to attract visitors to the area</li> </ul>
	4	<ul style="list-style-type: none"> <li>• It is good for residents to walk around the river</li> </ul>
	3	<ul style="list-style-type: none"> <li>• Supportive as long as it does not impose a security risk to the neighborhood or additional private property</li> <li>• Community services should have higher priority</li> </ul>
	2	<ul style="list-style-type: none"> <li>• It will not look beautiful</li> <li>• Housing affordability and climate resilience should be prioritized first</li> <li>• This will only serve a small proportion of the community</li> </ul>
	1	<ul style="list-style-type: none"> <li>• There is a mismatch between the vision of the Cooks River and Canterbury Road</li> </ul>

### 7.2.8 Creating a medical centre around the Canterbury Hospital

The survey question asked respondents to express their level of support for creating a medical centre around the Canterbury Hospital. The score was determined where 1 expressed the least support and 5 expressing the most support. An average score was calculated out of 5. The proportion of respondents who scored 0-5 out of 5 is provided below.

**Percentage of responses based on score out of 5**



The average score and reasons for the respondent’s score are summarised in the table below.

Average score /5	Summary of reasons for score /5	Summary of reasons for response
3.85/5	5	<ul style="list-style-type: none"> <li>• Supportive of the idea</li> <li>• This is an important initiative for Campsie</li> <li>• This is needed for the demographics of the area, including the elderly</li> <li>• It would make life easier for people</li> </ul>
	4	<ul style="list-style-type: none"> <li>• This is a good idea</li> <li>• This is a sensible use of the area but needs to be accompanied by improved parking and vehicular access</li> <li>• It will attract more local hobs</li> <li>• This will provide better health care services for the residents</li> </ul>
	3	<ul style="list-style-type: none"> <li>• Focus should be on upgrading Canterbury Hospital first before building around it</li> </ul>
	2	<ul style="list-style-type: none"> <li>• Campsie is calling for a new Mental Health Hospital in the area</li> </ul>
	1	<ul style="list-style-type: none"> <li>• Many medical centres in Campsie are empty</li> <li>• This could attract low socioeconomic groups</li> </ul>

### 7.2.9 Open Responses

The survey question asked respondents to express any further comments on the Master Plan. A summary of the open comments is provided below. A summary of responses is provided in the table below.

#### Summary of open responses to the survey

Theme	Comment
Community infrastructure	<ul style="list-style-type: none"> <li>• There needs to be better facilities for families, couples and the ageing population</li> <li>• Need more schools</li> <li>• We need a rainbow crossing like in Taylor Square</li> <li>• Campsie needs to have better accessible facilities including curb ramps on Beamish Street</li> </ul>
Density	<ul style="list-style-type: none"> <li>• High rise should be kept close to train stations</li> <li>• Increased density on the Cooks River will lead to increased traffic, wind tunnels and shadows</li> <li>• Objects to intensification in Area 10 – the Avenues. Maintain existing character in this area. The transitions in this area are inappropriate.</li> <li>• Increase FSRs on Waioroa Street</li> <li>• 2-10 Seventh Avenue should be included in the medium intensification area</li> <li>• Increase intensification on 26-58. 32-50 Beamish Street</li> <li>• Brighton Avenue should have taller buildings</li> </ul>
Employment	<ul style="list-style-type: none"> <li>• Consider maintaining a diversity of businesses in the centre</li> </ul>
Implementation	<ul style="list-style-type: none"> <li>• This plan should not be held up with red tape</li> </ul>
Local Character	<ul style="list-style-type: none"> <li>• Campsie should remain suburban, it has its own identity</li> <li>• Clissold Parade should have its character maintained and more greenery</li> </ul>
Maps	<ul style="list-style-type: none"> <li>• Maps are vague</li> <li>• Map colours are similar in tone so it is hard to read</li> </ul>
Natural environment	<ul style="list-style-type: none"> <li>• The health of the Cooks River needs to be improved</li> <li>• Increasing tree canopy and open space should be a priority</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• We should have free, timed street parking in the centre</li> <li>• Supports commuter parking in Campsie</li> </ul>
Support for the Master Plan	<ul style="list-style-type: none"> <li>• This is a wonderful idea</li> <li>• The vision of this centre is impressive</li> <li>• Overall great ideas</li> </ul>
Sustainability	<ul style="list-style-type: none"> <li>• Council should prioritise net zero emissions</li> <li>• Supports buildings powered by 100% renewable energy</li> </ul>
Traffic/Transport	<ul style="list-style-type: none"> <li>• Reduce speeds and car access on Beamish Street</li> <li>• Need 10km/h on Beamish Street</li> <li>• A north-south rail corridor should be preserved</li> <li>• Fix the roads</li> </ul>

### 7.2.10 Mapping responses

The community was requested to provide comments on the Urban Design Framework Map for Campsie. A total of 67 map comments were provided. Given the significant amount of comments provided on the map, a summary of the comments based on theme/area is summarised in the table below.

#### Interactive Map for Campsie Town Centre



Location/Themes	Comment
<b>B5 and B6 zoning on Canterbury Road</b>	<ul style="list-style-type: none"> <li>Objects to this zoning as families have already moved into dwellings along Canterbury Road. The comment objects to displacing residents elsewhere.</li> </ul>
<b>Beamish Street</b>	<ul style="list-style-type: none"> <li>A 30km/h speed limit makes sense on this road for pedestrian safety</li> <li>Cycle path should be added along Beamish Street from Canterbury Road into the Town Centre (or alternatively at Thorncraft Parade)</li> </ul>



Location/Themes	Comment
	<ul style="list-style-type: none"> <li>• The Canterbury bypass should be heavily signposted through this street</li> <li>• The north-south rail bridge on Beamish Street should prioritize pedestrians because the pinch points adjacent to bus stops are dangerous</li> <li>• Need to make Beamish St south of Brighton Ave and north of at least Claremont St safe and attractive for bikes meaning cars must lose out.</li> </ul>
<b>Byron Street</b>	<ul style="list-style-type: none"> <li>• Objects to intensification on this street</li> <li>• Concerned intensification will result in adverse overshadowing to properties</li> <li>• Increased intensification will result in adverse traffic impacts on this street</li> <li>• The character of the area should be preserved</li> </ul>
<b>Campsie Centre</b>	<ul style="list-style-type: none"> <li>• A media room in the Campsie Library is needed</li> <li>• Campsie Centre needs refurbishment</li> <li>• Supports apartments on top of the shopping mall</li> <li>• Increasing the mall's size will provide more shopping options for residents</li> </ul>
<b>Canterbury Road</b>	<ul style="list-style-type: none"> <li>• This road is outdated, there should be high rises along here.</li> <li>• Crossing with a bicycle is difficult on this road and needs to be improved</li> </ul>
<b>Claremont Street</b>	<ul style="list-style-type: none"> <li>• The south side of Claremont Street needs to increase to 8 stories to match the heights on the northern side</li> </ul>
<b>Community Infrastructure/Facilities</b>	<ul style="list-style-type: none"> <li>• Campsie needs more public toilets</li> <li>• The seat near the 942 bus stop is good.</li> </ul>
<b>Cooks River</b>	<ul style="list-style-type: none"> <li>• Love the cycleway extension along the Cooks River</li> <li>• Include significant planting of native trees and vegetation</li> <li>• There should be more corner shops adjacent to Cooks River/Clissold Parade</li> <li>• Embellishing the River is a no-brainer</li> <li>• The river needs a deep clean</li> <li>• Pedestrian bridge crossing the Cooks River toward Canterbury needs an upgrade with widening</li> <li>• Do not put high rises along the Cooks River (limit heights to no more than 3 storeys to preserve the character of the river).</li> </ul>
<b>Cycling/Pedestrian infrastructure</b>	<ul style="list-style-type: none"> <li>• The proposed cycleway connecting Amy Street and Evaline Street is supported</li> <li>• A safe crossing for active transport users of Lilian Lane to cross Loch Street is required. Provide a slope at the west kerb.</li> <li>• The cycling route adjacent to the railway is relatively flat and perfect for the creation of a safe separated cycleway to join up with Belmore Sportsgrounds. This opens up a safe route to access amenities and an option of users of the Sportsground to access Campsie Town Centre for a meal etc. and/or vice versa to Belmore.</li> </ul>

Location/Themes	Comment
	<ul style="list-style-type: none"> <li>The proposed pedestrian bridge over the railway connecting Lilian Street and Wilfred Avenue is supported. Make sure it can adequately accommodate both pedestrians and cyclists.</li> <li>Cycle lane along Lilian Street and South Parade is supported.</li> <li>South Parade should have a prioritized and safe cycling lane to allow for users of all ages of the Cook Cycleway to divert to the Campsie centre for a break, shopping and access to trains</li> <li>A dedicated bike lane or shared path from Beamish Street down 6th Street to the river is needed</li> <li>Please connect Campsie to Burwood with a cycle lane along Fifth Avenue/Burwood Road</li> <li>Need a good way to get from Cooks River Path to Federation Walk, suitable for bikes and wheelchairs. The West side bridge footpath is narrow and in bad condition, and there is no safe crossing on the south side of the river except all the way up to 7th.</li> <li>The east-west pedestrian link from Shakespeare Street to the Cooks River is needed and supported</li> <li>A cycleway under the rail bridge to bypass Belmobi Street would be safer for cyclists</li> <li>The pedestrian/cycle crossing should be improved on the corner of South Parade and Waitora Street</li> </ul>
<b>Density</b>	<ul style="list-style-type: none"> <li>Increased density should be prioritised around Duke St, Evaline St, Park St, Unara St and South Parade to protect the remaining character of the area</li> <li>Uplift should occur even if there is not much green space around as it is too expensive to acquire</li> <li>Objects to increased density around Anzac Park as it will erode the area's character</li> <li>Objects to medium density development on the north-east area of the Campsie Master Plan. Would prefer to see more greenery and water.</li> </ul>
<b>Duke Street</b>	<ul style="list-style-type: none"> <li>The proposed park on the corner of Duke Street and Unara Street is supported</li> <li>The proposed park on the corner of Duke Street and Unara Street would be too expensive to provide and therefore not supported.</li> <li>Density should be prioritised on Duke Street closer to the station</li> </ul>
<b>Federation Reserve</b>	<ul style="list-style-type: none"> <li>Add some lighting to improve the safety of Federation Reserve and paths</li> </ul>
<b>Gould Parade</b>	<ul style="list-style-type: none"> <li>More streetlights are needed here, it is very dark</li> </ul>
<b>Loch Street</b>	<ul style="list-style-type: none"> <li>Please extend the high-rise zoning in Campsie Street all the way to Loch Street. Loch Street seems to be an appropriate barrier as opposed to phasing down the building height.</li> <li>Please do not extend the high rise zoning all the way down to Loch Street. That area is congested enough as it is.</li> </ul>
<b>Open Space</b>	<ul style="list-style-type: none"> <li>The southern part of Campsie (around Canterbury Road/St Stanley St/Perry Street) needs more open space</li> <li>Public car parking spots on streets could be repurposed to parklets</li> </ul>

Location/Themes	Comment
Orissa Street	<ul style="list-style-type: none"> <li>More playgrounds should be provided here</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Campsie needs more parking</li> </ul>
Philips Avenue	<ul style="list-style-type: none"> <li>Some sites here should be increased from the proposed 6 stories to 8 stories</li> </ul>
Public Transport	<ul style="list-style-type: none"> <li>With increased medical uses in Campsie, bus services should be improved to the area</li> <li>Bus service improvements should be made toward the northern Part of Campsie where uplift is proposed along the Cooks River as this area is far from the station</li> </ul>
Tasker Park	<ul style="list-style-type: none"> <li>The north east corner of the park (adjacent to the Cooks River) is neglected and needs an upgrade</li> <li>Public toilets need upgrading</li> <li>Shortcut from the park to Canterbury Road is dark and dingy and needs an upgrade</li> </ul>
Trees/vegetation	<ul style="list-style-type: none"> <li>Could Council give free trees to residents to plant in their yard?</li> </ul>
Wayfinding	<ul style="list-style-type: none"> <li>Improved wayfinding is needed for Campsie in general, e.g. a sign showing the direction from Beamish Street to the Cooks River displaying the time it takes to get to the place by bicycle.</li> </ul>

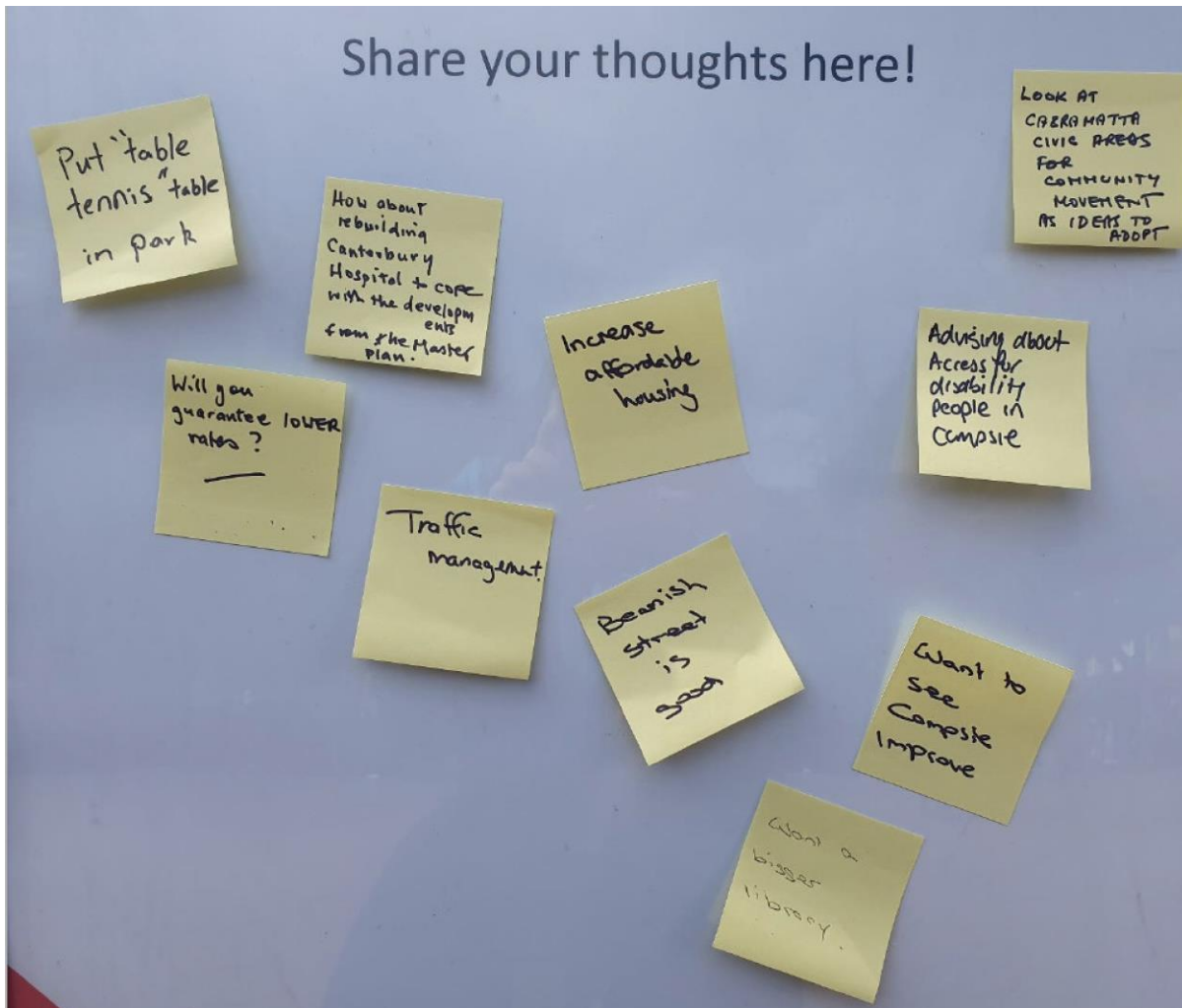
### 7.2.11 Community Pop-ups

Council conducted a series of community pop-up sessions for the community to ask questions and provide feedback to the draft Campsie Town Centre Master Plan. Community pop-up sessions were held in the following dates and locations:

Date/Time	Location
Wednesday, 21 April 2021, 7.00am - 9.00am	Campsie Station entry/exits
Saturday, 24 April 2021, 11.00am -12.00pm	Anzac Mall (near memorial)
Friday, 7 May 2021, 5.00pm - 7.00pm	Anzac Mall (near memorial)
Monday, 10 May 2021, 6.00pm - 8.00pm	Campsie Station entry/exits

A total of 1,528 conversations and flyer handouts were undertaken at the pop ups. The community was requested to leave feedback through post-it notes. The following image displays all feedback provided to the draft Campsie Town Centre Master Plan relating to themes including traffic, civic spaces, community facilities and affordable housing.

Image: Total community feedback via post-it notes to the Campsie Town Centre Master Plan at pop-ups



## 7. Community Feedback – both centres

### 7.1 Written Submissions

The following table summarises and responds to written public submissions that discussed both the draft Bankstown City Centre Master Plan and draft Campsie Town Centre Master Plan. A total of 63 written submissions were received for both master plans.

Submission Numbers	Theme	Issues	Response
CB4, CB6 - CB46, CB48 - CB50 CB52 - CB54, CB56, CB58-63	Sustainability	Support for all electric buildings	<p><b>Action:</b> Noted.</p> <p><b>Response:</b> Council is taking an innovative approach to new development. New buildings in the Campsie centre will be required to meet a range of sustainability initiatives. These include installing solar panels, using only electricity instead of gas to power new buildings, providing electric vehicle charging facilities in new buildings and exceeding current energy and water consumption reduction targets.</p> <p>In addition, new buildings in that exceed certain sustainability benchmarks may be eligible for additional floor space and height.</p>
CB9b, CB51, CB55, CB62, CB63	Sustainability	Support for sustainable development and initiatives including EV charging, tree canopy and addressing climate change	<p><b>Action:</b> Support noted.</p>

Submission Numbers	Theme	Issues	Response
CB1, CB2, CB3, CB5, CB47	Process	<p>Concerns regarding the early engagement and transparency and cost of the master planning process</p> <p>Council has not endorsed draft Master Plan resulting in a flawed exhibition process</p> <p>Concerns regarding the lack of available technical and background information informing the master plans.</p> <p>Council relied on biased consultants when preparing technical reports for the draft Master Plans.</p> <p>Brief provided to consultants preparing the technical reports encouraged generic high-rise buildings to appease developers</p>	<p><b>Action:</b> Noted.</p> <p><b>Response:</b> <b><i>Community Engagement</i></b></p> <p>The Draft Master Plan early engagement process was part of ongoing engagement with the community that has occurred since July 2020. The draft Master Plans are not a statutory planning document, and therefore, exhibition of the draft Plans has been an opportunity to understand the community's views before finalisation and progressing the formal planning proposal process.</p> <p>This provides Council the opportunity to consider the draft Master Plans and make a decision on moving forward with the Planning Proposal with an understanding of the community's views and aspirations. The draft Master Plans were formally exhibited for 6 weeks, with submissions received for a further 4 weeks also considered.</p> <p>Community feedback was sought on the draft Master Plans were from 29 March to 14 May 2021 with late submissions accepted until 11 June 2021.</p> <p>The community were invited to share their feedback via;</p> <ul style="list-style-type: none"> <li>• Eight Pop Ups between both centres</li> <li>• Online and recorded webinar for each centre</li> <li>• Online survey for each centre</li> </ul>

Submission Numbers	Theme	Issues	Response
			<ul style="list-style-type: none"> <li>• Interactive map for each centre</li> <li>• Community workshop with a representative sample</li> <li>• Draft Master Plan document accessible online and in service centres</li> <li>• Speak to an expert phone service</li> </ul> <p>Agencies and industry representatives were engaged via;</p> <ul style="list-style-type: none"> <li>• Industry forum</li> <li>• Agency workshop and one-on-ones</li> <li>• Affordable Housing industry briefing</li> </ul> <p>The early engagement process was promoted via:</p> <ul style="list-style-type: none"> <li>• Letters to each property in the Master Plan areas</li> <li>• Online and newspaper advertising in English, Chinese, Arabic, Vietnamese and Korean newspapers, including the Mayors message in each.</li> <li>• Email notifications to Your Say subscribers</li> <li>• Social media posts to Facebook, Instagram, Twitter and LinkedIn.</li> <li>• Adshel posters in each centre</li> <li>• Radio interviews with the Mayor</li> <li>• Flyers, postcards and posters produced the top languages in each centre: Chinese simplified, Nepali, Arabic, Korean, Tagalog, Urdu, Bengali and Greek and distributed to service centres, libraries and businesses in the centres.</li> </ul>



Submission Numbers	Theme	Issues	Response
			<p><b><i>Preliminary Engagement</i></b></p> <p>Council undertook extensive preliminary engagement (known as front-loaded engagement) to understand community priorities, needs and aspirations to guide the development of the Master Plans at the beginning of the process.</p> <p>This phase included: a detailed Have Your Say page, Student and worker needs workshops, discussions with Council's Aboriginal &amp; Torres Strait Islander Reference Group, Community Surveys and Interactive Maps, landowner and planning proposal proponent submissions and the 'Speak to an Expert' service.</p> <p><b><i>Council Endorsement</i></b></p> <p>On 23 March 2021, a Council Report regarding draft Bankstown and Campsie Masters Plans was taken to Council, the matter was deferred to the 27 April 2021 Council meeting.</p> <p>The purpose of the Council resolution was "that the information and the next steps outlined in the report be noted". The relevant Council report provided a high-level background on the Master Plan including next steps and stated that "following the consultation period, a further report will be prepared for Council's consideration". The Council report was not seeking approval from the Councillors to commence Stage 2 Consultation for the draft Bankstown and Campsie Master Plans. Rather the intent of the Council report</p>

Submission Numbers	Theme	Issues	Response
			<p>was to update Councillors on the process of the Master Plan.</p> <p>At 27 April 2021 Council Meeting, the Councillors resolved that the that the information and next steps as outlined in the report be noted for item 5.1 Draft Campsie Master Plan and item 5.2 Draft Bankstown Master Plan.</p> <p>There are no statutory requirements and processes when exhibiting a Master Plan, and Council has been engaging with the community on an ongoing basis since July 2020 through a range of activities. Council can therefore seek community feedback on the draft Master Plans without a Council resolution. The engagement process of the draft Master Plans was to give community members the opportunity to provide feedback early in the process.</p> <p>In accordance with the EP&amp;A Act, Council will follow legislative requirements when preparing a Planning Proposal associated with the draft Master plans. As part of this process the draft Master Plans will be reported to Council alongside a Planning Proposal prior to formal exhibition.</p> <p>The Councillors were provided with the proposed FSR ranges for Campsie and Bankstown. Please refer to page to pages 53 and 64 of the Agenda for the Ordinary Meeting 23 March 2021.</p>

Submission Numbers	Theme	Issues	Response
			<p><b>Technical Reports</b></p> <p>All technical and background documents, including the Phase 1 Background Report and consultant reports, are publicly available on Councils Have Your Say page.</p> <p>A total of 10 consultants were engaged to prepare the draft Bankstown and Campsie Master Plans. There were no consultants working on the Master Plan that also provided technical input into the Sydney to Bankstown Urban Renewal Corridor Strategy. Council engaged Hill PDA to develop their Local Housing Strategy, Hill PDA had previously developed the Sydney to Bankstown Urban Renewal Corridor Strategy Dwelling Take-up Forecast Strategy. These strategies had different objectives and focuses.</p> <p>Irrespective, Council engages consultants based on their ability to deliver high quality professional work that it is fit for purpose. Council adhered to its procurement processes when engaging consultants, including a tender process that ensures that consultants are engaged fairly and impartially. Council’s procurement process also requires potential consultants to outline possible conflicts of interest to ensure probity. Within the planning industry is it entirely reasonable for different agencies to use to the same consultants at times.</p> <p>Council appointed an independent probity officer to oversee the master planning process. The independent</p>

Submission Numbers	Theme	Issues	Response
			<p>probity office raised no concerns with the selection of the specialists or their work. Briefs to consultants were focused on achieving the vision for Campsie and Bankstown that was established by the LSPS, Housing Strategy and Employment Lands Strategy. The Master Plan provides for a mix of low, medium and high density housing in low, medium and high rise forms, providing a mix of housing types. The tallest buildings, can only be provided with the provision of on-site infrastructure, affordable housing or employment-generating uses and have been the subject of detailed design testing and modelling by Council staff and informed by a specific tall building study which established a number of important principles aimed at protecting the high street character of Beamish Street and sensitively locating taller building forms.</p>
CB47, CB57, CB63	Affordable Housing	Support for higher percentages of affordable housing than proposed.	<p><b>Action:</b> None</p> <p><b>Response:</b></p> <p>Council has a role to play in the delivery of affordable housing - an objective of The Environmental Planning and Assessment Act 1979 (the principal piece of legislation for planning in NSW) is to “to promote the delivery and maintenance of affordable housing”.</p> <p>An affordable housing contribution scheme is one of the few ways Council can deliver affordable housing. An affordable housing contribution scheme supports the local community and has positive impacts on the economic productivity of a centre.</p>

Submission Numbers	Theme	Issues	Response
			<p>However, the Affordable housing contribution scheme will impact development feasibility. The proposed affordable housing rate has been determined based on feasibility analysis and testing to ensure it does not impact development viability.</p> <p>The affordable housing scheme will be implemented in a staged manner to allow the market to adapt to the proposed change.</p>
CB3, CB47, CB63	Growth impacts	<p>Concerns regarding demand implications of population growth and increased density on infrastructure, open space and services.</p> <p>Concerns regarding how new infrastructure will be funded.</p>	<p><b>Action:</b> None</p> <p><b>Response:</b></p> <p>The Master Plans provide for expanded open space, for example on Council's Civic Centre site in Campsie, and new open space along the Cooks River along with a new park in the north-west quadrant of the centre. This is in addition to enhancements to existing parks proposed. The master plan focuses on ensuring good access to a range of activities and open spaces.</p> <p>The Master Plan also proposes new and enhanced social infrastructure such as the Campsie Civic Precinct and the Bankstown Arts Centre. The plan also advocates for new and improved state infrastructure.</p> <p>New and enhanced infrastructure will be funded through a mixture of mechanisms including developer contributions, state grants and incentive-based uplift mechanisms.</p>

Submission Numbers	Theme	Issues	Response
CB2	Open space	Concern the draft Campsie Master Plan does not provide quality open space is reliant on Belmore Sports Ground and Task Park for open space provision, which are used by residents from surrounding suburbs including Canterbury and Belmore.	<p><b>Action:</b> None.</p> <p><b>Response:</b> The Master Plan recommends several new open spaces including:</p> <ul style="list-style-type: none"> <li>• Improvements to the Cooks River Foreshore to provide a linear park</li> <li>• Through-site links to make access to open space easier for the community</li> <li>• New Park between Burns and Dryden Street</li> <li>• Embellishments of existing parks.</li> </ul> <p>Areas of intensification around Tasker Park have been largely removed in the final master plan, whilst the plan provides for minimal growth close to Belmore Park, which is a large open space asset for both Campsie and Belmore.</p> <p>The draft Campsie Master Plan does not propose changes to the lease obligations for Belmore Sports Ground and Tasker Park. There will be no impact on the Canterbury Bulldog's use of the Belmore Sportsground under the draft Plan. Belmore Sports Ground is subject of a site specific Master Plan.</p>

Submission Numbers	Theme	Issues	Response
CB2	Canterbury LEP	<p>Concern growth in the draft Master Plan will be in addition to dwelling capacity under the Canterbury LEP 2012.</p> <p>Concern the draft Campsie Master Plan does not address issues with the Canterbury LEP 2012.</p>	<p><b>Action:</b> None.</p> <p><b>Response:</b></p> <p>Council has considered the dwelling delivery capacity of the existing the Canterbury LEP 2012 when analysing how the Campsie housing target will be delivered. When planning for this dwelling growth, Council has considered market capacity in the intensification areas alongside:</p> <ul style="list-style-type: none"> <li>• Dwelling completions since 2016. Since 2016, 400 dwellings have been built in Campsie under the Canterbury LEP 2012, which contribute to Campsie’s housing target.</li> <li>• Areas where no change is proposed will still be able to be developed under existing height and floor space ratio controls, which will also contribute to Campsie’s housing target. Meaning the housing growth <u>will not be in addition to the dwelling capacity</u> of the Canterbury LEP 2012.</li> </ul> <p>Capacity of the Canterbury LEP has therefore been factored into the growth proposed in Campsie.</p> <p>The draft Campsie Master Plan includes the following recommendations that seek to amend and improve upon existing provisions in the Canterbury LEP 2012:</p> <ul style="list-style-type: none"> <li>• Removing the ability to develop residential accommodation in the B5 - Business Development Zone, in line with the Canterbury Road Review and Employment Lands Strategy</li> </ul>



Submission Numbers	Theme	Issues	Response
			<ul style="list-style-type: none"> <li>• Introduce a maximum FSR where there is currently no FSR control.</li> <li>• Introducing carefully developed design controls, such as street wall heights, setbacks above street walls, character areas and the like.</li> <li>• Providing uplift based on the provision of public benefits such as increase jobs, new infrastructure or affordable housing.</li> </ul>
CB2	Heritage	Concern European heritage value has not been considered	<p><b>Action:</b> None.</p> <p><b>Response:</b> The draft Master Plans include preliminary heritage analysis. The draft Master Plans recommend a number of items for consideration as part of a forthcoming city-wide review of heritage. The Master Plan included a review of previous heritage studies, and supports the recommendation for identified items to be further investigated for heritage protection. These recommendations have been considered in the development of planning controls around these properties.</p>
CB2	Sewage	Concern growth will result in sewage on streets	<p><b>Action:</b> None.</p> <p><b>Response:</b> Mains sewers are the responsibility of Sydney Water. Council has engaged with Sydney Water's Growth Intelligence Team to ensure Sydney Waters pipes and</p>

Submission Numbers	Theme	Issues	Response
			<p>wastewater services are able to accommodate the population growth resulting from the draft Master Plans.</p> <p>Sewage issues are not typically a result of overdevelopment but rather the result of wastewater blockages. Please contact Sydney Water immediately if you notice sewage coming from a utility hole cover on the road or footpath.</p>
CB3, CB5	Rate implications	Rates will be increased to fund development and infrastructure	<p><b>Action:</b> No change.</p> <p><b>Response:</b> Rates will not be increased to fund the proposed growth in Campsie. Council is undertaking the following to ensure infrastructure delivery accompanies intensification. Council is:</p> <ul style="list-style-type: none"> <li>• Preparing a consolidated development contributions plan that will apply to Campsie. . This plan will allow Council to collect contributions to fund local infrastructure when development occurs.</li> <li>• Proposing an incentive height and floor space system. On certain sites landholders will only be able to access increased height and floor space if they deliver public infrastructure on their site.</li> <li>• Proposing a Civic and Culture Hub on Council's existing Civic Centre site. This will be funded in part by the renewal of Council's property assets and landholdings.</li> </ul>
CB9b	Active transport	Support for improving access to and quality of active transport infrastructure.	<b>Action:</b> None.

Submission Numbers	Theme	Issues	Response
			<p><b>Response:</b></p> <p>The draft master plan is focused on making the centre more attractive for pedestrians, cyclists and public transport and allow residents, workers and student to be less reliant on cars.</p> <p>There are multiple ways that this will be achieved:</p> <ul style="list-style-type: none"> <li>• Locating new development near train stations to help reduce the need for residents and workers to use cars;</li> <li>• Reducing the number of car parks required in new buildings;</li> <li>• Slowing the speed limit in the CBD to improve pedestrian and cyclist safety;</li> <li>• Advocating for improved public transport services and road upgrades where necessary; and</li> <li>• The master plan includes an action to develop Complete Streets Campsie to manage traffic impacts from growth sustainably and holistically.</li> </ul> <p>The Master Plans are also consistent with Council's Active Transport Plan (adopted April 2021) and the Bankstown Complete Streets Master Plan which both plan for improved active transport.</p>
CB2	Car parking	Concern Council is abandoning it's planning for car parking	<p><b>Action:</b> None.</p> <p><b>Response:</b></p> <p>Council is not abandoning plans for parking within 400 metres of the station, is it is providing flexibility in parking, allowing for a range of parking provision, from no parking up to a maximum parking rate. This still allows for parking, but also provides for:</p>

Submission Numbers	Theme	Issues	Response
			<ul style="list-style-type: none"> <li>• Providing the ability for some dwellings to be provided without parking, noting that 17% of Campsie households do not own a car</li> <li>• Assists in reducing the costs of apartments</li> <li>• Allows for smaller sites in the core to redevelop sympathetically, without the need for large basement entries and car parking areas, retaining fine grain character</li> <li>• Reflects the relatively high level of accessibility north-south and east-west that is available to people within a 5 minute walk of Campsie and Bankstown Stations</li> <li>• Will assist with minimising traffic generation from new development, particularly in the core of Campsie and Bankstown.</li> <li>• <a href="#">Ability to introduce car/bike sharing schemes within buildings.</a></li> </ul>
CB1, CB3	Development quality	Support for ensuring high quality new development in centres.	<p><b>Action:</b> None.</p> <p><b>Response:</b> The draft Canterbury Bankstown LEP seeks to introduce a Design Excellence Clause. This will be supported by a Design Review Panel process. These measures will evaluate the appearance and architectural quality of new development, and are being processed separately to the Master Plans.</p>
CB2	Sydenham to Bankstown Urban	Concerns the Master Plans are a ‘repackaging’ of the Sydenham to Bankstown Urban Renewal Corridor Strategy.	<p><b>Action:</b> None.</p>

Submission Numbers	Theme	Issues	Response
	<p>Renewal Corridor Strategy</p>	<p>The Planning Institute of Australia’s, Planning Reform series identifies that growth along the Sydney to Bankstown results in social infrastructure deficiencies and the need for Growth Infrastructure Compact</p> <p>Council’s November 2017 Sydenham to Bankstown submission is at odds with the Campsie and Bankston Plans as exhibited. The draft Master Plans do not address the lack of critical infrastructure. Ratepayers to pay for infrastructure.</p>	<p><b>Response:</b></p> <p>The draft Master Plans have been developed independently of the Sydney to Bankstown Urban Renewal Corridor Strategy. The draft Master Plans reflect Council broader strategic planning framework, including the LSPS, Housing Strategy and Economic Strategy and clearly set out Council’s evidenced based rationale for growth.</p> <p>The draft Master Plans differs from the Sydenham to Bankstown Urban Renewal Strategy in multiple ways including the level of analysis, the location of proposed growth and building heights proposed. It is important to note that the built form controls in the majority of the study area will not change.</p> <p>The Planning Reform series references the Sydney to Bankstown Urban Renewal Corridor Strategy not the draft Bankstown and Campsie Master Plans. Council has made representation to the NSW Government to support the establishment of a Place Infrastructure Compact for its centres, including Bankstown and Campsie. Since then, the Government has pushed ahead with its own contributions reform program.</p> <p>The Infrastructure Funding Strategy prepared by GLN lists a wide range of local funding and delivery mechanisms for local infrastructure with the primary mechanism discussed being development contributions. Contributions for local infrastructure, also known as developer contributions, are charged by Councils when new development occurs, this is cost</p>

Submission Numbers	Theme	Issues	Response
			<p>borne by developers. Rates will not be increased to fund the proposed growth in Campsie and Bankstown.</p> <p>The Infrastructure Funding Strategy and draft Master Plans also outline infrastructure that should be delivered by the NSW Government.</p> <p>The proposed infrastructure funding and delivery mechanisms outlined the Master Plans are consistent the November 2017 Council submission the Sydenham to Bankstown Urban Renewal Strategy. Council’s submission noted that population growth needs to occur with an established a funded infrastructure delivery plan. This is provided for as part of the Master Plan, which includes a mix of:</p> <ul style="list-style-type: none"> <li>• Providing a clear growth strategy that forms the basis for advocacy to State Government, noting that this is the first time the State Government has had a clear direction for housing and employment growth in Campsie;</li> <li>• Outlines plans for further investigation and areas for investment, including undertaking a complete streets plan for Campsie, which will be an integrated transport and public domain plan;</li> <li>• Property assets renewal to fund consolidation and new community and cultural facilities, public spaces in each centre</li> <li>• Integration with Council’s broader strategic plans for open space, playgrounds, community facilities, to maximise efficiencies in funding,</li> <li>• The development of an ‘incentive based’ density system, which ensures the provision of community</li> </ul>

Submission Numbers	Theme	Issues	Response
			<p>infrastructure (along with affordable housing and employment-generating development) to trigger the application of height and floor space uplift.</p>
CB2	Housing targets and density	<p><i>Concern the draft Campsie Master Plan will result in 90% of Campsie being high density development</i></p> <p><i>Dwelling projections in a previous Hill PDA report indicate that 58,952 dwellings will be delivered in CBCity</i></p>	<p><b>Action:</b> None.</p> <p><b>Response:</b> Campsie is already largely zoned for medium or high density housing. Some areas of medium density housing will be upzoned for high density housing, whilst other areas are being down-zoned for low density housing, representing a balanced approach to the distribution of growth. It is also noted that a majority of the high density zone only allows for development of three storey buildings.</p> <p>The draft Bankstown and Campsie Master Plans rely on housing targets set out in Council's endorsed Local Housing Strategy and LSPS. Accordingly, discussion regarding how dwellings targets were set is outside the scope of the draft Master Plans.</p> <p>The LSPS is required by NSW legislation to align with the South District Plan:</p> <ul style="list-style-type: none"> <li>• Section 3.9(2)(b) of the Act requires the LSPS to include or identify that the planning priorities for the area that are consistent with any strategic plan applying to the area...</li> </ul>



Submission Numbers	Theme	Issues	Response
			<p>Pursuant to Section 3.1 of the Act strategic plan means a regional strategic plan or a district strategic plan.</p> <p>The housing numbers outlined are from a draft background report that states dwelling demand rather than housing targets. The dwelling demand numbers total 58,900 dwellings across the whole LGA, which is akin to the South District's Plans 58,000 dwelling target for the LGA.</p> <p>Council responded to the NSW Government set target with a Local Strategic Planning Statement, which is supported by the Housing Strategy. Council's Housing Strategy found only 50,000 dwellings could be accommodated responsibly in the right location and supported with the necessary infrastructure. The Housing Strategy then set a housing target of 12,500 dwellings for Bankstown and 6,360 for Campsie (including 5,600 new homes in the Campsie core alongside 760 new homes the node between Canterbury Road and Beamish Street). Growth proposed in the draft Master Plans reflects the housing targets outlined in Council's are based on endorsed Housing Strategy the Housing Target only.</p>
CB9b, CB47, CB63	Traffic and parking	<p>Concern regarding insufficient investigations into the impact on traffic and parking</p> <p>Support for improving commuter parking at stations</p>	<p><b>Action:</b> Add an action for Council to advocate to State Government to provide commuter car parking in Bankstown and Campsie (and map this) close to the stations.</p>

Submission Numbers	Theme	Issues	Response
			<p><b>Response:</b> Council will manage traffic and parking through Bankstown Complete Streets and the future Complete Streets Strategy for Campsie. Complete Streets makes sustainable transport more desirable and useful, reducing the need for car use and making pedestrian and cycling easier with infrastructure. Further traffic investigations have been undertaken since the initial study, and these will continue through the process of the Planning Proposal.</p> <p>The Master Plans provide people and developers with the choice to provide reduced to no parking within 400m of the station.</p> <p>Commuter parking at stations is supported to enable residents to without access to suitable active and public transport to use the future metro.</p>
CB9b, CB3	Non master plan related comments	Support for introducing organics waste collections.	<p><b>Action:</b> None</p> <p><b>Response:</b> This may be considered through the DCP process.</p>
		Support for establishing brands for centres	<p><b>Action:</b> None</p> <p><b>Response:</b> This is outside the scope of the Master Plans, but will be forwarded to the relevant teams of Council.</p>

## 8. Community Voice Panel Workshop

A Community Voice Panel Workshop was held in April 2021. It was a small focus group comprising of 5 participants for Bankstown and 4 participants for Campsie. The Participants were requested to provide feedback on four key areas for each master plan:

1. The vision
2. Intensification Strategy
3. Urban Design Framework
4. Character Areas

A summary of the comments provided for the four key areas is provided below.

<b>Bankstown City Centre Master Plan</b>		
<b>Component of Master Plan</b>	<b>What participants liked</b>	<b>What participants would like to see improved or considered</b>
<b>Vision</b>	<ul style="list-style-type: none"> <li>• Focus on increasing jobs in the centre</li> <li>• Mention of world-class educational institutions</li> <li>• Walkable streets for pedestrian comfort</li> <li>• Mention of housing diversity as housing affordability is an important issue for the area</li> </ul>	<ul style="list-style-type: none"> <li>• Clarity on the language and choice of words (i.e. green transport and ecologically-centred living)</li> </ul>
<b>Intensification Strategy</b>	<ul style="list-style-type: none"> <li>• Generally supportive – just need to mitigate and consider the negative impacts to residents and public spaces (i.e. congestion, overshadowing, lack of privacy etc).</li> <li>• Preference for density closer to the station (asked if it could be even higher)</li> <li>• Making Bankstown a ‘clustered destination’ that will cancel out the need to drive</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure the ‘stepping down’ of building heights</li> <li>• Consider the adverse impacts to residential amenity (i.e. sunlight and privacy)</li> <li>• Balance the benefits of ‘vibrancy’ with other issues that come with a growing population like congestion</li> <li>• Concerned that the public transport (current and planned) won’t be enough to cater for the increase in population and that people don’t have enough incentive to use it</li> <li>• Rubbish bins and waste collection strategies needs improvement</li> </ul>

<b>Bankstown City Centre Master Plan</b>		
<b>Urban Design Framework</b>	<ul style="list-style-type: none"> <li>• Participants liked the pedestrian connection between Meredith Street and Chapel Road</li> <li>• Supported the framework's emphasis on active transport to provide alternatives to private vehicle use</li> </ul>	<ul style="list-style-type: none"> <li>• Wider streets to ease traffic congestion</li> <li>• Impact of the hospital and research facilities to traffic levels and the road network</li> <li>• Additional schools and pick-up areas</li> </ul>
<b>Character Areas</b>	<p>Recognised the value of the following areas and landmarks as having special character –</p> <ul style="list-style-type: none"> <li>• Paul Keating Park</li> <li>• Sports Club</li> <li>• Olympic Parade (highly enjoyed by the community)</li> <li>• Saigon Place</li> </ul>	<ul style="list-style-type: none"> <li>• Consider repurposing the South Terrace Carpark to open space</li> </ul>

<b>Campsie Town Centre Master Plan</b>		
<b>Component of Master Plan</b>	<b>What participants liked</b>	<b>What participants would like to see improved or considered</b>
<b>Vision</b>	<ul style="list-style-type: none"> <li>• Supports reference to green open spaces</li> <li>• Expansion of riverfront public space</li> <li>• The proposed Civic and Cultural hub</li> <li>• Increasing transport accessibility within Campsie</li> </ul>	<ul style="list-style-type: none"> <li>• Convenient and safe parking</li> <li>• Maintenance of open spaces</li> <li>• Implementation of a night time economy will be challenging</li> <li>• Development might undermine the quality of the river</li> <li>• Consider the needs of the ageing population</li> </ul>
<b>Intensification Strategy</b>	<ul style="list-style-type: none"> <li>• Higher density near the stations</li> <li>• Intensification in the north-east area to improve building stock and take advantage of the river</li> <li>• Support for intensification in some areas to protect the character of others</li> </ul>	<ul style="list-style-type: none"> <li>• Need more parks in residential areas</li> <li>• Concerned that infrastructure won't keep up with development</li> <li>• Concerns public transport will go where it needs to</li> <li>• Provision of schools and childcare</li> </ul>
<b>Urban Design Framework</b>	<ul style="list-style-type: none"> <li>• New civic and cultural hub</li> <li>• Health-related land uses</li> <li>• Mix of housing areas and infrastructure for accessibility</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage more dining areas for better nightlife</li> <li>• Need more accessible and convenient public parking spaces</li> </ul>

Campsie Town Centre Master Plan		
<b>Character Areas</b>	<ul style="list-style-type: none"> <li>• Civic and cultural hub</li> <li>• Making the most of the river front</li> </ul>	<ul style="list-style-type: none"> <li>• Current lack of maintenance of open spaces and buildings in character areas</li> <li>• Reconsider Beamish Street as a character area</li> <li>• Supportive of architectural competitions on specific sites</li> <li>• Quality buildings and creativity is important</li> </ul>