



ankstown
City Centre

September 2021 | Master Plan | Draft for Council

Acknowledgment of Country

The City of Canterbury Bankstown acknowledges the traditional country of the Darug (Darag, Dharug, Daruk and Dharuk) and the Eora peoples.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to Aboriginal and Torres Strait Islander peoples living today.

Council also acknowledges other Aboriginal and Torres Strait Islander language groups in the City and works closely with Aboriginal and Torres Strait Islander communities to advance reconciliation in the City.

Aboriginal and Torres Strait Islander peoples should be aware that this contains images and names of people who have passed away.

If we care for
country it will care
for us

Mayor's message



I am pleased to present the Draft Master Plan for Bankstown City Centre. This is a strategic document that will transform Bankstown into a leading health and education precinct within the Sydney Metropolitan Area.

Bankstown City Centre is at the cusp of major transformation. Major city shaping infrastructure investments underway in the form of a new Sydney Metro Station, the Western Sydney University vertical campus and a committed \$1.3 billion hospital for Bankstown.

With unprecedented institutional and transport infrastructure investment comes opportunities for more people to live, work and learn in Bankstown.

We can leverage off the employment, educational and housing opportunities that come with investment and make Bankstown a truly vibrant, livable and productive city.

The Master Plan delivers on the vision of our Local Strategic Planning Statement "Connective City 2036" along with the Greater Sydney Commission's Planning Priorities in the South District Plan.

We will provide capacity in planning controls to accommodate up to 25,000 jobs, 25,000 students and 12,500 new dwellings by 2036. Our city will be an active and vibrant centre, our economic engine room, and a place that serves the needs of our city.

The Bankstown of the future will feature a high-quality public domain with widened footpaths, new landscaping, an integrated bicycle path network and a place where ecologically centred living is a reality. We will encourage high quality buildings that are connected to new and enhanced open space. Bankstown City Centre will be carbon neutral by 2050, requiring high standards in ecological sustainability.

I look forward to the future of Bankstown growing into a thriving centre for present and future generations. It is imperative that the community helps shape the future of Bankstown and that we, the Council, continues to listen throughout this process. Following community engagement, this plan will become the framework for changes to planning controls in the Bankstown City Centre.

Bankstown is our most strategically important centre and we need to ensure the conditions are right to encourage new development that meets the needs of our growing city. This Master Plan is Council's foundation to realise Bankstown as the vibrant, green, connected and active centre of our City and a place where people from across Greater Sydney and beyond will come to work, learn, live and visit.

Khal Asfour
Mayor, City of Canterbury-Bankstown

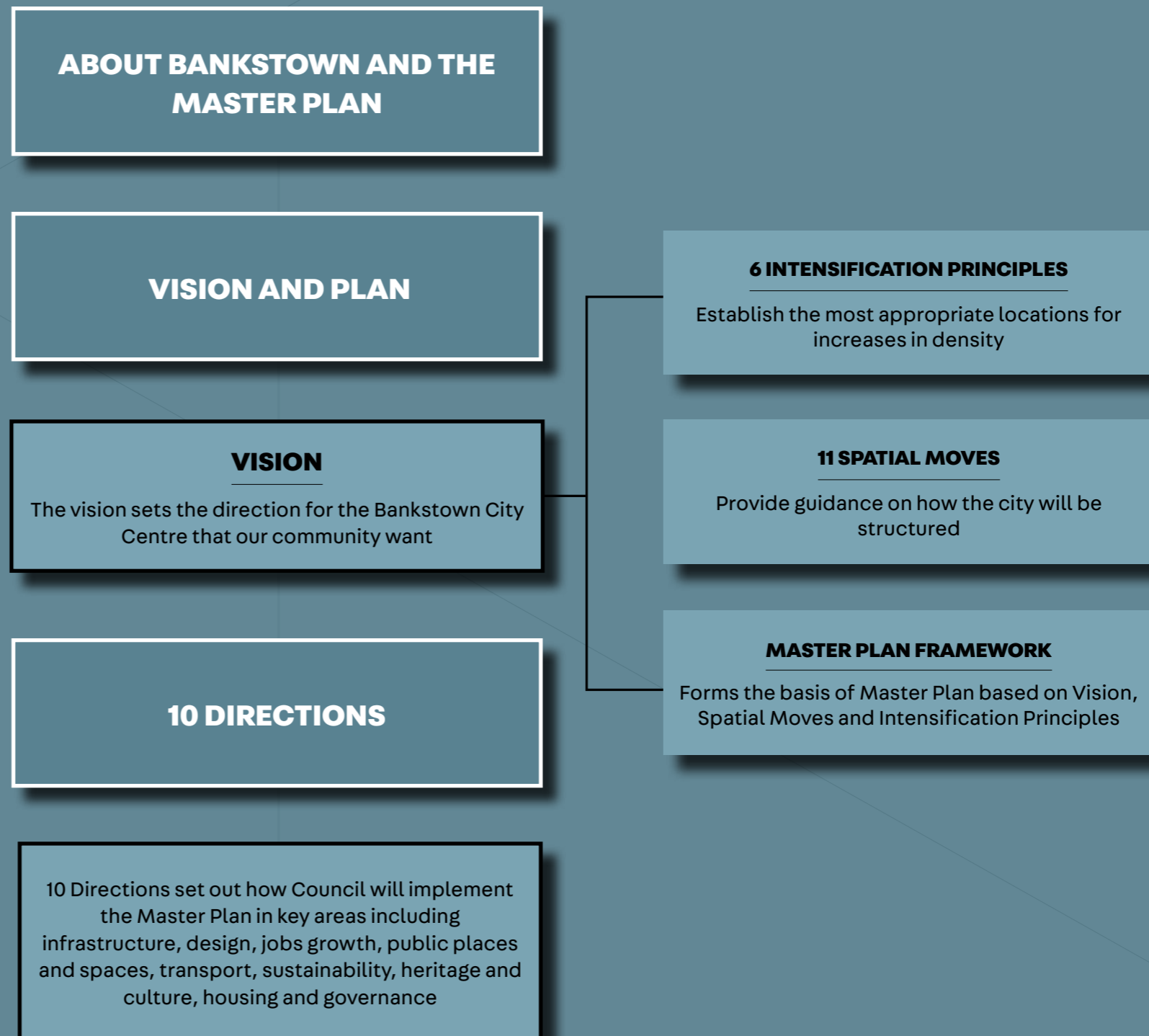
A Plan for Bankstown City Centre

Bankstown is the heart of Canterbury Bankstown's civic and commercial life. The Bankstown City Centre Master Plan aims to have more people living, working, studying, visiting and investing in our largest strategic centre. Creating a liveable, vibrant, sustainable and accessible place that supports attracting jobs and investment is central to the Master Plan. Well planned growth will help reinforce Bankstown's existing qualities. Our streets will be pedestrian friendly, lively places in the day and night, contributing to a sense of safety, attractiveness and inclusiveness. Higher density living and jobs growth will be well located around the future Metro Station, and close to amenities, services and infrastructure. The Master Plan is an innovative framework which will set Bankstown City Centre on a path of becoming a genuine health, academic, research and training precinct.

The Master Plan directly responds to a number of drivers for change, including:

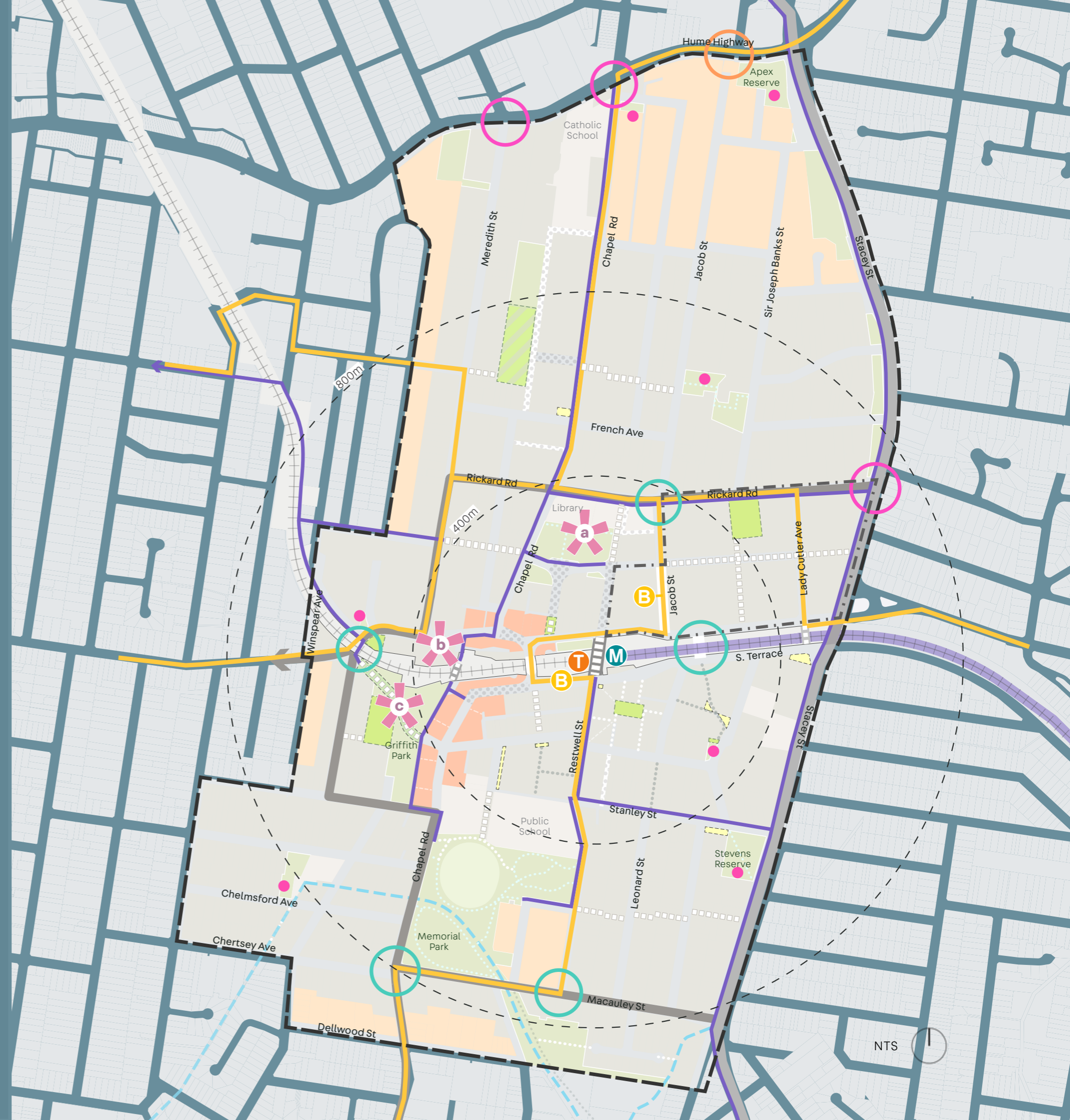
- **Jobs growth, which leverages off key government and institutional investments in transport, education and health**
- **Housing affordability, by providing a range of housing types, and introducing mechanisms for the delivery of affordable housing**
- **A growing population, with diverse needs in terms of housing types and access to infrastructure and services**
- **Demand for sustainability and resilience, improving the environmental performance of the City Centre and managing the impacts of climate change**
- **Moving better, by creating more people focused streets and capitalising on Bankstown's strong rail, future Metro and bus connectivity.**

How Master Plan Works



Framework Map

-  Bankstown Train Station (Current)
 -  Bankstown Metro Station (2024)
 -  Key Bus Route
 -  Railway Corridor
 -  Existing Public Open Space
 -  Analysis Catchment Area
 -  Pedestrian Links - Proposed/Enhanced
 -  Desire Lines (Long-term) - Proposed
 -  Key Arcades - Proposed/Enhanced
 -  Stacey Street Upgrade by TfNSW
 -  Lane way / Shared Street- Proposed
 -  Cycle Link - Proposed
 -  Key Pedestrian Safety Enhancement - Proposed
 -  Pedestrian Crossing under investigation by TfNSW
 -  Pedestrian Bridge being investigated by TfNSW
 -  Sydney Metro Walking and Cycling Corridor
 -  Ring Road - Proposed
 -  Proposed community access to private open space (subject to negotiation with Sydney Catholic Schools)
 -  Public Open Space - Proposed
 -  Private Open Space Reserve - Proposed
 -  Enhancement of existing open spaces - Proposed
 -  Potential Blue Grid Link (to be further investigated)
 -  Public Land Master Plan Underway
 -  Paul Keating Park Master Plan (Adopted)
 -  Marion Street Carpark Feasibility (On-going)
 -  Griffith Park Master Plan (On-going)
 -  Area of Intensification (Height and/or FSR change)
 -  Low Density Residential Special Area - No Change to Intensity
 -  Food & Culture Special Area - No Change to Intensity
 -  Bankstown Central Site - Subject to a separate planning proposal
- *lanes and streets shown on Bankstown Central site are desired connections.







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Introduction & background

1.1 About the plan

Bankstown City Centre is at the cusp of transformation. The City will receive unprecedented and significant committed and planned infrastructure investment. A new Western Sydney University Bankstown City Campus, which will include partnership programs with the University of Technology, the opening of Sydney Metro City and Southwest services and a committed \$1.3 billion investment in a new public hospital for Bankstown will stimulate the City Centre and deliver opportunities for higher education, world-class health services and concentration of innovative jobs.

These opportunities will strengthen Bankstown's role as a genuine employment and destination centre, and provide the community, both within Canterbury-Bankstown and beyond, the opportunity to live closer to a broad range of employment, education and services. They complement the strong presence of TAFE and other anchor institutions that contribute to the Bankstown City Centre today.

The Bankstown City Centre Master Plan is a growth strategy that leverages the opportunities provided by unprecedented investment in infrastructure and services and sets the foundations for revised planning controls to deliver on the established vision for Bankstown.

The Master Plan guides the City towards an active, 24 hour centre that will support its health and education functions with high quality places, increased capacity for jobs set amongst a strong open space, transport and pedestrian network, more diverse and affordable housing and design excellence.

Through 10 key directions, the Master Plan balances opportunities for development to meet the demands of growing numbers of workers, residents and students and their changing needs. It provides a framework for the funding and delivery of new and enhanced community facilities, open spaces and the essential services that will help the city thrive.

The Master Plan includes opportunities for additional height and density in the right locations, ensuring more people are living and working near sustainable transport, jobs and services. The Master Plan ensures sufficient solar access to parks and protects character areas such as Saigon Place to safeguard and enhance its status as a unique, cultural destination.

The strategy plans for improvements in infrastructure for an economically, environmentally and socially successful city. It also sets a benchmark for energy and water targets that achieve greater sustainability outcomes beyond current legislated targets, with the aim of facilitating high quality development outcomes.

This plan will set Bankstown City Centre on its journey in emerging as one of Sydney's great centres, capitalising on its strong connectivity to Greater Sydney, stimulated by investment in transport infrastructure, and underpinned by growth in jobs, housing, health and education.

Planning for jobs and housing growth in Bankstown is part of a broader City-wide approach to concentrate the highest levels of growth in the City's Strategic Centres of Bankstown and Campsie, followed by other local and village centres, whilst maintaining the low-density character of our suburban neighbourhoods.

To realise this future of Bankstown, this Master Plan will:

- Set a 20-year vision for Bankstown (to 2036).
- Translate the 20-year vision into place specific design principles.
- Establish a spatial framework for growth and change across the centre.
- Outline 10 key directions with implementable actions to guide change.
- Inform future changes to planning controls.
- Assist Council advocate for infrastructure delivery and investment.

The Bankstown City Centre Master Plan builds upon Council's broader strategic planning framework. The diagram below emphasises the alignment between the key directions of the Master Plan and the key directions and aspirations of Council's Local Strategic Planning Statement, Connective City 2036 and Community Strategic Plan CBCity 2028. The relationship between these strategies is interconnected and integrated, with all strategies sharing a consistent approach to city shaping.

Following community engagement, it is proposed that the plan be reviewed and finalised to become the foundation of a Planning Proposal to amend the Canterbury Bankstown Local Environmental Plan for Bankstown City Centre.

The Master Plan will also underpin a package of planning controls and policies to guide Bankstown's growth over the next 15-20 years. These include:

- Amendments to the **Canterbury Bankstown Development Control Plan** to inform built form and design outcomes
- Integration into the **Canterbury Bankstown Contributions Plan** to support the funding and delivery of infrastructure
- The introduction of an Affordable Housing Scheme for sites receiving density uplift
- Amendments to Council's hoarding policy.

This plan is supported by a Phase 1 Report, which provides an overview of the analysis, opportunities and constraints which underpin this master plan, along with a series of technical studies which provided guidance on the Master Plan Directions. These include studies to inform indigenous culture and heritage, economic land use, sustainability, transport and parking, infrastructure, urban tree canopy and water management.

Moving forward, the master plan will provide a clear vision and framework for development in Bankstown. It sets clear expectations for improved development outcomes and creates certainty for the community, industry and government in how Bankstown will grow in change over the next 10-15 years and beyond. Existing planning controls in Bankstown already allow for significant growth, however without contemporary and best practice standards in place. This plan provides for further jobs and housing growth that includes a plan for improved infrastructure, advocacy, new and enhanced open spaces and facilities and high benchmarks for quality, sustainable development.

**CONNECTIVE CITY 2036
EVOLUTIONS**

- Evolution 1 Coordination, Community, Collaboration and Context
- Evolution 2 Movement for Commerce and Place
- Evolution 3 Places for Commerce and Jobs
- Evolution 4 Blue Web
- Evolution 5 Green Web
- Evolution 6 Urban and Suburban Places, Housing the City
- Evolution 7 Cultural Places and Spaces
- Evolution 8 Design Quality
- Evolution 9 Sustainability and Resilience
- Evolution 10 Governance and Funding



**BANKSTOWN MASTER PLAN
DIRECTIONS**

- Direction 1 A City Stimulated and Supported by Infrastructure
- Direction 2 A Centre for People
- Direction 3 A Vibrant City of Commerce, Health and Education
- Direction 4 A Well-Designed Centre
- Direction 5 A City that Embraces Nature
- Direction 6 The Heart of Connective City
- Direction 7 A Resilient and Carbon Neutral Centre by 2050
- Direction 8 A Centre Proud of its Heritage and Culture
- Direction 9 A Centre with Housing for All
- Direction 10 A City with Collaborative and Transparent Governance

**CBCITY 2028 COMMUNITY STRATEGIC
PLAN DIRECTIONS**

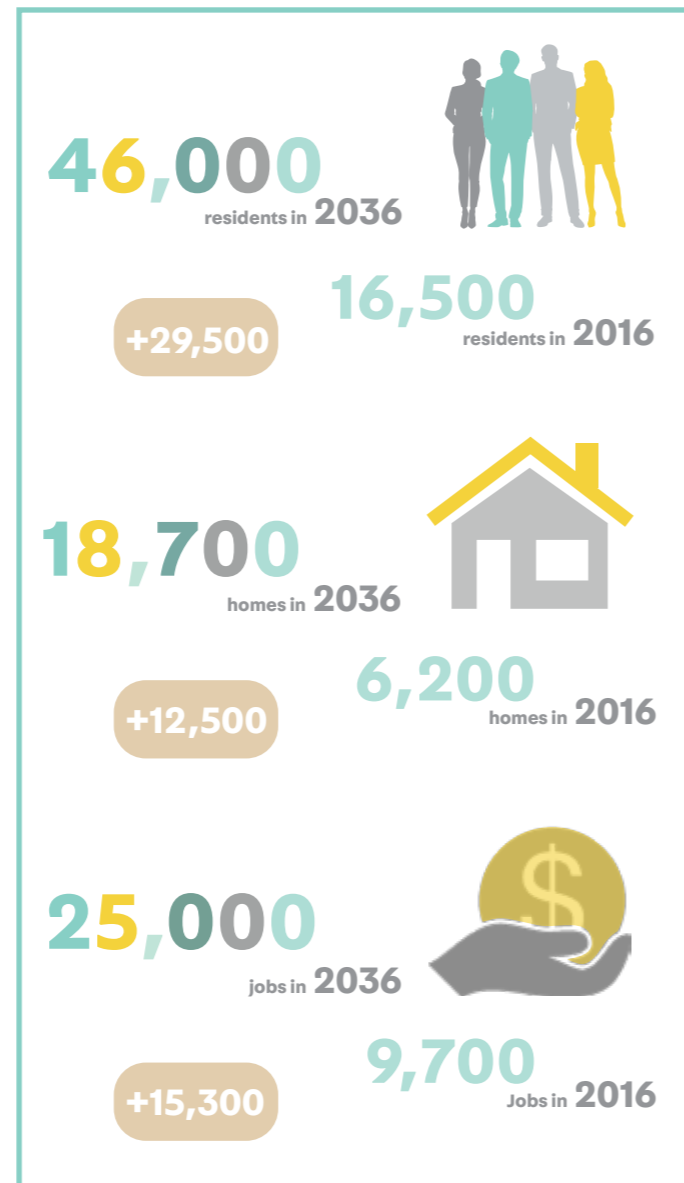
- Safe & Strong
- Clean & Green
- Prosperous & Innovative
- Moving & Integrated
- Healthy & Active
- Liveable & Distinctive
- Leading & Engaged



1.2 The Centre



Bankstown City Centre is Canterbury Bankstown's primary urban centre, currently undergoing a period of unprecedented infrastructure and institutional investment. As a Strategic Centre, it is on the cusp of transformation driven by investment in public transport, health infrastructure, higher education and other retail, commercial and entertainment facilities .



Bankstown is located on the land of the Gwegal, Bidjigal and Dharug people. The area where the Bankstown centre stands today has provided water, food and culturally significant meeting places for over 60,000 years.

Modern Bankstown remains an important part of a rapidly evolving Sydney. It is recognised as a Strategic Centre and Health and Education Precinct in the Greater Sydney Region Plan. Bankstown's transformation is in part being driven by a rapidly growing resident, student and worker population, city shaping investments in a future university, Sydney Metro upgrade of the current railway line and potential public hospital.

Accessible by the T3 train line, numerous bus routes and arterial roads including Stacey Street Canterbury Road and the Hume Highway, Bankstown is located just 22km from Central Sydney. The centre lies on flat land edged by the shallow ridges to the north along the Hume Highway and Stacey Street and a gentle decline to the south towards Salt Pan Creek. Radiating out from one of the busiest rail stations in Sydney, the centre hosts a mix of retail, hospitality, services and housing options as well civic spaces including the Bankstown Library and Knowledge Centre, a local courthouse and Bankstown Arts Centre.

Open spaces are spread across the centre. Pocket parks to higher profile spaces, such as Paul Keating Park in the CBD core and the City Gardens adjacent to Memorial Oval, provide places of respite, exercise, play and socialising.

The face of Bankstown has grown and changed over the years. Today, the centre is a cultural and linguistic mosaic with more than half of the community born overseas. This blend of cultures has shaped Bankstown

into the distinctive centre it is today. The people of Bankstown are the custodians of a multicultural and passionate city.

Community identity is showcased in Bankstown's City Centre - most strongly in Saigon Place offering an authentic pocket of Vietnam in Australia with locally owned shops, eateries and fresh food produce stores. Alongside smaller businesses, the centre contains several large commercial anchors including Bankstown Central Shopping Centre, Bankstown Sports Club, Bankstown TAFE NSW and Bankstown RSL, along with Council's corporate offices and a sizeable business and worker community. One of Greater Sydney's premier cricket ovals, Memorial Oval, marks the southern edge of the City Centre core. Bankstown is also the key centre for surrounding, important employment lands, including Bankstown Airport and Chullora.

Most residents within the Bankstown CBD live in apartments. These apartments and walk-up units built from the 1960's onwards offer medium and higher density options close to shops, transport and services. On the outskirts of the core, residential areas offer a mix of single storey homes of Federation or post war style homes, or low scale apartment blocks on large lots.

The Bankstown City Centre Master Plan is a visionary approach to lead growth and increasingly diverse community to celebrate its identity whilst facilitating jobs, housing, student and investment growth. Bold planning will reinforce Bankstown as a strategically important, unique, people-focused destination for everyone.



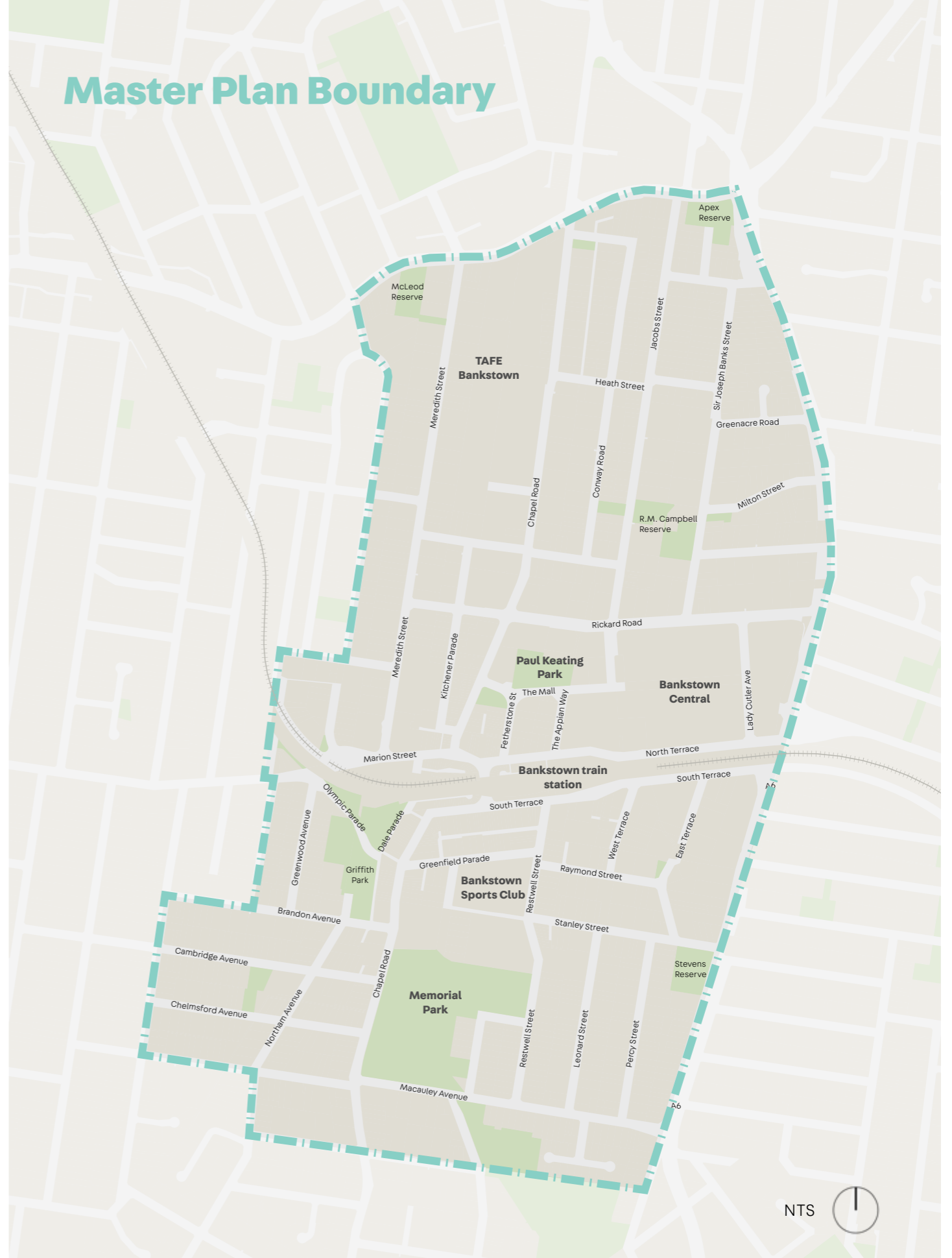
An artist's impression of Paul Keating Park.



Sydney Metro, expected to commence servicing Bankstown City Centre in 2024.



The proposed Western Sydney University Bankstown City Campus, currently under construction.



1.3 Historic overview



For thousands of years, the area of Bankstown was Wangal land, which is thought to have originally extended from Darling Harbour and almost to Parramatta in the west. The Wangal were a clan of the Darug tribe or language group, whose country is considered to extend from the Hawkesbury River to Appin, and from the east coast of Sydney across the Cumberland Plain into the Blue Mountains.

The Wangal people had centres in Salt Pan Creek and the current suburb of Bankstown. The area was covered with turpentine and ironbark forests and woodland of angophora, blackbutt, Sydney peppermint and bloodwood. The land provided kangaroo, emu, possum, wild honey, plants and roots. The Cooks and Georges Rivers provided fish and shellfish for the local population. Aboriginal people continued to camp at Salt Pan Creek following European settlement, and would gather oysters, prawns and river fish, and hunt swamp wallabies and other game.

In the 1930s, the Salt Pan Creek camp became a refuge for Aboriginal people escaping the control of the Aborigines Protection Board. Evictions of Aboriginal people began to occur in the local area during the late 1920s to the early 1930s, particularly due to residential development expansion. In 1933, Joe Anderson, who regularly protested the Aborigines Protection Board, was filmed at Salt Pan Creek petitioning for identification of Aboriginal custodial ownership and for an Aboriginal representation in federal parliament. In 1933 the speech was distributed by Cinesound News and reached audiences across the nation.

The area was discovered by Europeans in 1789, when Captain John Hunter completed a survey of Botany Bay and its Rivers; Georges River and the Cooks River. The first land grant

in the current suburb of Bankstown was given to George Johnston after 1813, known as, 'Johnston Estate', comprising over 270 hectares and included land as part of the current Bankstown Airport.

The area around north Bankstown was synonymous with the term, 'Irish Town'. In 1806, Irish migrants began settling around Bankstown in an area known as 'Liberty Plains', close to St Felix Church and centres around the present day junction of the Hume Highway and Chapel Road. It contained many inns and pubs to accommodate roadside travellers. Owners of these establishments competed for names that fit in with the Irish identity of the area. By 1828, half of the district's population was comprised of Irish Catholics.

With the development of the current Bankstown railway line in the 1860s, many of the inns in the North Bankstown area closed down due to reduced demand. However, new hotels were built in early 1900s near the railway.

Bankstown later developed into a burgeoning suburb, with significant growth in surrounding suburbs. During World War II, Bankstown Airport was established as a key strategic air base to support the war effort. After the arrival of Douglas MacArthur in Australia, control of Bankstown Airport was handed to US Forces. Bankstown was known as "Yankstown" during World War II because of the large number of American service personnel stationed at the airport.

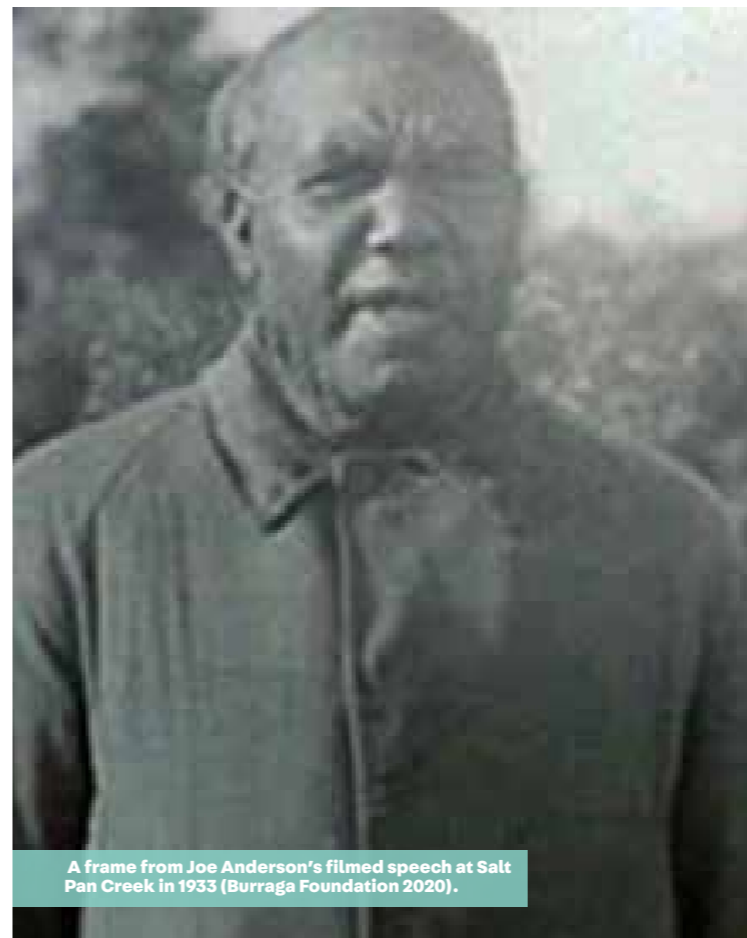
After World War II, Bankstown's population increased dramatically. Infrastructure left by the military plus cheap housing attracted waves of migration. People relocated from the inner-city and incoming migrants came, first from Europe and towards the end of the 20th century from Asia and the Middle East.

During the later half of the twentieth century, Bankstown City grew into a bustling retail and civic hub for the region. During this time, Bankstown Square (now Bankstown Central), Civic Tower, the Bankstown Town Hall (now the Bryan Brown Theatre and Bankstown Library and Knowledge Centre) and other key institutional developments began to emerge, attracting workers and visitors from Bankstown and beyond.

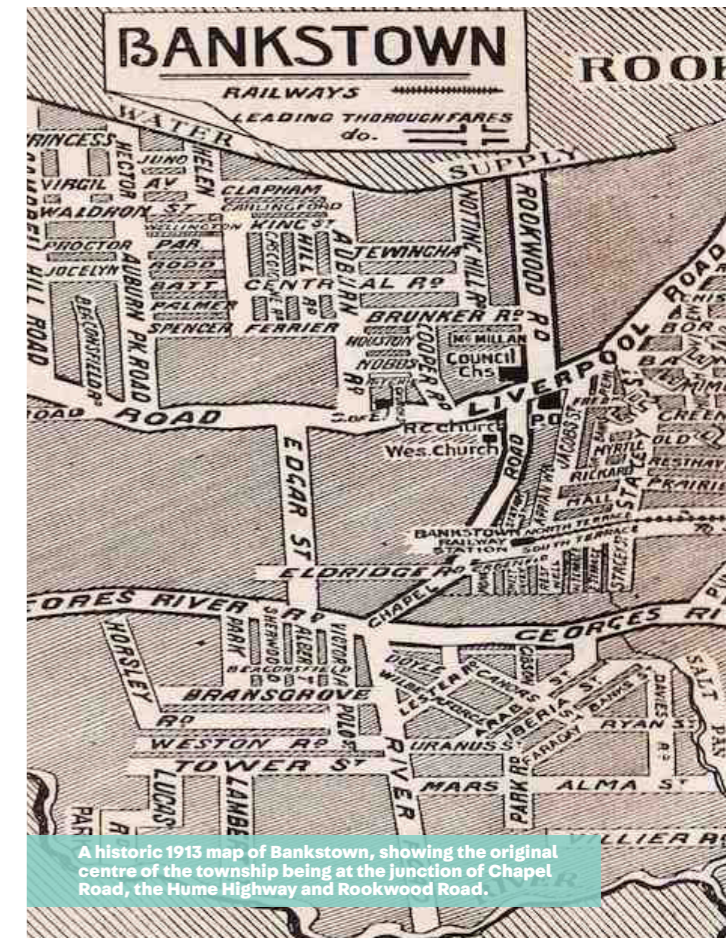
Today the Bankstown centre is Canterbury-Bankstown's premier strategic centre, home to over 16,500 residents and many more thousands of workers and students. The centre now finds itself at the beginning of a new era of transformation. The intent of the master plan is to guide growth and change over this next period and ensure it continues its long held tradition as a place for commerce, recreating and gathering.



A historic map of Salt Pan Creek and the surrounding areas in 1830, depicting the natural topography and hydrology of the region. Note, Irish Town was the name for the original European settlement of Bankstown (Source: L Mitchell, engraved by John Carmichael, Map of the Nineteen Counties, State Library of NSW)



A frame from Joe Anderson's filmed speech at Salt Pan Creek in 1933 (Burruga Foundation 2020).



A historic 1913 map of Bankstown, showing the original centre of the township being at the junction of Chapel Road, the Hume Highway and Rookwood Road.



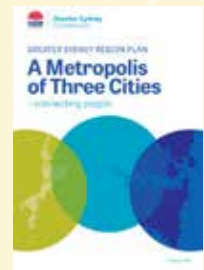
A photo of a busy Bankstown Pools, now the location of the Bankstown Arts Centre.

1.4 Setting the Scene

There are six key state and local-level strategic planning documents that inform land use planning within the Bankstown City Centre and collectively create the strategic line of sight from a region to local level.

These include:

- The Greater Sydney Region Plan: Greater Sydney Commission, 2018.
- Future Transport 2056: Transport for NSW, 2018.
- South District Plan: Greater Sydney Commission, 2018.
- Community Strategic Plan, CBCity 2028
- Bankstown City Centre and Bankstown Airport Place Strategy.
- Local Strategic Planning Statement, Connective City 2036.



A Metropolis of Three Cities

The Greater Sydney Commission's Greater Sydney Regional Plan sets out a 40-year vision for Greater Sydney. A key action that will be achieved through the Master Plan is transforming Bankstown from a lower-order commercial and retail focused centre into a regionally significant employment, health and education and destination centre. This master plan seeks to facilitate this transition.



South District Plan

The Greater Sydney Commission's, South District Plan is a 20-year plan that implements the directions contained in the Greater Sydney Region Plan. Key actions of this Strategy that will be implemented through the Bankstown City Centre Master Plan include:

- Delivering new or upgraded social infrastructure that reflects the needs of the community including open space and community facilities.
- Delivering healthy and safe places by providing planning controls and public domain improvements to activate street life.
- Increasing housing supply and diversity. The City Centre will provide 12,500 dwellings toward the Canterbury Bankstown's adopted 50,000 additional dwelling target by 2036.
- The City will ensure up to 3% of new dwellings are for Affordable Housing.
- Increasing jobs capacity to meet the upper total jobs target for Bankstown of 25,000 by 2036 and transform Bankstown into a Health and Education Precinct.
- Protect and conserve heritage and local character.
- Reduce urban heat and improve water health through increased tree canopy and water sensitive urban design.
- Achieve a low carbon precinct by incentivising increased energy and water performance buildings through planning controls above legislated targets.



Future Transport 2056

Future Transport 2056 sets a vision for transport in Greater Sydney. The Strategy includes plans to improve Bankstown's connectivity to Sydney CBD, Parramatta and Liverpool, improving the city's accessibility to the Three Cities and other important employment lands close to Bankstown including Chullora and Bankstown Airport.

Key actions of this Strategy that will be implemented through the Bankstown City Centre Master Plan include:

- Capitalising on the delivery of Sydney Metro services by 2024 by planning for increases in employment and housing capacity around the future Metro Station, and protecting employment capacity for the future, particularly as further connections to the Three Cities are delivered.
- Building a City where increasing housing and jobs around the future Bankstown Metro Station, bus routes and future pedestrian and cycle infrastructure improvements will encourage people to travel within 30 minutes by public or active transport.
- Making walking or cycling a convenient option for short trips around the centre through the implementation of Complete Streets Public Domain Plan and new pedestrian and cycle links proposed as part of this Master Plan.
- Separating freight from people where practical (by maximising rear lane or on-site servicing/loading) to enable freight and servicing to operate efficiently whilst protecting the amenity of the public domain.

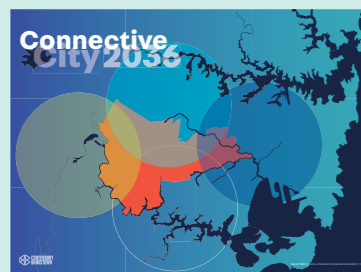


Bankstown CBD and Bankstown Airport Place Strategy

The Bankstown City Centre and Bankstown Airport Place Strategy aims to guide the area's transition from a suburban centre to a distinctive health, academic, research and training precinct.

Key actions of this Strategy that will be implemented through the Bankstown City Centre Master Plan include:

- Planned improvements for better at grade pedestrian facilities across major road corridors with consideration to enhanced design, place and safety outcomes at the interface of Bankstown CBD, key gateways and destinations.
- Reduce parking rates (including maximum parking rates) to match Bankstown's relative accessibility.
- Implement design excellence provisions and guidelines in the LEP and DCP to ensure a well-designed built environment.
- Encouraging a cluster of acute hospital and health services with related research and educational uses in Bankstown CBD through creation of a Commercial Core land use zone and increased minimum employment floor space requirements and floor space bonus incentives in a mixed-use zone.
- Implementation of higher BASIX and sustainability targets as part of development floor space bonuses.
- Build Green Grid connections and improve walking and cycling to and along Salt Pan Creek Corridor, Bankstown to Sydenham Open Space Corridor and throughout the City Centre.



Connective City 2036

Connective City 2036 is Council’s vision for Canterbury Bankstown to guide future growth. Key actions of this Strategy that will be implemented through the Bankstown City Centre Master Plan include:

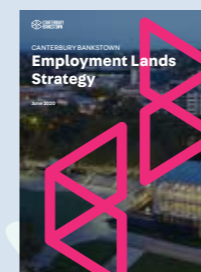
- Providing capacity for 25,000 jobs and 25,000 students in Bankstown City Centre by 2036.
- Implementing controls for no net loss of employment floor space on sites within Bankstown City Centre.
- Developing a night time economy in Bankstown.
- Increasing capacity in planning controls for tourist and visitor accommodation and health, education and commercial uses.
- Increasing and encouraging different housing typologies in Bankstown to meet the needs of all people.
- Recommending new sites and areas for heritage listing, heritage character areas and special character areas.
- Providing increased capacity for art and culture through envisioned upgrades and expansion to Bankstown Arts Centre.
- Implementing planning controls that consolidate freight, loading and servicing functions in centres to rear laneways and on-site (where practical).
- Planning for increases in indoor multi-purpose and recreation facilities (both privately owned, publicly accessible and Council owned).
- Developing design controls and guidelines for design and sustainability excellence.
- Implementation of higher BASIX and sustainability targets by amending the current sustainability bonus mechanism.



Local Housing Strategy

The Local Housing Strategy provides a vision for housing in the City of Canterbury Bankstown. It sets a target to deliver 50,000 new homes in Canterbury Bankstown by 2036. The Local Housing Strategy sets a specific target of 12,500 additional dwellings, or 25% of Canterbury Bankstown’s total dwelling growth to Bankstown City Centre. The Master Plan implements the following actions to achieve the vision of the Local Housing Strategy for Bankstown City Centre:

- Proposes to amend height and FSR controls to increase dwelling capacity to accommodate the additional 12,500 dwelling delivery targets by 2036.
- Defines eight desired local character areas to ensure new dwellings are designed to conform to the desired character of the area.
- Provides directions for DCP controls to increase housing choice; including specifying bedroom mixes in multi-dwelling developments.
- Develops design excellence provisions in the LEP and DCP to ensure high quality built form housing outcomes.
- Concentrate the majority of housing growth in the City in centres, whilst maintaining the low density character of suburban neighbourhoods.



Employment Lands Strategy

The Employment Lands Strategy proactively guides future employment growth in Canterbury Bankstown. The Strategy provides a key action to deliver a total of 25,000 jobs in Bankstown City Centre by 2036, as envisaged in the LSPS and South District Plan. The following actions of the Strategy will be executed in this Master Plan:

- Introduction of a B3 Commercial Core zone in Bankstown City Centre to protect areas for employment uses.
- Increase the permissible height and FSRs in the proposed B3 zone to increase capacity for employment uses to contribute toward the total 25,000 job target by 2036.
- Increase the minimum requirement of employment-generating uses in key sites in the B4-zone to be 50% or more of the total gross floor area.
- Introduce an LEP control that requires no net loss of commercial floor space through redevelopment.
- Increase residential population in the city centre to support local businesses.
- Permit health services facilities in the SP2 zone on the site of the current Bankstown TAFE NSW to encourage a health and education precinct.
- Intensify employment uses around the future Bankstown Metro Station through uplift in planning controls.
- Improve the amenity, public domain and built form outcomes of Bankstown to attract and retain jobs and businesses in the centre.



Affordable Housing Strategy

The aim of the Affordable Housing Strategy is to contribute to the reduction of the level of housing stress experienced by residents across the City of Canterbury Bankstown. Council’s Affordable Housing Strategy identifies a range of mechanisms to deliver affordable housing in Bankstown City Centre.

The Master Plan implements the Affordable Housing Strategy by establishing an affordable housing contribution scheme in the LEP of up to 3% of all new dwellings in conjunction with achieving the incentive FSR and Floor Space Ratio. Alternative to the dedication of dwellings, it enables developers to provide a monetary contribution per square metre of total residential gross floor area.

The Strategy set an action for master plans to test the feasibility of providing up to 15% of residential floor space as affordable housing. The feasibility analysis undertaken as part of this Master Plan determined that the rate of 3% was the upper limit within this scheme that maintained the feasibility of development. A staged implementation approach will be taken.

This Master Plan will require up to 3% of all residential floor space in applicable areas to be Affordable Housing. It is noted that targets set by the State Government for 5-10% Affordable Housing are for ‘floor space uplift’ only.

1.5 Drivers for change



The proposed Western Sydney University Bankstown City Campus, currently under construction.

Jobs Growth

Bankstown City Centre is the key Strategic Centre for the local government area (LGA), anchored by health, education and knowledge industry sectors, in addition to population serving sectors like retail and personal services.

Council's Employment Lands Strategy and LSPS sets a total jobs target of 25,000 jobs for Bankstown City Centre by 2036. To meet this target, approximately 14,000 additional jobs will be needed, requiring an additional 419,829sqm of suitable floorspace in the centre (SGS, 2020). This growth will be in build on an existing network of institutions already in Bankstown, providing vocational education, including TAFE, and other destination entertainment, conferencing and events, cultural and sporting destinations.

The future Western Sydney University Campus (expected completion in 2022), potential public hospital and future clustering of knowledge intensive and population serving uses will help to meet this target. Collectively, this will transform the role, reputation and attractiveness of Bankstown as a place to live, work, study, visit and invest in. This represents a once-in-a-generation opportunity to build a genuine, employment focused centre with strong connectivity to the Three Cities of Greater Sydney and other strategic employment centres such as North Sydney, Chatswood, Macquarie Park and Norwest via Sydney Metro.

A successful centre also requires a range of services and amenity. To successfully achieve and support the planned jobs growth in the centre, there will also be a focus on creating well designed, active streets and facilitating a strong night time economy.

Housing Affordability

In the Canterbury-Bankstown LGA, the overall proportion of households experiencing housing stress at the 2016 Census was higher than the average for Greater Sydney (11.8%), with 18.6% of households earning in the lowest 40% paying rent or housing repayments greater than 30% of their household income.

Today, Bankstown City Centre provides comparatively more affordable housing compared to many of suburbs that surround the centre. This relative affordability of Bankstown City Centre has enabled many lower income households to live in the centre – a half of Bankstown City Centre households make less than \$1,000 a week (< \$51,999 per year). Despite the relative housing affordability, 29% of households are still in housing stress. A significantly higher proportion of households are in rental stress than mortgage stress.

When house prices rise, renters are faced with increased housing cost, unlike homeowners who experience an increase in the value of their dwelling. This is a key consideration for Bankstown City Centre, where 49% of households rent, which is higher than the average in Greater Sydney (31%).

While urban renewal has many benefits, this process can impact housing cost through the replacement of older housing with newer stock. On average, areas with a higher proportion of new dwellings have higher rents. For this reason, the redevelopment of relatively affordable older housing stocks would increase rents and decrease housing affordability, potentially displacing residents to other areas. Accordingly, Council has committed to delivering affordable housing

in the Bankstown Centre, subject to viability testing which has been tested through the master plan development. Increasing affordable housing supply in the study areas is a key consideration for the master plan.

An evolving and growing population

Bankstown is experiencing steady population growth. Over the past 10 years, the community has seen a growth in diversity with more people born overseas and speaking languages other than English.

This population growth, along with improved connectivity, is resulting in an increase demand for new and diverse housing types, including dwellings for both larger households (couples with children and group households) and smaller households (couples with no children, single parents, single people).

Meeting Council's 2036 housing target for Bankstown will enable population growth with housing that meets the needs of different people at all stages of life.

Demand for sustainability and resilience

Climate change is contributing to an increase in the frequency and intensity of extreme weather events causing infrastructure failure and posing significant risks to people, property, the environment, and the economy. Canterbury-Bankstown's local climate is also getting hotter and more extreme, as discussed further at Direction 7.

It is imperative that Council plays a role in reducing the adverse impacts of climate change through increased sustainability outcomes for residential and commercial development. Incentivising sustainable transport and increasing vegetation and tree canopy in open space and in the public domain are paramount to achieving this.

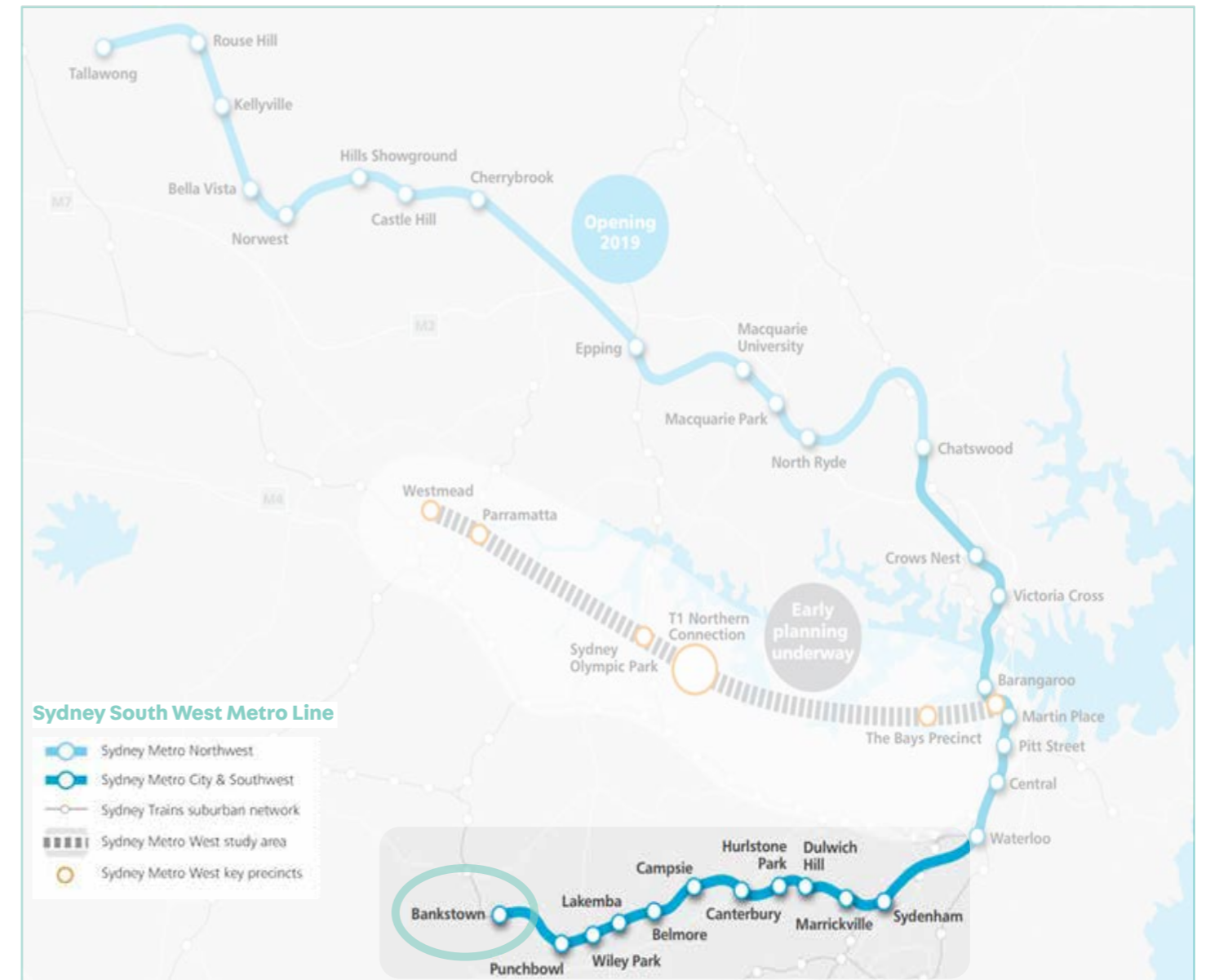
Moving better

A key spark for transformation is the conversion of T3 - Bankstown Line into a metro line, which will improve connectivity and position the centre as a central junction between the Sydney CBD and the Western Sydney. The future Sydney Metro line will reduce travel times between Bankstown City Centre and Central Station to 26 minutes, the Sydney CBD and with a service running every 4 minutes during peak hours. The Metro will, for the first time, connect Bankstown City Centre to hubs such as Barangaroo, North Sydney, Chatswood and Macquarie Park.

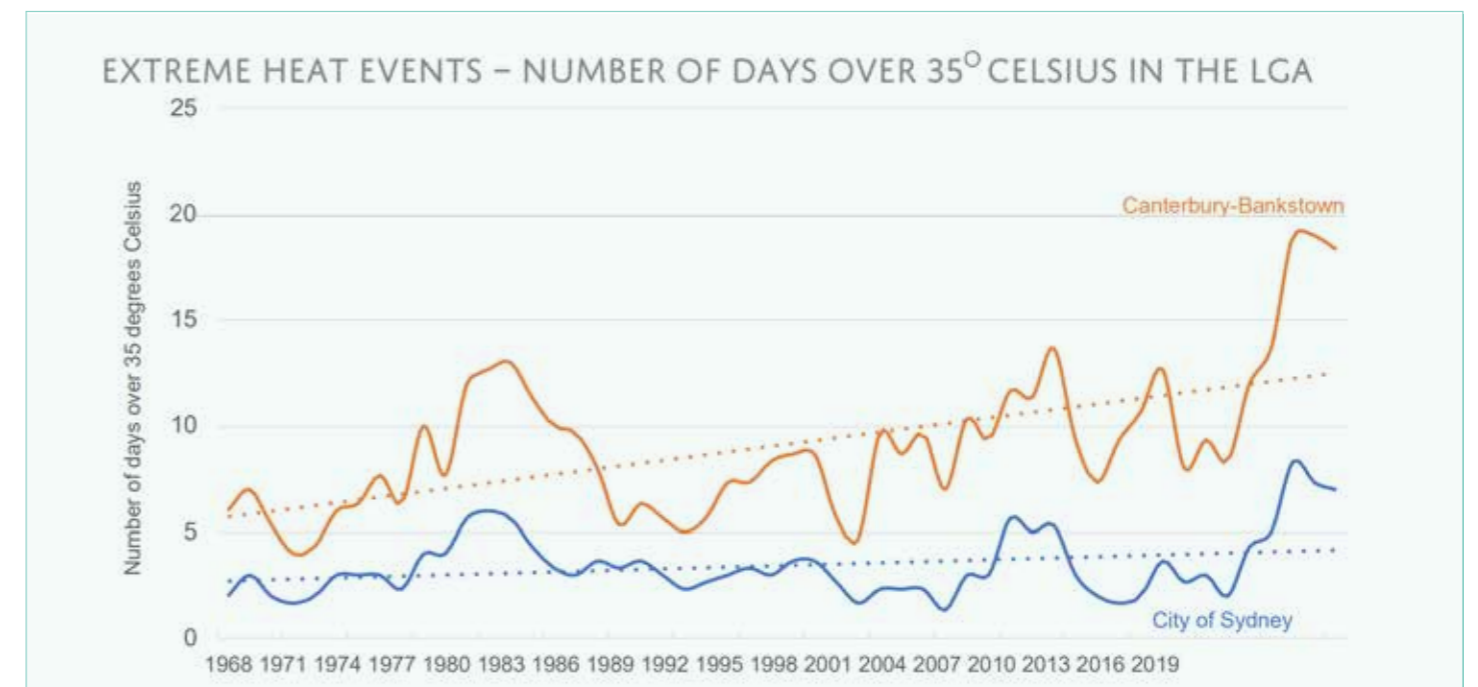
In the long term, Bankstown's convenient and central location in Greater Sydney will make it an important connecting city to the Three Cities (Sydney, Parramatta and the Western City Aerotropolis), with future mass transit links earmarked between Bankstown and Parramatta, Kogarah and Liverpool via Bankstown Airport.

This means Bankstown is set to experience significant improvements to capacity, frequency and reliability of transport options and reduced car dependency. Unlocking the connectivity of the Centre will enable significant employment, education and housing growth and opportunities in the centre.

This investment needs to be further supported by improvements to local and regional bus networks and public transport services that connect Bankstown during the day and night. Improved active transport connections to surrounding areas will also help encourage alternative transport choices.



The Sydney Metro Network as planned (2021)



Extreme heat events

1.6 Community engagement

We engaged with residents, businesses, students, workers, landowners and members of the Aboriginal and Torres Strait Islander communities to inform development of the master plan. Through these conversations we collected important insights into what the community want to see in Bankstown City Centre.

During development of this Master Plan, Council has had interactions with 4,945 people.

How we engaged

Stage 1 – What we’ve already been told

As a first stage, this master plan considered what the community has already told Council on previous projects in relation to Bankstown City Centre. Some of the key messages coming from previous engagement include:

- Improving the perception of safety at night.
- Improving pedestrian safety in the City Centre.
- Having more pedestrian friendly areas.
- More night time activity needed, especially shops, restaurants and cafés.
- Increasing landscape areas and tree cover.
- Dealing with parking and traffic.
- Having a plan to deliver infrastructure needs.
- Increase capacity of hospital and schools.
- Having high quality design – concern over poor quality development.
- Improvements to the bus network.
- Additional open spaces and sports facilities.

Stage 2 – Early Engagement

In Stage 2 Council connected with the community and landowners to learn more about what the community likes about Bankstown and where improvements are needed.

In this stage we engaged the community with:

- An online survey for the community.
- An interactive online map.
- Call an expert service which allowed the public to register for a call back directly from an officer involved in the master plan.
- Landowner engagement.

Stage 3 – Targeted Engagement

In stage 3 we tested key ideas with a community and industry groups to collect feedback to help us refine the Master Plan.

In this stage we engaged the community with:

- Student and worker focus groups.
- Industry engagement.
- Land owner engagement.
- Aboriginal and Torres Strait Islander group engagement.
- Direct stakeholder engagement with government agencies.

Stage 4 – Public Exhibition

Early engagement before finalising the Master Plans was undertaken for a period of seven weeks (March to May 2021) in order to understand the community’s view of the proposed changes. The community’s input has informed a number of Master Plan changes, summarised in a separate Submission Report (August 2021).

Further, formal public engagement will occur as part of a future Planning Proposal for the Bankstown City Centre.

What do you want for Bankstown?

“Bankstown needs more outdoor dining and pedestrian malls”

Ram

“I want to see solid cultural identities, a more accessible and much more accepting city centre of the disabled, LGBTI+, people of all colour and identity and age.”

Ming

“Open spaces, less cars, brighter streets”

Lin

“Love the Bankstown Memorial Park, especially the grand stand – the architecture is so beautiful”

Antonio



“Bankstown is such a wonderful and exciting city to be in during the day, however, after 5pm when all the shops and businesses are closed, the city closes as well.”

Ali

“Traffic will never be free-flowing through the CBD, so I believe the goal should be to optimise the pedestrian experience, rather than cater to drivers.”

Margaret

4,945 people have engaged with Council through the development of the Master Plan between August 2020 and June 2021.

“Bankstown has a good diversity of shops, including cultural diversity and interest”

John

What we heard	What we're doing	Master Plan Directions
<p>Development needs to be supported by better infrastructure</p>	<p>Ensuring that infrastructure is built at the right time to support a growing high-density community.</p> <p>Investigating a range of mechanisms to deliver on the infrastructure needs of the existing and growing resident, worker, student and visitor populations.</p> <p>Work with State Government agencies and other institutions for State infrastructure improvements (hospitals, schools, roads), and shared use of facilities (Schools Infrastructure, Sydney Catholic Schools).</p>	
<p>The community would like to see more open spaces and facilities that can be used for a variety of purposes and people</p>	<p>Creating new parks and upgrading existing parks to meet the diverse needs of the resident, worker and student communities.</p> <p>Deliver the development or upgrade of indoor sports, recreational and multi-purpose facilities by Council and others.</p> <p>Continue to work with Schools Infrastructure and Sydney Catholic Schools for community access to certain facilities that can complement those provided in the City.</p>	
<p>Bankstown's cultural diversity should be celebrated throughout the city centre</p>	<p>Celebrating local culture and heritage by incorporating art in the public domain and maintaining fine grain character of special precincts such as Saigon Place.</p>	
<p>Buildings should be green and energy efficient and have a better design quality</p>	<p>Requiring all new buildings to meet high sustainability targets above minimum legislated targets.</p> <p>Requiring a higher standard of design, particularly for high density development.</p>	
<p>The city should be easier to get around by foot, bike or bus then car</p>	<p>Making the city centre easier to get around on foot or by bike, and making the most of the new Sydney Metro coming to Bankstown.</p> <p>Improving the experience for pedestrians using the City Centre</p>	



Vision & Plan

2.1 Vision

Bankstown City Centre is the **beating heart** of Canterbury Bankstown and a destination for Greater Sydney.

Walkable streets are framed by beautiful parks and great architecture. The city embraces **environmentally sustainable living**.

Anchored by a prominent university, health institutions and a world-class metro, Bankstown is a **leading centre** for **innovative jobs**, **housing choice** and **green transport**.

People are drawn to the City for its **delicious food** and **vibrant art, culture**, entertainment and nightlife.

The vision statement expresses the aspirations of Bankstown for the next 15 years and will guide future decision making and investment. It has been informed by community input and a range of background studies.

The vision will be delivered through a number of objectives and actions that relate to key strategic directions identified in this report which relate to land use, built form and density, transport and movement, public open spaces, services and community infrastructure, sustainability and urban ecology.

The vision for Bankstown is translated into specific future character areas within the study area and outlines how each will retain, enhance or create unique places that resemble the aspirations of Bankstown's diverse community.





2.2 Spatial Moves

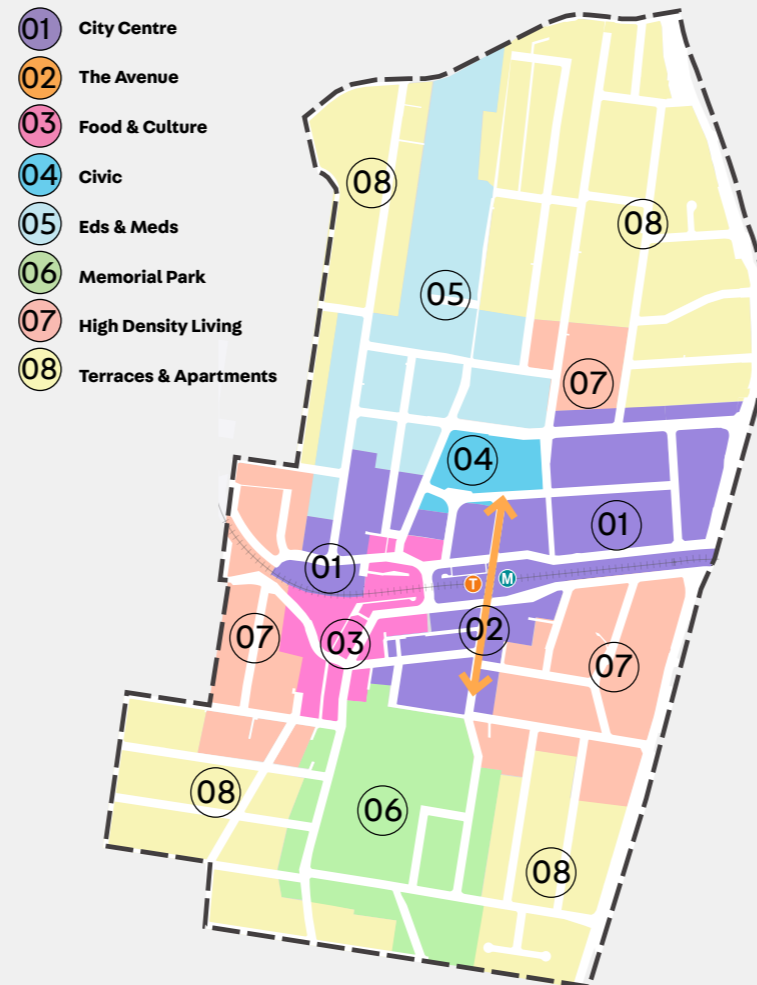
What are the Spatial Moves for Bankstown?

Spatial moves are essentially a 'blueprint' for Bankstown City Centre. The 11 Spatial Moves set out where and how growth and development will occur over the next 15 years.

These spatial moves are underpinned by the vision and key directions for Bankstown City Centre. It considers a range of topics such as character, land use, movement, open spaces, heritage, natural environment and natural hazards, translated by the ensuing Urban Design Framework Plan.

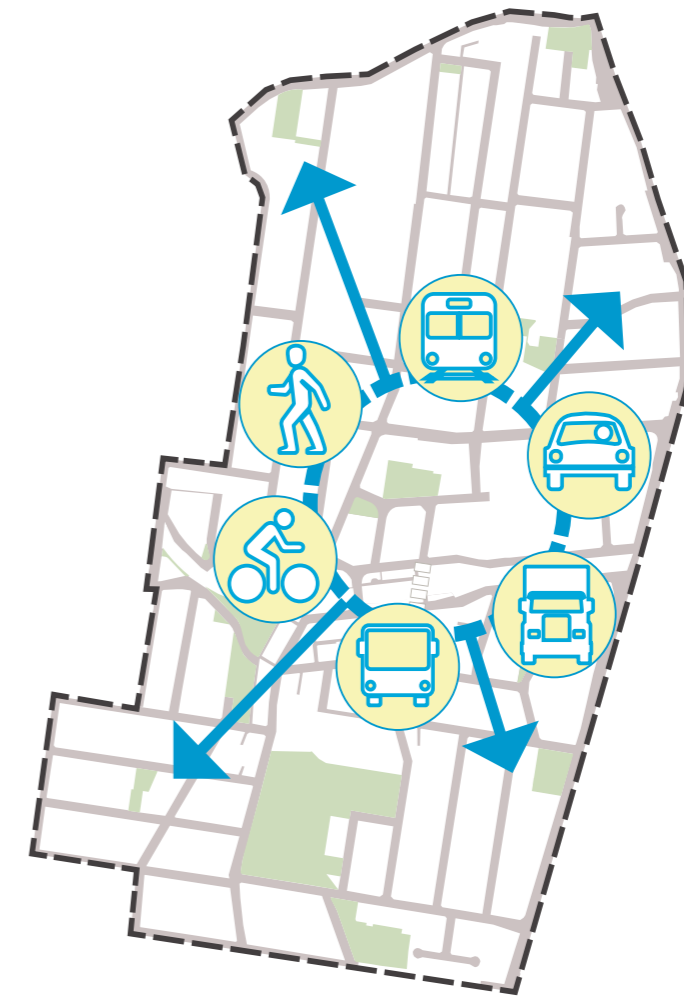
Spatial Move 1: Define and celebrate unique character areas

Future character aspirations utilise existing character as a starting point and aims to enhance unique characteristics by celebrating existing great places and features. Future character reflects Bankstown's aspiration as a major centre in Sydney with high to medium density neighbourhoods distinct from each other yet connected through buildings, plantings, streets and identity. The plan achieves this through eight character areas.



Spatial Move 2: Complete Streets transport and place recommendations

Complete Streets recommendations (endorsed by Council October 2019) to provide well-designed, quality streets so that whether by foot, bike, bus, train or car it is easy to get into and around the city centre safely and conveniently. Bankstown CBD is a desirable destination to live, work and visit, famous for its cultural diversity and walkable streets bustling with life.



Spatial Move 3: Unite Bankstown as 'one centre' along an active north-south pedestrian spine

Strengthen and improve north-South connections across the Rail line which currently acts as a barrier for movement. Provide a new north-south pedestrian and cycling connection over the future Bankstown Metro and existing Station interchange, unifying the Appian Way and Restwell Street as an activity spine. It will be a vibrant pedestrian realm lined with cafes, restaurants and other commercial uses.



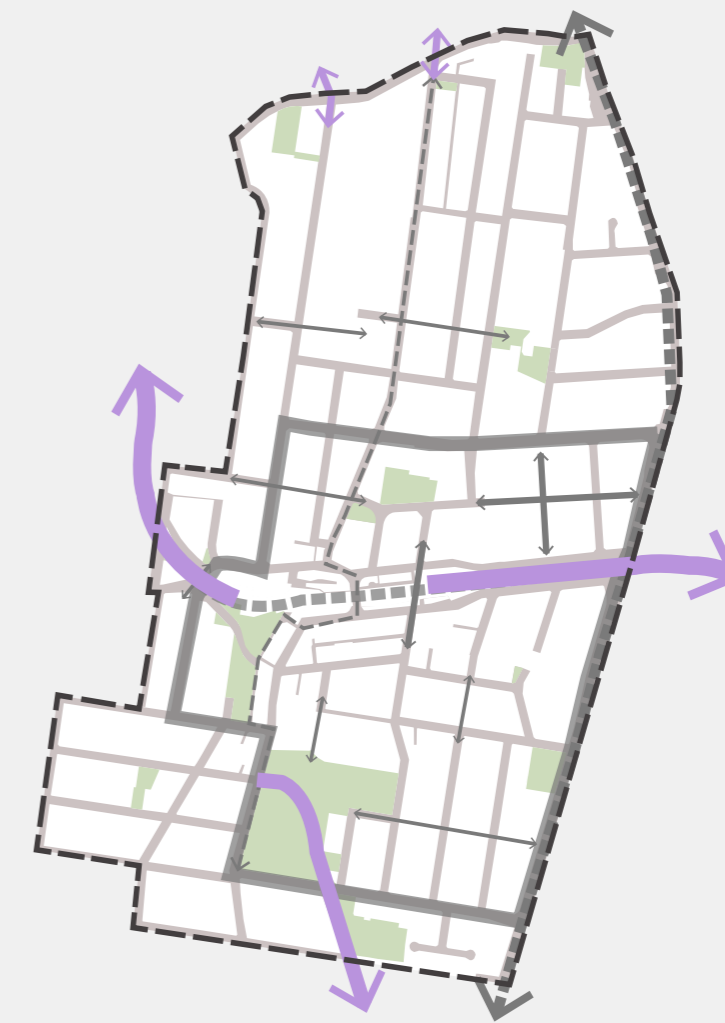
Spatial Move 4: Improve connectivity everywhere so it is easy and safe to move around

Create new pedestrian and cycling connections and through-site links (consistent with Bankstown Complete Streets) to increase permeability and allow for a better, more accessible way of moving around. Introduce new east-west and north-south pedestrian connections to improve active movement through large blocks to improve access to parks, open space and other destinations by foot.



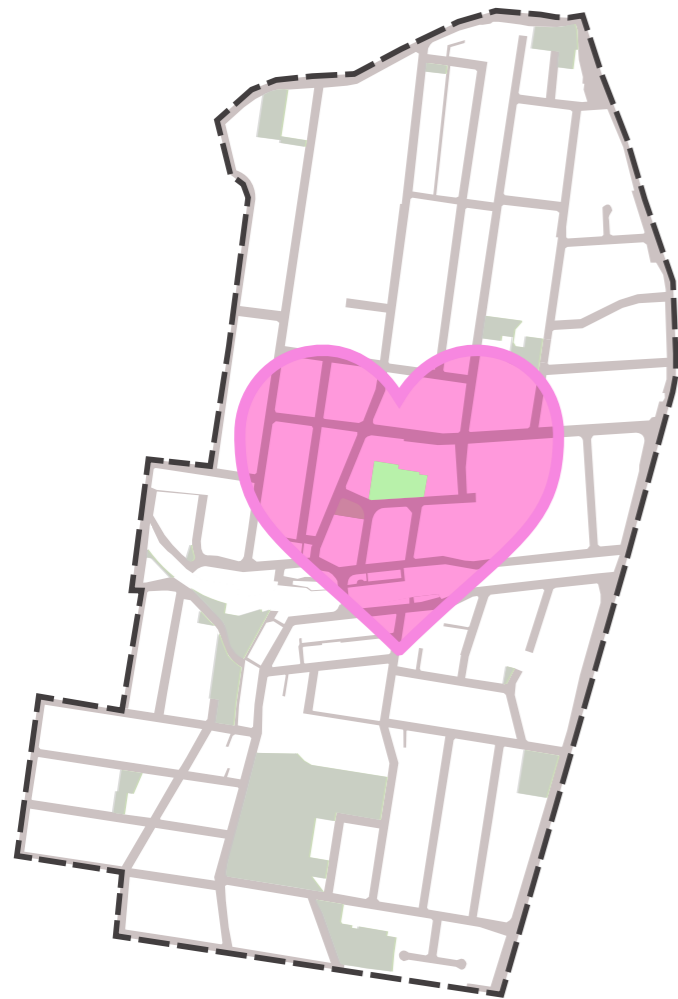
Spatial Move 5: Connect the CBD out to regional active and public transport movement and open space networks

Reinforce and ensure 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



Spatial Move 6: Celebrate Paul Keating Park as the premier civic park for the LGA

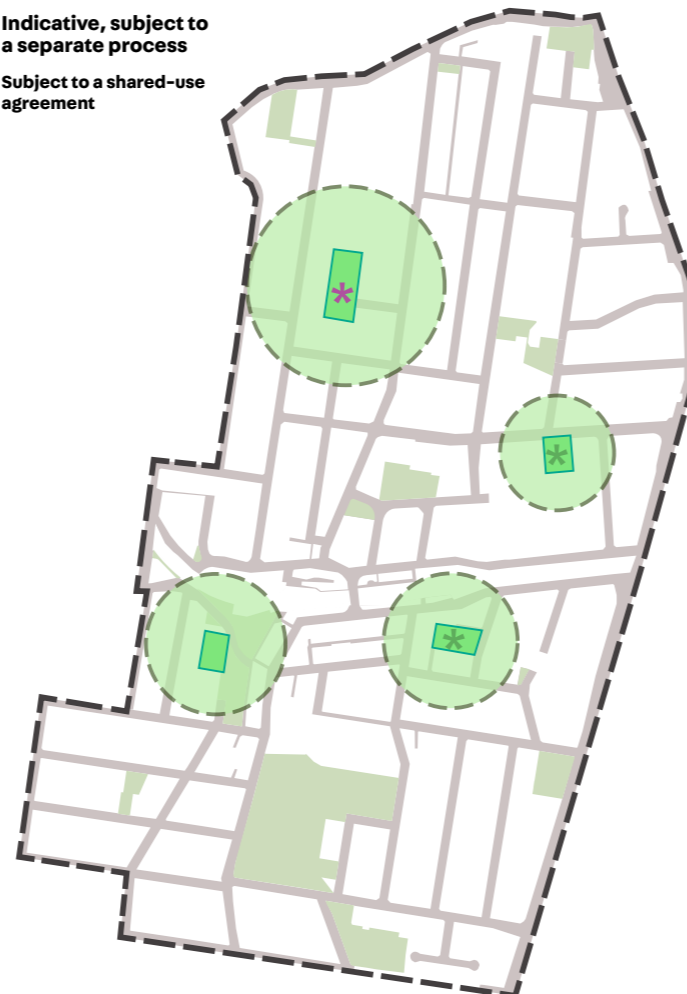
Build on the character and location of Paul Keating Park and its proximity to WSU, Library and future Metro Station to reinforce the role and importance of this as a central civic space for the LGA as a whole. A master plan for Paul Keating Park has recently been adopted by Council, which will look to solidify the park's role by introducing new day and night recreational activities and high quality landscaping, and enhancing its amenities to support a wider range of users.



Spatial Move 7: Deliver new parks, open spaces and street trees so everyone is within a comfortable walking distance to green space quality public spaces

Address the gaps of public open space by introducing new parks and public open spaces, enhancing the amenity and access to existing parks and creating a network of street trees whilst adding more greenery throughout Bankstown City Centre. Ensure that all the residents are within a 200m to 400m walking catchment of a green open space by introducing new parks and/or new pedestrian links to green open spaces or providing new open space.

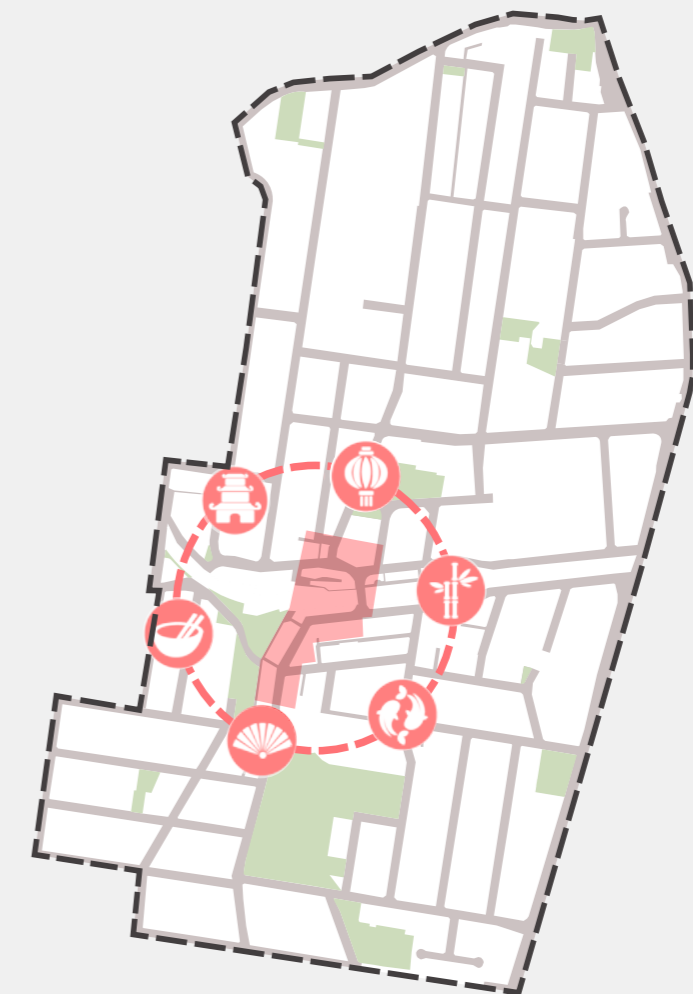
- * Indicative, subject to a separate process
- * Subject to a shared-use agreement



Spatial Move 8: Celebrate Saigon Place and City Plaza as a unique, cultural destination

Promote and strengthen the role of Saigon Place and City Plaza as a pedestrian-oriented cultural and community place. Enhance its attraction as a food and cultural destination by protecting the fine grain character, ensuring multi-cultural tenants remain in the area and improving street design so a range of activities and uses from outdoor dining, to entertainment, retail and events can be accommodated.

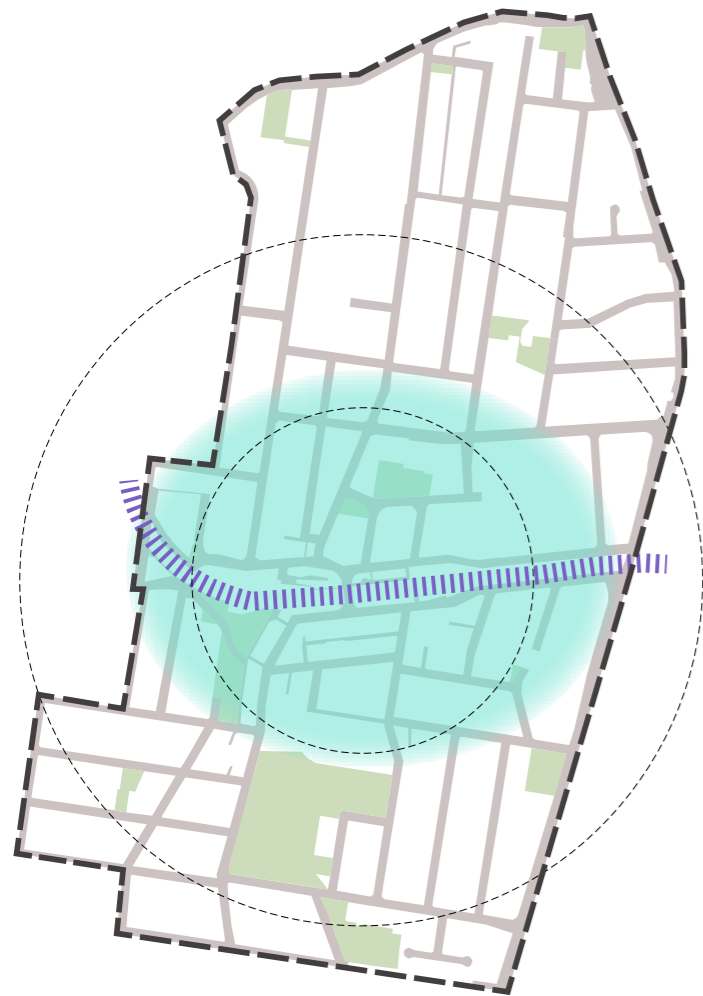
Ensure a sensitive design approach to alterations and additions in Saigon Place and City Plaza to retain its significant historic fine grain character of the lots and built form.



Spatial Move 9: Promote more people living and working near the future Metro station

Leverage the delivery of the new Sydney Metro station by providing increased development opportunities within walking distance of the new station. Under the principles of transit-oriented development, more jobs and houses closer to transit results in increased use of public transport.

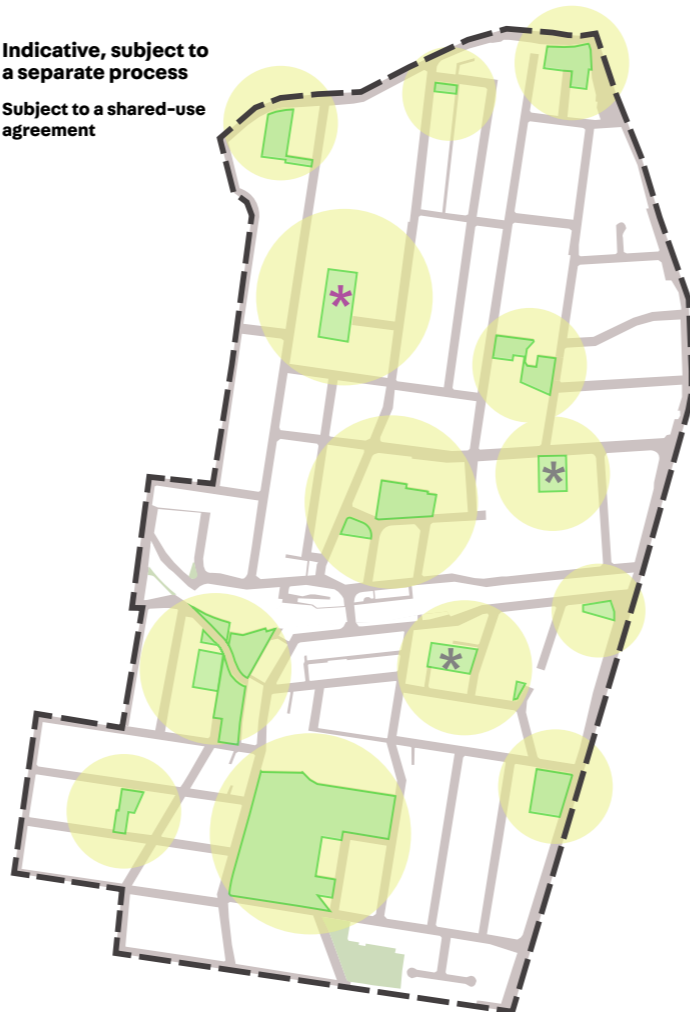
This is consistent with well established city planning principles for locating higher density close to higher order transport.



Spatial Move 10: Ensure sufficient solar access in all parks and open spaces

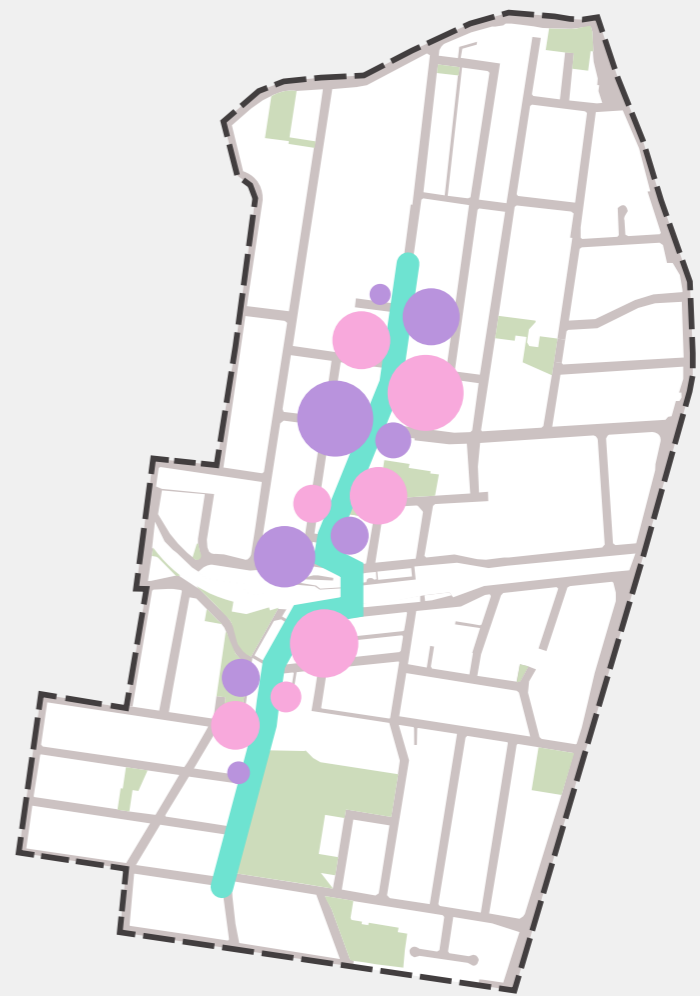
Create built form envelopes around existing and planned public open spaces so solar amenity is a key feature and a quality enjoyed by residents and visitors. This will also support the growth of mature trees.

- * Indicative, subject to a separate process
- * Subject to a shared-use agreement



Spatial Move 11: Formalise Chapel Road as a dining and cultural destination on both sides of the rail line

Build on the rich, diverse and multi-cultural food culture of Bankstown City Centre and the proximity to Saigon Place as a main food destination and increase the role of Chapel Road as a key eat street, both on the north and south sides of the rail line. Attract more people to Chapel Road by improving the public realm through landscaping, tree canopy, reducing vehicle traffic and promoting pedestrian and cycling oriented places.



2.3 Intensification Principles

This section highlights 6 principles that inform Council’s master plan in support of the key directions and spatial moves identified previously.

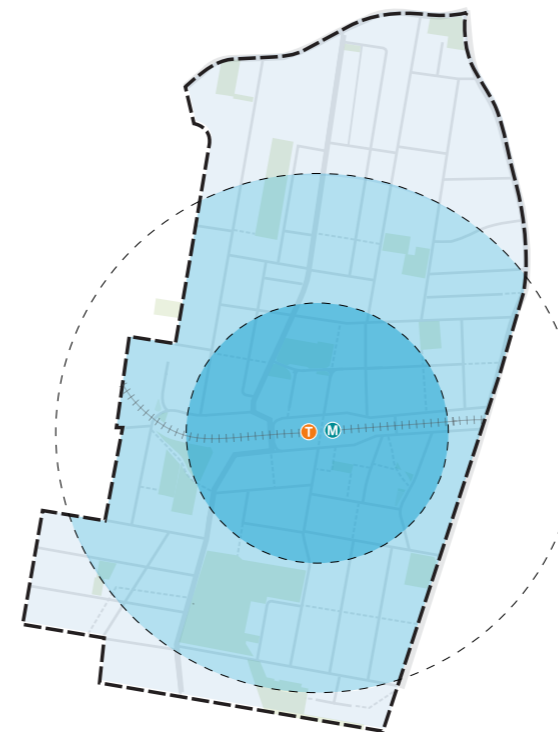
Together, the principles identify locations in the Bankstown study area that are best suited for development intensification and different ranges of density based on a number of best practice urban design outcomes, environmental constraints, infrastructure upgrades and amenity considerations.

The 6 principles also identify locations that are not well suited for development intensification or increased density in order to deliver on the master plan’s key directions.

Strategic Objective

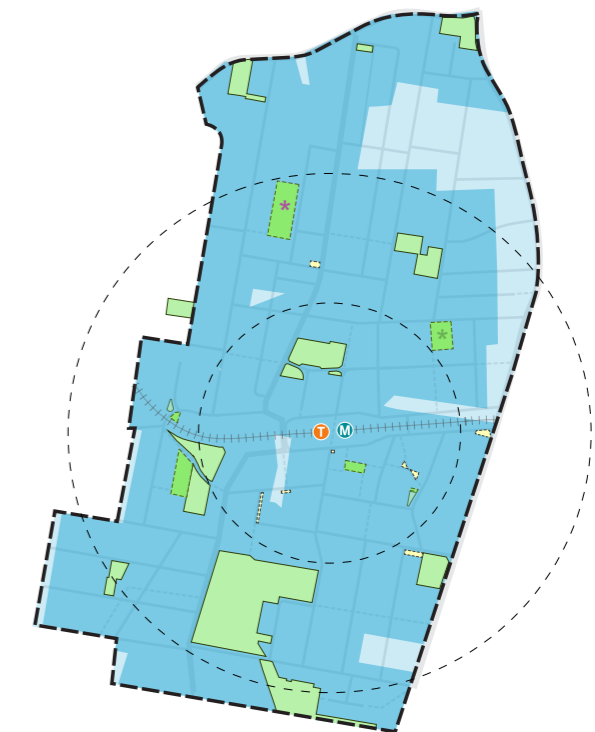
Sustainably accommodate **12,500 New Jobs** and **29,000 New Residents** by 2036 whilst ensuring design excellence is achieved

01 Density within walking distance of the Metro Station (800m)



- Very suited for intensification / within 400m
- Suited for intensification / within 800m
- Intensification only suitable along key corridors or to deliver public infrastructure upgrades / Over 800m

02 Density within close proximity of existing and proposed open spaces (200m)



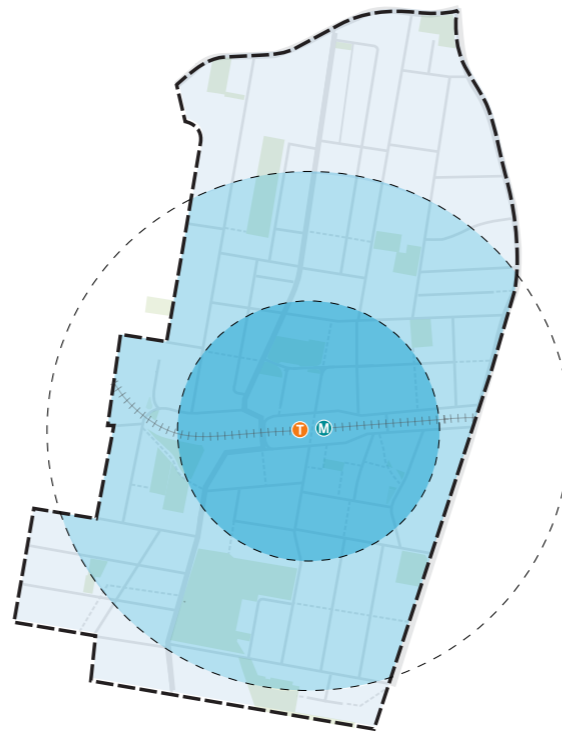
- Very Suited for intensification / within 200m
- Less Suited for intensification / within 400m
- Proposed Public Open Space
- Existing Public Open Space
- Private Open Space Reserve - Proposed
- ✱ Indicative, subject to a separate process
- ✱ Potential for shared use of school open space, subject to agreement with Sydney Catholic Schools

03 Building heights under 108RL maximum height (Airport constraints)



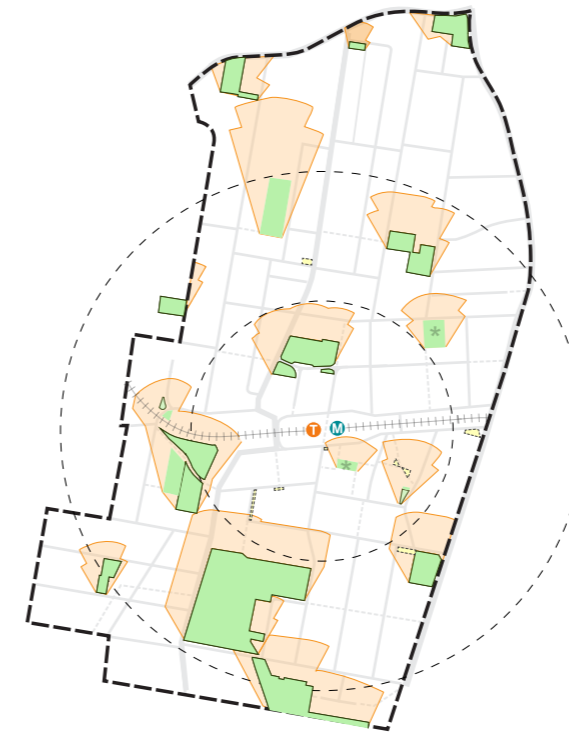
Bankstown Airport OLS: 51m AHD flat plane

04 Building heights peak at the metro station and transitions to low scale neighbourhoods



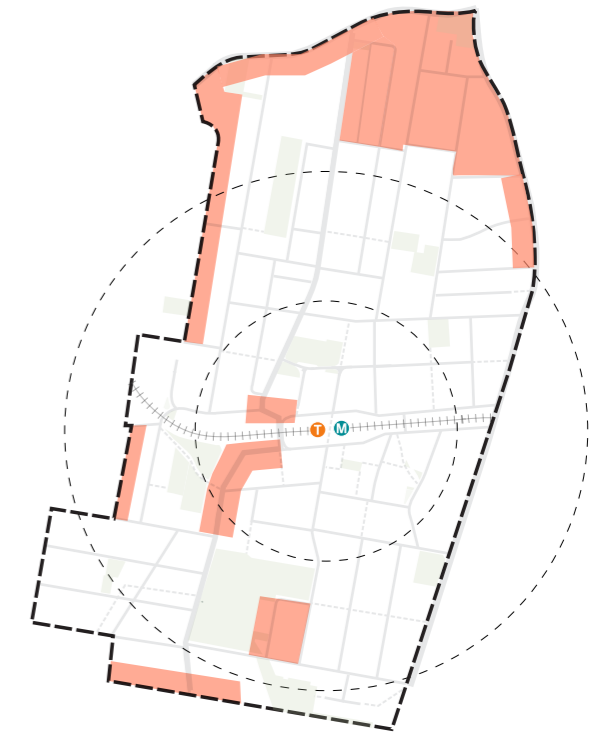
Suitable for up to 25 storeys / within 400m
 Suitable for 12-18 storeys / within 800m
 Suitable for 1-6 storeys

05 Building height to limit overshadowing on existing and proposed open space



Existing Public Open Space
 Proposed Public Open Space
 Protect sufficient solar access to open space
 Private Open Space Reserve -Proposed
 * Indicative, subject to a separate process
 * Potential for shared use of school open space, subject to agreement with Sydney Catholic Schools

06 Maintain existing built form controls in special character and low density places



Low density area/ Analysis catchment edge site and Special character areas- Minimise or maintain existing intensification

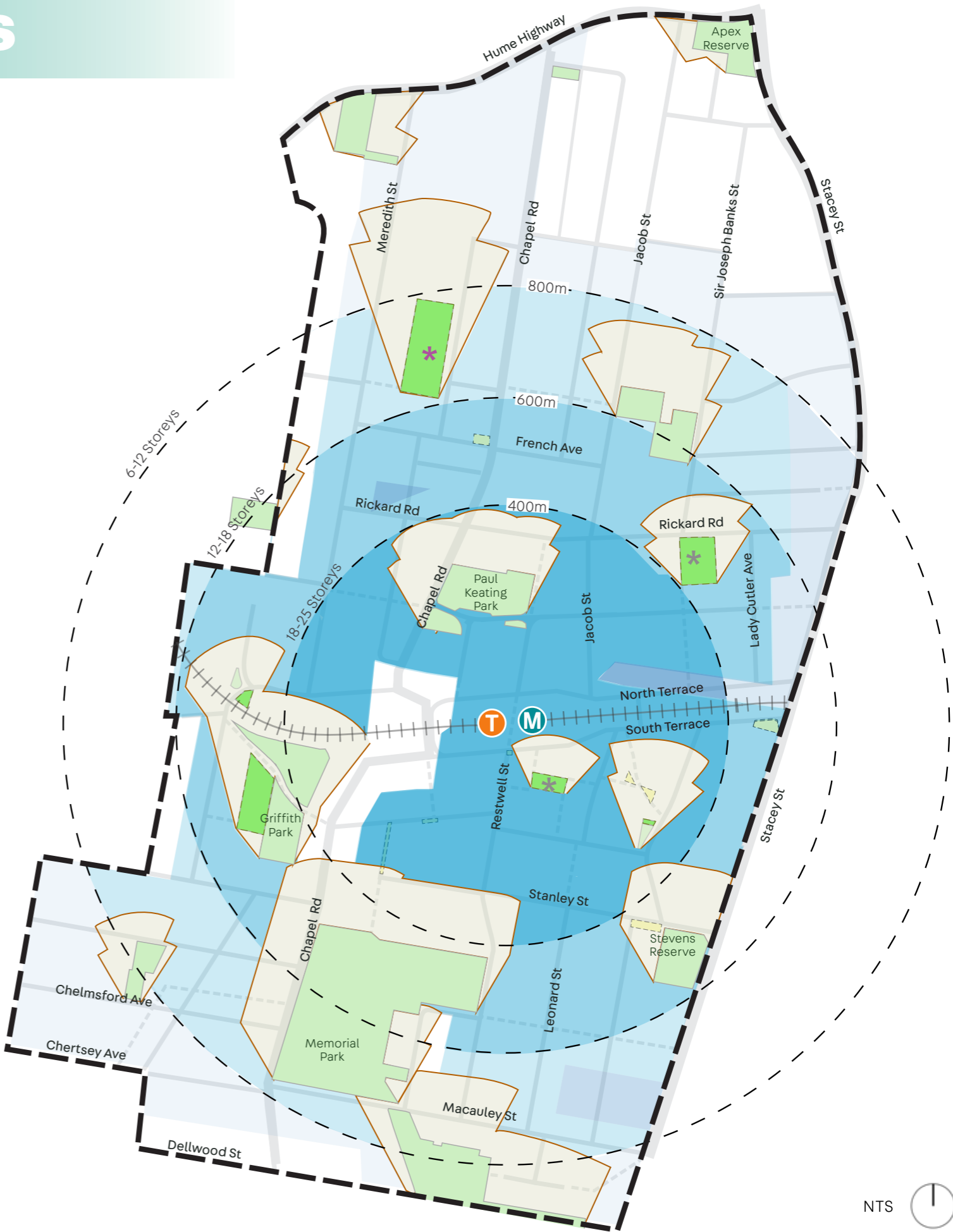
2.3 Intensification Principles

Combined Principles

This diagram identifies the ideal locations for intensification and built form density by overlaying the strategy's 6 principles.

The optimum location for increasing development intensity in Bankstown is underpinned by proximity to public transport and public open space, preservation of adequate solar access to public open space, protection of important cultural destinations and heritage and suitable built form transitions to surrounding areas. Carefully managing development north of parks is important for maintaining solar access.

- 18-25 Storeys/Max 108RL
- 12-18 Storeys/ Max 108RL
- 6-12 Storeys/ Max 108RL
- Up to 6 Storeys
- Building height determined by sun access planes
- Special area, no built form control change
- Analysis Catchment Area
- Existing Public Open Space
- Proposed Public Open Space
- Private Open Space Reserve - Proposed
- * Indicative, subject to a separate process
- * Potential for shared use of school open space, subject to agreement with Sydney Catholic Schools

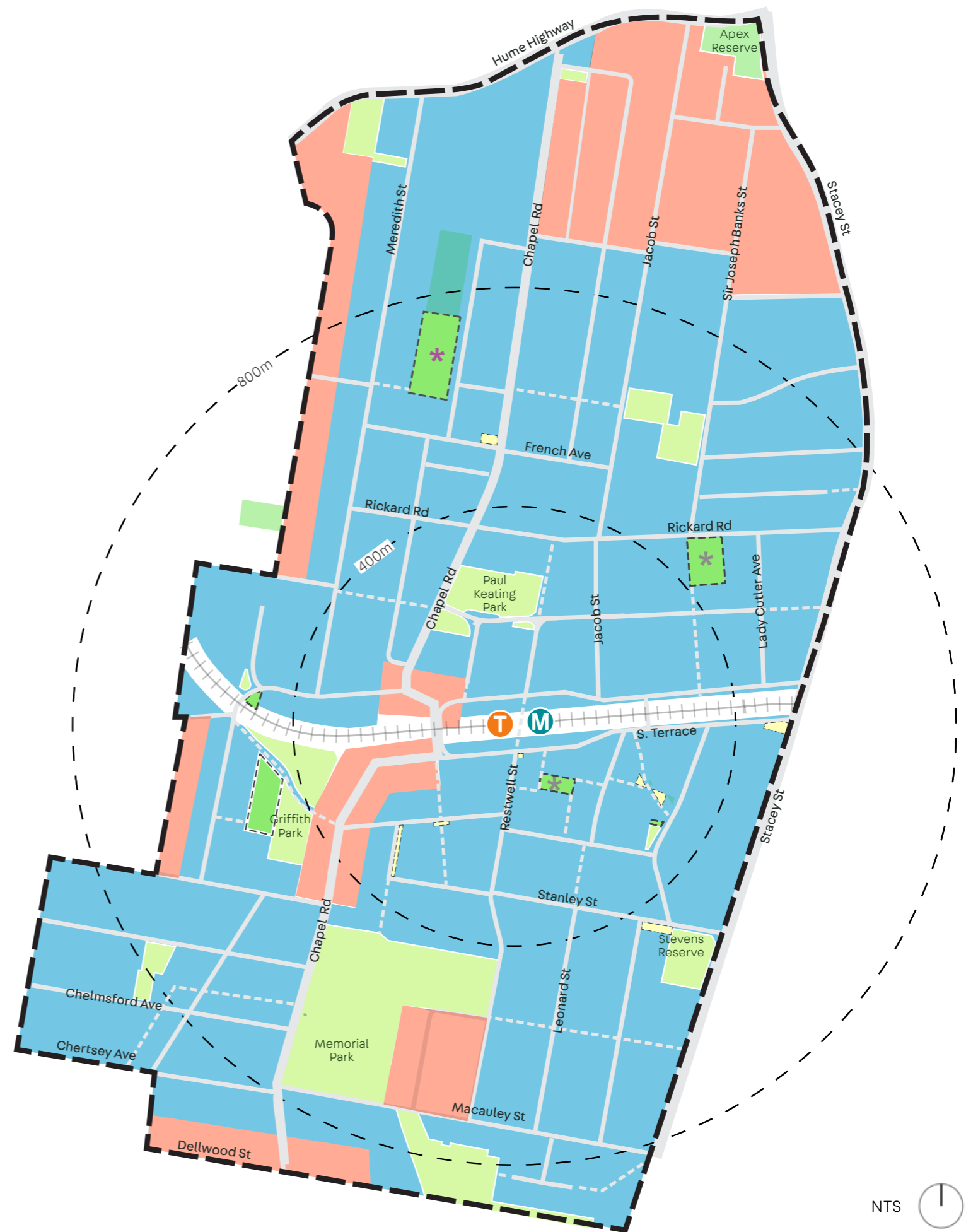


Where Built Form Controls Are Changing and Where They Aren't

This diagram summarises the applied intensification principles on a block by block basis, identifying the blocks within the study area that are subject to some level of height and/or FSR intensification.

Areas closer to the future metro station will generally see higher levels of intensification whereas areas further away from the station will see lower levels of intensification. Places of special and fine grain character such as Saigon Place and City Plaza, will be largely maintained as per the current controls so as to encourage the maintenance of their fine grain, active character.

- Analysis Catchment Area**
- Intensification (Height and/or FSR Uplift)**
- No Intensification - Maintain Current Height and/or FSR**
- Existing Public Open Space**
- Proposed Public Open Space**
- Private Open Space Reserve - Proposed**
- Indicative, subject to a separate process**
- Potential for shared use of school open space, subject to agreement with Sydney Catholic Schools**



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2.4 The Master Plan Framework

A Bold Plan for Bankstown

Bankstown City centre will be a diverse, vibrant and leafy destination with a mix of retail, commercial, residential, community and creative uses. With unique destinations including Saigon Place and the Bankstown Library and Knowledge Centre, the Centre aims to become a key strategic centre in central Sydney that connects the Three Cities of Sydney, Parramatta and Liverpool.

The urban design framework is summarised under four themes: built form and intensification, open space, mobility and people and place. It brings together the spatial moves and intensification strategy, and sets the basis for the 10 Directions. Each theme in this section offers a snapshot of more detailed recommendations in Chapter 4.

The framework's overarching aim is to successfully and sustainably grow Bankstown's resident and employment population by facilitating new development, whilst maintaining amenity to existing buildings, significantly increasing tree canopy and open space provision, improve street vibrancy, connectivity and walkability and increase community services and amenities.

Recommendation 1: Built Form and Intensification

High quality architectural and urban design will be at the forefront of new development in Bankstown. Close to the metro station, high density tower and podium developments will feature active facades that define a 24-hour vibrant, mixed-use city centre. Development controls will protect heritage and places of historic or cultural significance and ensure Saigon Place continues as a fine grain high street with a mix of shops and services. Outside of the centre, diverse typologies have been developed that respond to characteristics of individual sites. Some larger sites will enable through-site links or new open space. Identified character and heritage buildings will be reused or sensitively redeveloped to retain integrity and a sense of history. There will be an expectation of design excellence for any contemporary addition to the City Centre. Residential areas will be a mix of low-to-mid-rise buildings such as walk-up apartments and strata terraces. Height and massing will respond to the different character of streets and interfaces with existing buildings while ensuring necessary levels of solar amenity.

Recommendation 2: Open Space

Open space in the Centre Core will continue to revolve around Paul Keating Park, a key civic destination for the LGA, supported by a new park at the Bankstown Central site (subject to separate negotiations and discussions). Existing parks will receive improved amenities

and connectivity to surrounding blocks. New parks will be located in under served areas and areas of proposed intensification, and will be publicly accessible to cater for the city's growing population needs. Open spaces and streets will feature increased tree plantings to combat the effects of urban heat, water sensitive urban design (WSUD), small plazas and seating areas.

Recommendation 3: Mobility

Destinations in Bankstown will be supported by high quality public transport, walking and cycling infrastructure to facilitate healthier, active transport trips. Regular bus and metro stops will provide safe access to reliable public transport services and key destinations including jobs and services. Saigon Place and other areas with heavy foot traffic will be safer and more pleasant as a 'shared zone' with reduced vehicle speeds. The character of streets will be emphasised with increased tree plantings to create shade and provide increased canopy.

















The adoption of narrow lane widths, in some areas implementation of a ring road to discourage through-centre vehicle trips and design of 30km/h street geometry will improve pedestrian safety and access. More space can be utilised in more efficient ways for outdoor dining, lingering, amenity and activity in the streets. Off-street car parking rates will be reduced and public car parks will sensitively interface with the street to ensure pedestrian-friendly ground floors. Council is also working with Transport for NSW and

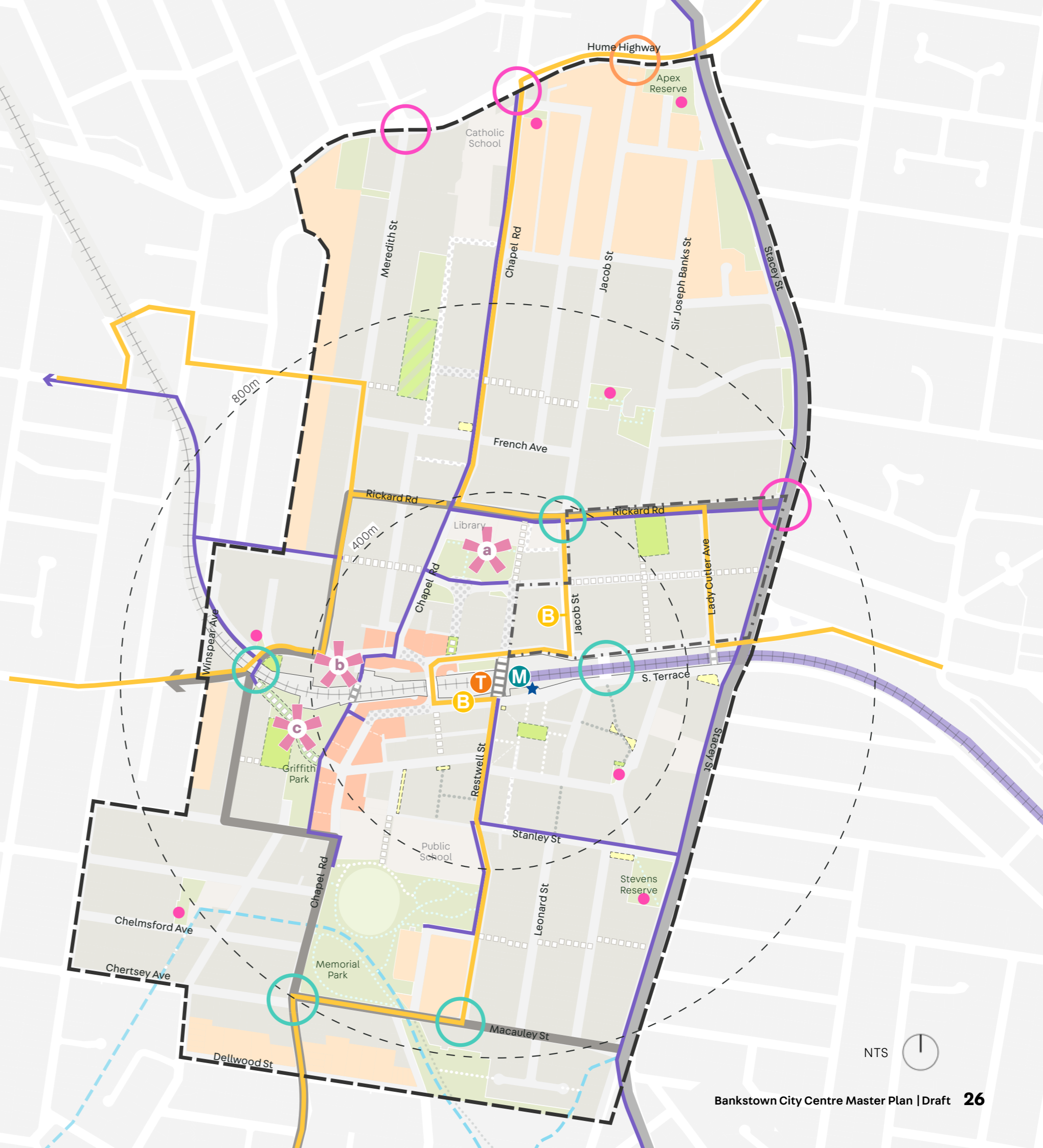
Sydney Metro on rationalising the bus network through Bankstown City Centre to ensure easy access for pedestrian and appropriate levels of service, whilst minimising the impact of bus movements on pedestrians.

Recommendation 4: People and Place

Bankstown is vibrant and full of potentials. The people of our city come from diverse cultural backgrounds and walks of life. This plan capitalises on its people to enhance a destination with community, recreation, arts and social infrastructure amenity at its heart. Saigon Place will maintain a bustling fine grain high street that supports diverse communities and local business. The Library, Arts Centre and other unique places will be linked by a 'Cultural Trail' which will weave together Bankstown's cultural gems.

Framework Map

-  **Bankstown Train Station (Current)**
 -  **Bankstown Metro Station (2024)**
 -  **Key Bus Route**
 -  **Railway Corridor**
 -  **Existing Public Open Space**
 -  **Analysis Catchment Area**
 -  **Pedestrian Links - Proposed/Enhanced**
 -  **Desire Lines (Long-term) - Proposed**
 -  **Key Arcades - Proposed/Enhanced**
 -  **Stacey Street Upgrade by TfNSW**
 -  **Laneway / Shared Street- Proposed**
 -  **Cycle Link - Proposed**
 -  **Key Pedestrian Safety Enhancement - Proposed**
 -  **Pedestrian Crossing under investigation by TfNSW**
 -  **Pedestrian Bridge being investigated by TfNSW**
 -  **Sydney Metro Walking and Cycling Corridor**
 -  **Ring Road - Proposed**
 -  **Proposed community access to private open space (subject to negotiation with Sydney Catholic Schools)**
 -  **Public Open Space - Proposed**
 -  **Private Open Space Reserve - Proposed**
 -  **Enhancement of existing open spaces - Proposed**
 -  **Potential Blue Grid Link (to be further investigated)**
 -  **Commuter parking on state-owned land**
 -  **Public Land Master Plan Underway**
 -  **Paul Keating Park Master Plan (Adopted)**
 -  **Marion Street Carpark Feasibility (On-going)**
 -  **Griffith Park Master Plan (On-going)**
 -  **Area of Intensification (Height and/or FSR change)**
 -  **Low Density Residential Special Area - No Change to Intensity**
 -  **Food & Culture Special Area - No Change to Intensity**
 -  **Bankstown Central Site - Subject to a separate planning proposal**
- *lanes and streets shown on Bankstown Central site are desired connections.**



NTS 



Directions



Direction 1

A Centre
Stimulated and
supported by
Infrastructure



Direction 2

A Centre for
People



Direction 3

A Centre
that Attract
Investment and
Jobs



Direction 4

A Well-Designed
Centre



Direction 5

A Centre that
Embrace Nature



Direction 6

The Heart of
Connective City



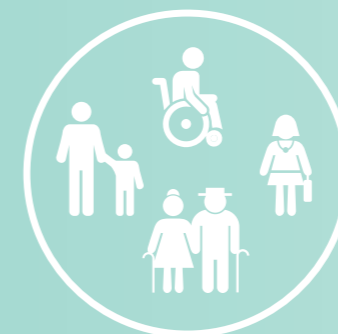
Direction 7

A Resilient and
Carbon Neutral
Centre by 2050



Direction 8

A Centre Proud of
its Heritage and
Culture



Direction 9

A Centre with
Housing for All



Direction 10

A Centre with
Collaborative
Governance



Direction 1

A Centre Stimulated and supported by Infrastructure

Bankstown City Centre is well positioned to benefit from committed and planned infrastructure investment. A new Western Sydney University is currently under construction in the heart of the city, which will include a presence of the University of Technology. Sydney Metro City and Southwest Line Upgrade is also under construction and expected to open in 2024. Collectively, and in addition to the potential for a new public hospital, these significant infrastructure investments will stimulate and drive opportunities for higher education, world-class health services and concentration of commercial activities, laying the foundations for a dynamic health, academic, research and training precinct.

The Sydney Metro City & Southwest Project will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards by 2024. This will significantly improve the frequency, quality and capacity of the local public transport network and put Bankstown within 26 minutes of Central Station. Importantly, the Metro will connect Bankstown to other Strategic Centres across Sydney including Barangaroo, North Sydney, Chatswood, Macquarie Park and Norwest.

The Western Sydney University campus, together with the existing TAFE NSW, are expected to enrol up to 18,000 students by 2023. It is anticipated that together, with a future City Centre based hospital, an economic flow-on effect will create opportunities for more local jobs in health and

education, attract other tertiary institutions and other supporting knowledge-intensive and population-serving jobs.

The State Government is committing an investment of \$1.3 billion to Bankstown Hospital on a new site. A new hospital within the City Centre will create opportunities for an expanded public and private health network and deliver a significant boost to the creation of a true 24-hour city. This will enhance economic and employment opportunities in the health sector and stimulate and encourage a clustering of supporting health services within the centre.

High quality community and cultural infrastructure including libraries, creative and cultural facilities, community centres and recreational facilities will be provided through upgrades to existing infrastructure and provision of new infrastructure to enhance the quality of life and experience in the centre as the City grows.

What do we know?

- The residential, worker and student population of Bankstown is growing
- Bankstown will experience extensive State Government and institutional public transport, educational and health infrastructure investment with a metro, university and potential public hospital. The City will leverage off this investment to create a significant increase in local jobs (+14,000 by 2036)

- Despite State Government investment, there will be a shortfall of community infrastructure by 2036 to support community needs including integrated multi-purpose facilities (for indoor sports and recreation), outdoor sports/recreational facilities, library technology and creative and cultural infrastructure
- Spaces for culture, creativity and recreation are essential for health and wellbeing. Connective City 2036 seeks to create distinctive and valued cultural places and spaces that support social networks and encourage connection, community expression and healthy lifestyle choices.

What are we proposing?

The city needs new and upgraded community and cultural facilities to support a growing and evolving community. Places to gather, learn, express and have fun bring the city to life throughout the year and help to build strong, healthy, cohesive and resilient communities. Infrastructure in Bankstown will not only service the resident, worker and student population of Bankstown, but rather attract users from across Canterbury-Bankstown and beyond, cementing the city centre's role as a destination that sits in between and complements Sydney's Three Cities.

Bankstown will also enhance and cement its role as business hub for surrounding important employment precincts, including the Bankstown Aviation and Technology Precinct, anchored by Bankstown Airport, and Chullora

Technology Park. With enhanced connectivity, Bankstown will have a role in providing appropriate infrastructure to support business needs in these precincts.

The Master Plan will guide the delivery of community and cultural infrastructure like multipurpose facilities and meeting spaces, improved library, and cultural and creative facilities. Upgrades to existing infrastructure and creating new infrastructure will enhance quality of life as the City grows.

Over the next 15 years, investment in community facilities and infrastructure is required to support growth. This is in addition to significant investment required from other levels of Government to deliver infrastructure improvements such as upgrades to Stacey Street, schools, future mass transit connections and community services.

This master plan sets a framework for the delivery of infrastructure over the next 15-20 years, ensuring infrastructure is delivered at the right time and in the right place. Some of this infrastructure delivery will rely on Council working with the private and community sectors to ensure the community have access to a broad range of facilities and spaces.



**Bankstown's
residents,
workers, students
and visitors will have a
multitude of infrastructure
that supports their health,
well-being, livelihood
and enhanced
learning**

Objective 1.1

Bankstown's residents, workers, students and visitors will have access to quality community and creative and cultural infrastructure that supports their health, well-being, livelihood and enhanced learning

Community infrastructure

Providing new and upgraded community and creative and cultural infrastructure is essential to creating a liveable, productive and sustainable Bankstown City Centre. It is important to the Bankstown community that the right infrastructure is in place to support the resident, student and worker population as it grows and welcomes more high-density living, employment and study.

The draft Resident Needs Study (Ethos Urban, 2019) and draft Student and Worker Needs Study (Ethos Urban, 2021) identified a shortfall of creative/cultural, sports, communal and recreation facilities in Bankstown for its projected resident, student and worker population to 2036. The following infrastructure is required for Bankstown by 2036 to address this shortfall:

- Indoor/outdoor sports/recreational facilities (including court facilities).
- Indoor program space within a new and upgraded multi-purpose centre.
- Shared use/dual use of school fields within La Salle Catholic College to meet the increase in demand for outdoor formal sporting activities.
- Arranging for wider public access to meeting rooms, conference facilities and program space as part of the WSU campus.
- Increase capacity within the existing building footprint of Bankstown Library for meeting rooms and quiet space through the reconfiguration of shelf space and increasing online click and collect spaces.
- Expansion of the Bankstown Arts Centre for larger exhibition, events, studio spaces

and flexible rooms for community-based arts classes/activities to meet the demand for creative and cultural expression and experience.

Council, along with key partners in the private and community sector, will deliver a range of new and upgraded community infrastructure projects which will be funded and delivered through development contributions, an incentive height and floor space scheme, partnerships with the private and community sectors, strategic renewal of Council properties and other sources. In some infrastructure items, particularly relating to regional roads, mass transit, schools and hospitals, Council will be required to continue to advocate to the State Government for delivery of new or enhanced infrastructure.

As per of the development of a city-wide contributions plan, infrastructure needs for a growing Bankstown City Centre will be incorporated into that plan. This funding source will only contribute to a portion of the infrastructure funding required to meet the need in Bankstown City Centre by 2036.

Bankstown CBD Renewal Strategy

In 2018, Council adopted the Bankstown CBD Property Renewal Strategy. This Master Plan seeks to implement that Strategy and provide further direction for Council's existing property assets, as follows:

- Greenfield Parade Car Park: Relocation of car parking and use this site for high-quality, job generating redevelopment.
- West Terrace Car Park: Relocation of parking, development of a new urban plaza and high-quality mixed use development on Senior

Citizens site adjacent.

- Stanley Street Car Park: Investigate potential for high quality mixed use development with potential for some parking within redevelopment.
- Meredith Street: Maintain car parking. Rezone site to allow for mixed use development should an alternate location or approach to parking on this site be available.
- Brandon Avenue/Griffith Park: Prepare a Master Plan for this site, which includes consolidation of parking and expansion of the park into the Bowling Club site.
- Marion Street Car Park: Prepare a Master Plan for the site including consolidation of parking and considering opportunities for mixed use development and/or ground floor activation.

Why is this proposed?

As Bankstown changes, we need to ensure that everyone can access community and creative/cultural facilities that improve our quality of life and strengthen communities. We have identified gaps in the community spaces and facilities available in the city centre. Specifically, Bankstown needs more spaces that can serve a range of functions – from cultural events to sport activities. The places and spaces need to meet not only community needs but also offer a range of different sizes to provide for growing population.

Addressing these opportunities is critical to ensuring the long-term sustainable growth of the city centre. The Master Plan details the delivery of infrastructure that will support the health, well-being, livelihood and enhanced learning of residents, workers, businesses, students and visitors.























Infrastructure and actions delivered by Council

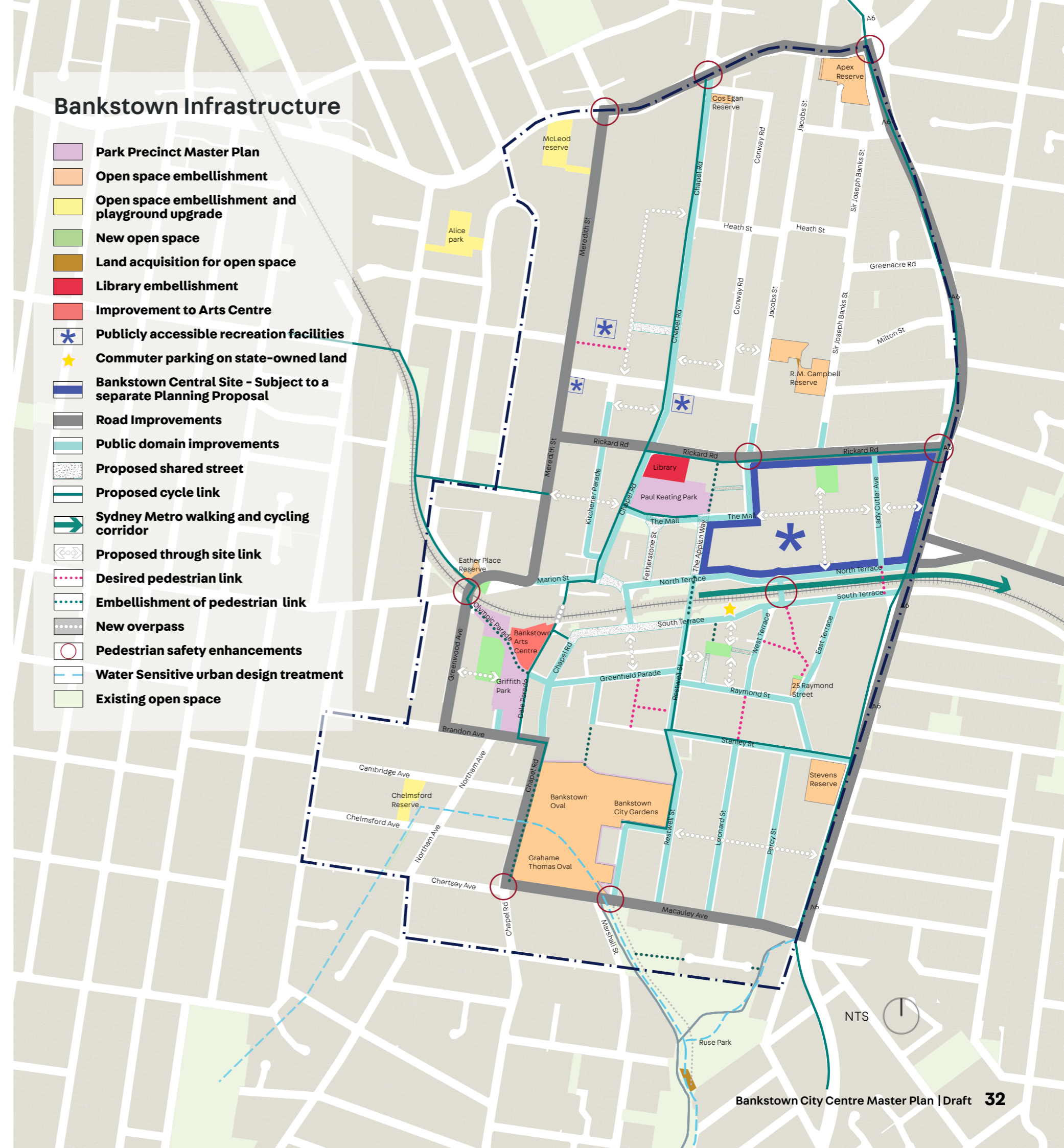
- 1.1.1 New multi-purpose community centre with program space for meetings, gatherings and studying at Griffiths Park, including the expansion of the park to the existing Bowling Club site.
- 1.1.2 Upgrade of the Bankstown Arts Centre including:
 - Larger exhibition and events space
 - Increased studio space
 - Flexible rooms for community-based arts activities (pottery, dance classes)
- 1.1.3 Reconfigure and/or renovate Bankstown Library and Knowledge Centre to accommodate increased demand from residents, students and workers. This includes:
 - Increase availability of meeting rooms for use by students and worker
 - Increasing the amount of quiet study space
 - Increasing “click and collect” services to free up space for quiet study
 - Expanding library café opening hours to enable use of the space for group work and meetings.
- 1.1.4 Amend Council’s contributions planning framework to reflect the forecast growth and infrastructure needs for Bankstown.

Infrastructure delivered in partnership with Council

- 1.1.5 Multi-purpose indoor sports facilities including one centre of at least 1,500sqm with courts as part of any redevelopment of the key sites such as Bankstown Central.
- 1.1.6 Retain and enhance PCYC Indoor Sports facilities.
- 1.1.7 Investigate the opportunity for community use of the school ovals at La Salle Catholic College with Sydney Catholic Schools.
- 1.1.8 Investigate the opportunity for wider public access to indoor program space, meeting rooms and conference facilities as part of the WSU Bankstown City Campus.
- 1.1.9 Work with state government to identify future infrastructure for commuter parking.

Bankstown Infrastructure

-  Park Precinct Master Plan
-  Open space embellishment
-  Open space embellishment and playground upgrade
-  New open space
-  Land acquisition for open space
-  Library embellishment
-  Improvement to Arts Centre
-  Publicly accessible recreation facilities
-  Commuter parking on state-owned land
-  Bankstown Central Site - Subject to a separate Planning Proposal
-  Road Improvements
-  Public domain improvements
-  Proposed shared street
-  Proposed cycle link
-  Sydney Metro walking and cycling corridor
-  Proposed through site link
-  Desired pedestrian link
-  Embellishment of pedestrian link
-  New overpass
-  Pedestrian safety enhancements
-  Water Sensitive urban design treatment
-  Existing open space



Objective 1.2

Continue to advocate for the funding and delivery of important State infrastructure

State Infrastructure

- 1.2.1 Continue to advocate for the funding, enhancement and delivery of State Government infrastructure, particularly relating to health, education and transport.**
- 1.2.2 Work with the State Government to identify future infrastructure for commuter parking.**
- 1.2.3 Review the Master Plan once a location for a redeveloped Bankstown Hospital is announced.**
- 1.2.4 Advocate for the Department of Education (DoE) to monitor school enrolments and school capacity to ensure that students can enrol in their local school.**

There is significant investment by the NSW Government in Bankstown, particularly in the delivery of Sydney Metro Services and a commitment to a new \$1.3 billion Bankstown Hospital. There are also commitments to upgrade the capacity of local schools, including Bankstown North Public School. The proposed growth for Bankstown will require further investment by the NSW Government in infrastructure. These include:

- Advocate for a City-Centre based location for the new Bankstown Hospital.
- Advocate for ongoing review of school capacity and ensure investment in Schools Infrastructure as the population grows.
- 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 (Refer to Direction 6 for further detail on Transport matters).
- Commence planning and commit to delivery of future mass transit connections to Parramatta, Liverpool and Kogarah, enhancing Bankstown's role as the Three Cities connecting City, and in the long term, underground Bankstown Station (refer to Direction 6 for further details on Transport matters).
- In the short term, continue to advocate for rapid, frequent and direct public transport connectivity from Bankstown to Bankstown Airport, Chullora, Liverpool and Parramatta (Refer to Direction 6 for further detail on Transport matters).
- Support the retention and improvement of the Bankstown TAFE NSW Campus within the City Centre to meet the projected need of students on the current site or alternative site within the Master Plan area. TAFE plays an important vocational education function, with a strong presence in Bankstown being important for our current and growing community.
- Seek support from Create NSW in the planning for improvements to Bankstown Arts Centre to define and shape Bankstown's arts and cultural role within Greater Sydney.
- Work with Health Infrastructure to attract investment in private and allied health sectors.
- Work with Transport for NSW and Sydney Metro on delivery of the Sydenham to Bankstown Active Transport Corridor.
- Work with Sydney Water to improve the water quality of Salt Pan Creek.
- Work with Transport for NSW on addressing the movement, interchange and overlay of buses within Bankstown City Centre.
- Continue to advocate for State provision of commuter car parking on State Government land.
- Work with Sydney Metro on the delivery of enhanced active transport connectivity to connect to the east-west Sydenham to Bankstown Active Transport Corridor.

Council is part of the Bankstown Collaboration Area Governance Group with a number of other key agencies. As Bankstown grows and changes, it will be important that Council continue to work with these agencies to advocate for important health, education and transport infrastructure outcomes. Discussed further in Direction 10.

Why is this proposed?

It is anticipated that the Bankstown City Centre will experience significant jobs, student and housing growth. This growing population of users of Bankstown City Centre will place increased pressure on schools, hospitals, regional roads and the public transport system. The service and infrastructure delivery for these are the responsibility of the NSW Government. As such, it is important that Council continues to play a role in advocating on behalf of the community to ensure these infrastructure items are upgraded or delivered.

**SAHMRI Building,
Adelaide Health
Precinct**



Objective 1.3

Implement an incentive height and floor space system

Incentive height and floor space

1.3.1 A Planning Proposal for Bankstown City Centre should include an incentive height and floor space provision which defines the conditions for increased density based on:

- The provision of on-site infrastructure.
- The delivery of affordable housing.
- The delivery of employment generating floor space.

1.3.2 An infrastructure delivery map should be provided within the Development Control Plan for Bankstown City Centre, to ensure certainty for the property industry and property owners in the location and extent of on-site infrastructure required.

1.3.3 Prepare an Affordable Housing Scheme which outlines the process for contributing towards the delivery of affordable housing.

1.3.4 Investigate planning controls that permit limited underground floor space for supermarkets, clubs and similar uses on suitable sites.

A primary objective of the Greater Sydney Region Plan, South District Plan and Council's Local Strategic Planning Statement, is to align growth with infrastructure delivery. This master plan will result in the increase of development capacity on sites across the Bankstown City Centre, in order to achieve the targets for jobs, housing and student growth. This growth will put pressure on existing infrastructure, housing affordability and the need for more employment-generating floor space. For this reason, this master plan proposes an incentive height and floor space system, whereby for sites that receive a floor space ratio uplift of more than 1:1 above the current maximum FSR controls, the delivery of one of the following will be required:

- The delivery of on-site infrastructure,
- The delivery of affordable housing, or
- The delivery of substantial employment generating floor space.

On-site infrastructure

The delivery of on-site infrastructure will make an important contribution to the functioning of a successful Bankstown City. As shown on the Bankstown City Centre Infrastructure Plan, sites across the city are required to provide:

- Through-site links
- Open space (new or expansions of existing)
- Sports and recreational facilities
- Multi-purpose facilities

These sites contribute to ensuring Bankstown City Centre is a desirable and attractive place

to live, work, visit and study. For these sites, the floor space ratio will be appropriately set to ensure these spaces and facilities can be provided and dedicated to Council, or are publicly accessible. It is important that there is certainty for property owners of sites that are identified as being required to deliver on-site infrastructure. As such, it is recommended that an infrastructure map be included in the Bankstown City Centre Development Control Plan to support an incentive height and floor space clause.

Affordable Housing

Council's Housing Strategy and Affordable Housing Strategy identify a clear need for the delivery of affordable housing in Canterbury Bankstown. This is discussed in detail under Direction 9 – A City with Housing for All. As per the directions on Affordable Housing in the South District Plan and Council's Affordable Housing Strategy, in areas of uplift, it is expected that development contribute to the delivery of affordable housing where viable.

On site's achieving a significant uplift, of more than 1:1, it would be expected that a portion of residential floor space be dedicated to Council for the delivery of affordable housing. Feasibility testing undertaken as part of this Master Plan suggests that development in Bankstown City Centre would not be able to achieve the aspirational target of 15 per cent set by Connective City 2036 or the 5-10% range established for areas of development uplift in the South District Plan at this time. Feasibility testing recommends that up to 3 per cent of gross floor area in residential developments

can be feasibly dedicated to Council, or paid as a monetary contribution to Council for the delivery of affordable housing. Given the imposition of this new levy on development, it is proposed that the Affordable Housing Contribution be implemented in a staged manner, that is:

- A 1% contribution for development approved within 12 months of the Bankstown City Centre Local Environmental Plan amendments being gazetted;
- A 2% contribution for development approved after 12 months but before 24 months of the Bankstown City Centre Local Environmental Plan amendments being gazetted; and
- A 3% contribution for development approved after 24 months of the Bankstown City Centre Local Environmental Plan amendments being gazetted.

In addition, development that is providing on-site infrastructure, or employment generating floor space, being more than 50 per cent, will not be required to contribute to affordable housing.

Employment generating floor space

Council has adopted the upper jobs target for Bankstown City Centre of 25,000, requiring substantial investment in employment-generating floor space. Council's approach to delivering this floor space is detailed further in Direction 3 – A Centre that Attracts Investment and Jobs. The delivery of employment-generating floor space will play a significant role in the transformation of Bankstown into a genuine employment centre. These types

of uses may include commercial offices, hotels, serviced apartments, hospitals and universities, research facilities and shops. In order to encourage and incentivise investment in these uses, it is proposed that the incentive height and floor space provisions will apply to development providing more than 50 per cent of floor space within a development as employment generating floor space. The provision of employment-generating floor space to trigger use of the incentive height and floor space provisions will negate the need to provide affordable housing on that site, however, on-site infrastructure provisions will continue to apply.

Site frontage and area

It is noted that sites will require a frontage of at least 30 metres and an area of 1,500 m² in order to achieve a height of over 50 metres (approximately 16 storeys). This means that sites with a frontage of less than 30 metres may not be capable of achieving the maximum height and floor space ratio recommended under this plan. This requirement will replace the existing system of associating floor space with site frontage under the current Local Environmental Plan controls.

Why is this proposed?

The delivery of on-site infrastructure, affordable housing and employment generating uses often come in direct competition to achieving 'highest and best use' on a site, which in many instances results in residential flat building or shop top housing development. The incentive height and floor space system provides an opportunity for

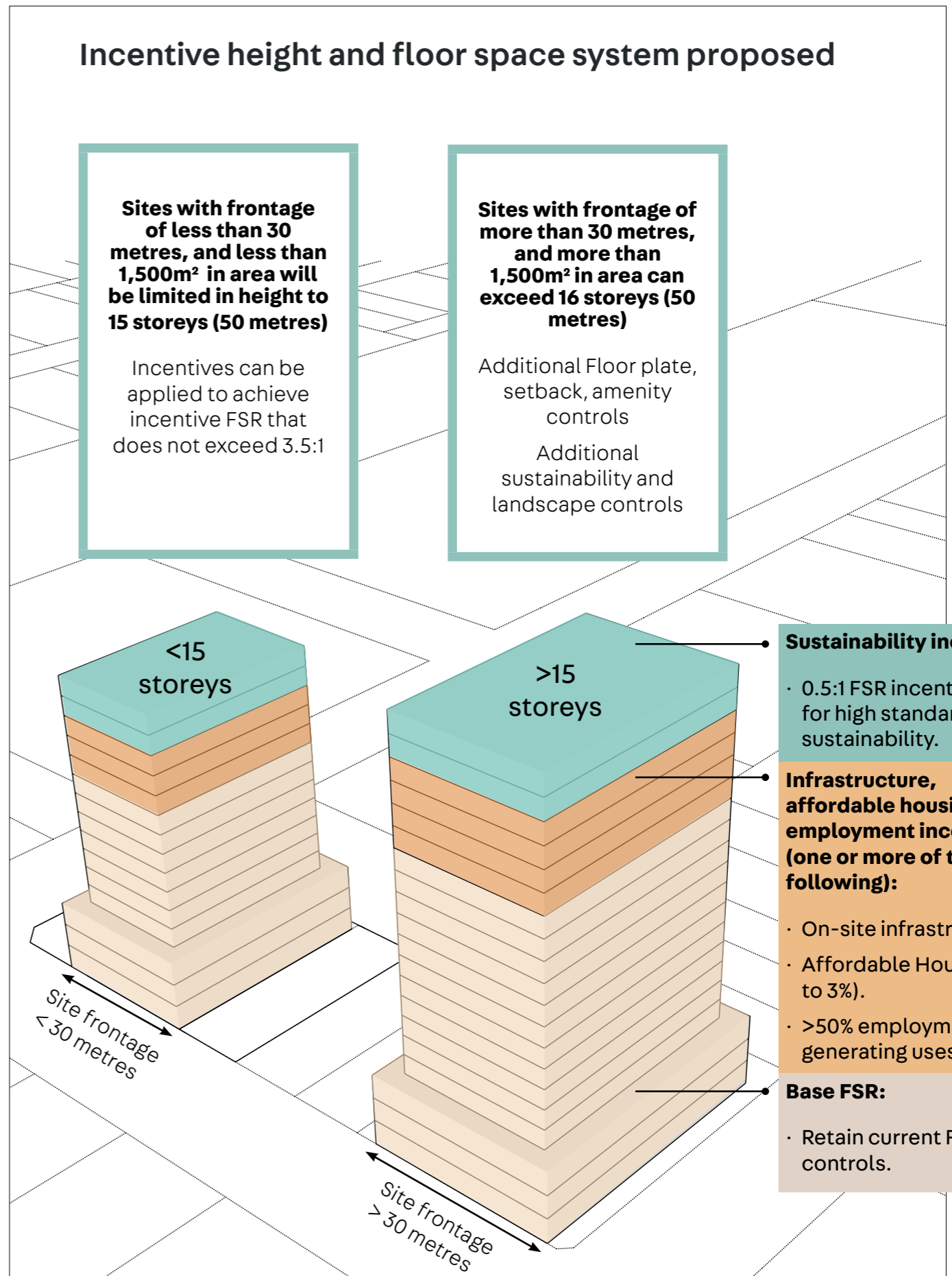
increased development potential that delivers on the aspirations for Bankstown City Centre, in becoming:

- A more inclusive city, where existing residents are not displaced by the new community due to housing affordability.
- A centre well serviced by infrastructure.
- A more accessible centre through an enhanced network of through-site links and green spaces.
- A genuine employment hub that supports the Three Cities of Greater Sydney.

This approach is an innovative one that builds on the successful implementation of similar but less extensive systems in other Greater Sydney centres, and ensures planned growth supports the city's aspirations. This system ensures that density increases are commensurate with meeting the changing social, environmental and economic needs of the centre.

Underground floor space

On larger sites in the core of Bankstown, there is opportunity for limited uses, such as supermarkets, registered clubs, community facilities, art galleries and the like, to be located underground. This can improve street activation, avoid large expanses of blank walls at street level, and provide a great diversity of uses on a site. Future planning controls should consider this opportunity in limited circumstances where sites are large enough, and limited additional floor space above that prescribed on the FSR Map, can be provided for underground.





Direction 2

A Centre for People

Bankstown is a unique place of people coming together from all parts of the world. It holds special places to celebrate the authenticity of each culture and bring them together in a kaleidoscopic manner. The richness of cuisines can be savored in the corners of Bankstown Streets; multi-coloured fashion found in hidden arcades and multi-lingual communities gather in plazas and parks. This is our community, our people - our character of Bankstown.

Character Areas

Eight unique Character Areas have been defined within the Master Plan. These areas will be a blend of preserving the existing character and heritage; building in new desired future characteristics that complement the traditions and align with wider strategic objectives; weaving in infrastructure and amenities to cater our community to grow. The Character Areas are outlined in Objective 2.1.

Local destinations and cultural trails

Bankstown City Centre has a number of cultural destinations that draw people from across Greater Sydney, including the Bankstown Arts Centre, Memorial Oval, the Bryan Brown Theatre, Bankstown Library and Knowledge Centre, Bankstown Sports Club, Hoyts Cinema, Bankstown Central, Bankstown RSL, Saigon Place, Paul Keating Park, Bankstown City Gardens and Little Saigon Plaza. Collectively, these destinations generate significant activity, however they also lack inter-connectivity. People tend to drive rather than walk between destinations, resulting in significant reliance on parking

at each location. The master Plan seeks to improve inter-connectivity and the experience of walking between these destinations in the day and night with opportunities for activation and social interaction. This forms the basis of a cultural trail for Bankstown.

Accessibility and Permeability

New through-site links are provided to reduce walking distance from key employment or residential areas to transport hubs and local destinations. Together Saigon Place, Bankstown Central, Saigon Plaza, RSL club and Sports Club will be the retail anchors that drives the flow of the Centre.

Heritage & Open Space

Saigon Place will be protected as a cultural conservation area to preserve its unique fine grain shop-top housing characteristics. Vimy St precinct has also been identified as a character area for preservation, demonstrating good examples of post-war architecture. Character buildings are also identified within the Master Plan (see Direction 8) to preserve good examples of historic architectural styles.

Open spaces and public places are important locations for resting, gathering and playing in. Bankstown is committed to provide our people equal access to open space. Resident should have access to an open space no more than 200m from their residences. Where possible, new public open space are created in gap area to address this need and new links are introduced to walkability to these places.





Objective 2.1

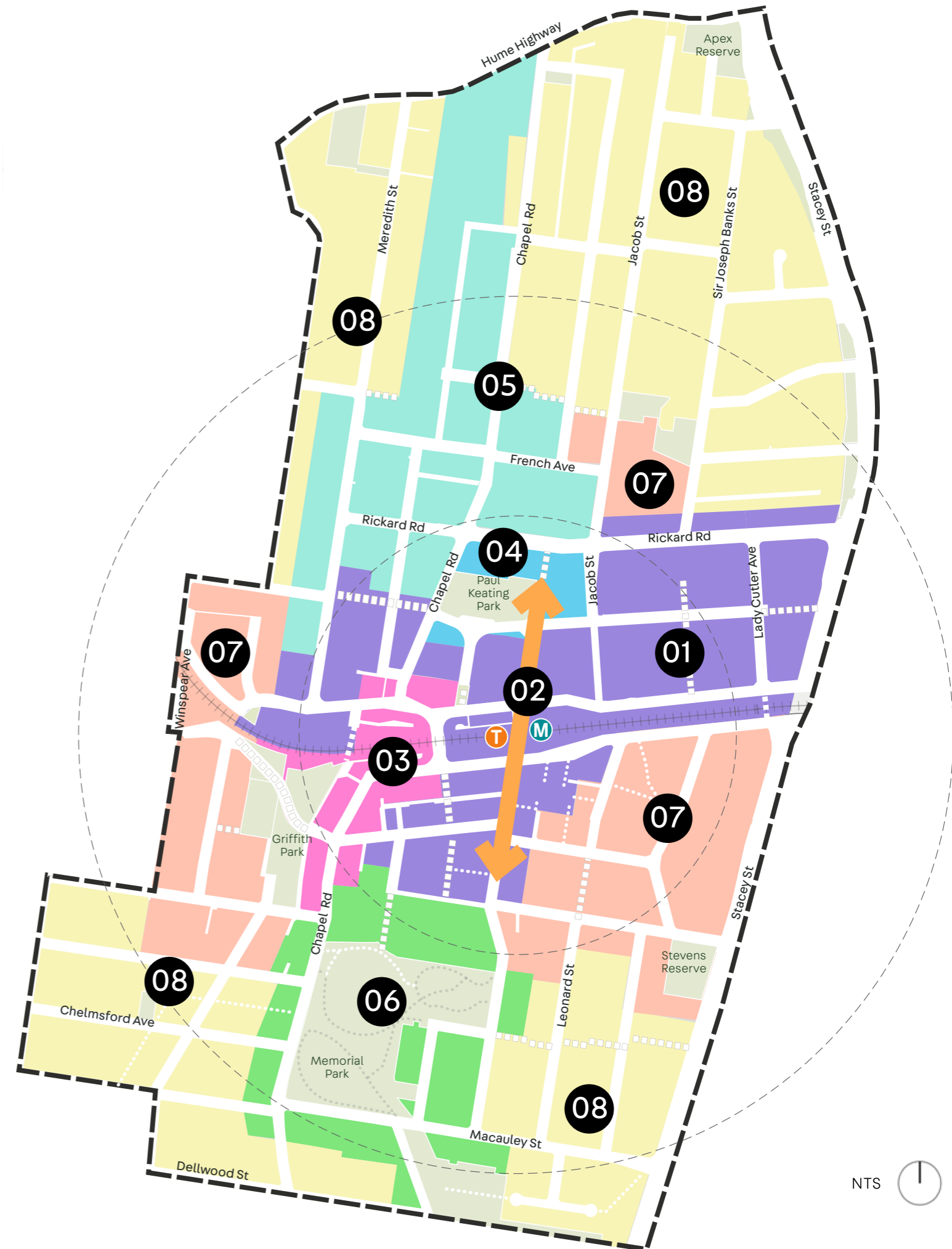
Celebrate, Enhance and Create Unique Character Areas

Actions

- 2.1.1 Create character areas across Bankstown that reflects existing character attributes that can be celebrated and then define future character.
- 2.1.2 Develop Character Statements to support Local Character in both LEP and DCP.
- 2.1.3 Review planning controls to ensure permissibility of corner shops and cafes in some locations within the Terraces and Apartments Character Area.

Proposed Character Areas

- 01 **City Centre**
- 02 **The Avenue**
- 03 **Food & Culture**
- 04 **Civic**
- 05 **Eds & Meds**
- 06 **Memorial Park**
- 07 **High Density Living**
- 08 **Terraces & Apartments**



Unique Character to Enhance & Celebrate



Area 1 : City Centre



Future Character Statement

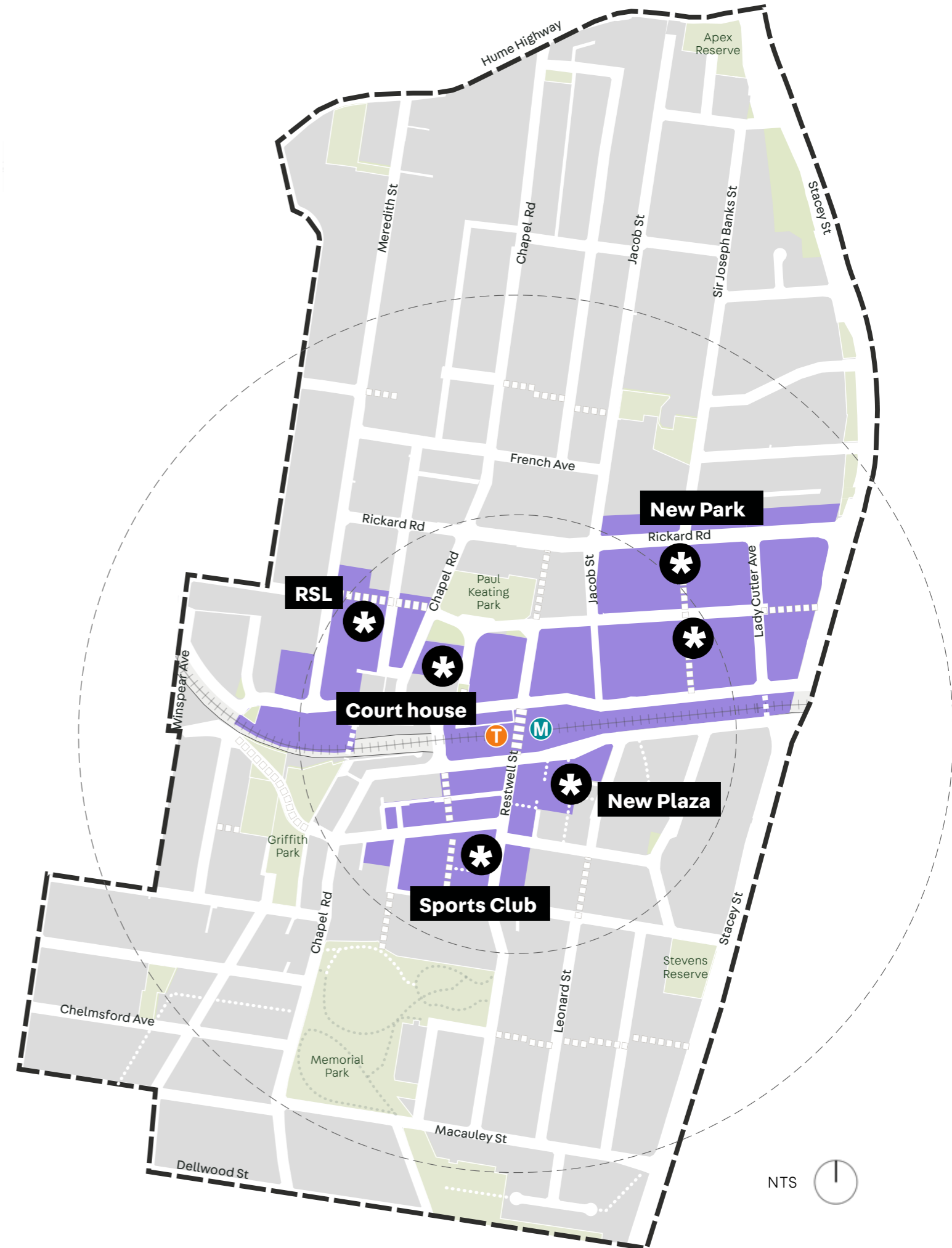
High density, 24-hour city centre, preeminent retail and entertainment destination, active streets and new public parks.

The City Centre is the hub of activity, and comprises important destinations including Bankstown Central, Paul Keating Park, Bankstown Local Court, Bankstown RSL, Bankstown Sports Club and the Compass Centre. A new pedestrian network will interconnect these local destinations and the Bankstown railway and future Metro stations.

A new plaza is proposed at the current West Terrace Car Park site. This plaza will become a new focal point for City life, surrounded by active uses, commercial and residential development. It will become a new anchor and destination place for the southern half of the City Centre. The new plaza will link to the City Centre through a network of lanes and arcades, which will connect to the rail and future Metro station.

The City Centre will continue to be a key employment hub and characterised by a concentration of retail and entertainment adding interest to pedestrian experience on key routes. Fine grain and open-air retail fill the streets in proximity to the rail and future Metro stations, extending Bankstown's characteristic as a small business incubator. The growth of small businesses to support non-mainstream retail opportunities and diversify cultural activities.

As workers, students and residents increase in Bankstown, retail hours will be extended, creating a thriving night time economy, especially along key links that connects the RSL and Sport clubs, to provide 24-hour activation and passive surveillance.



Future Look & Feel



Area 2 : The Avenue



Future Character Statement

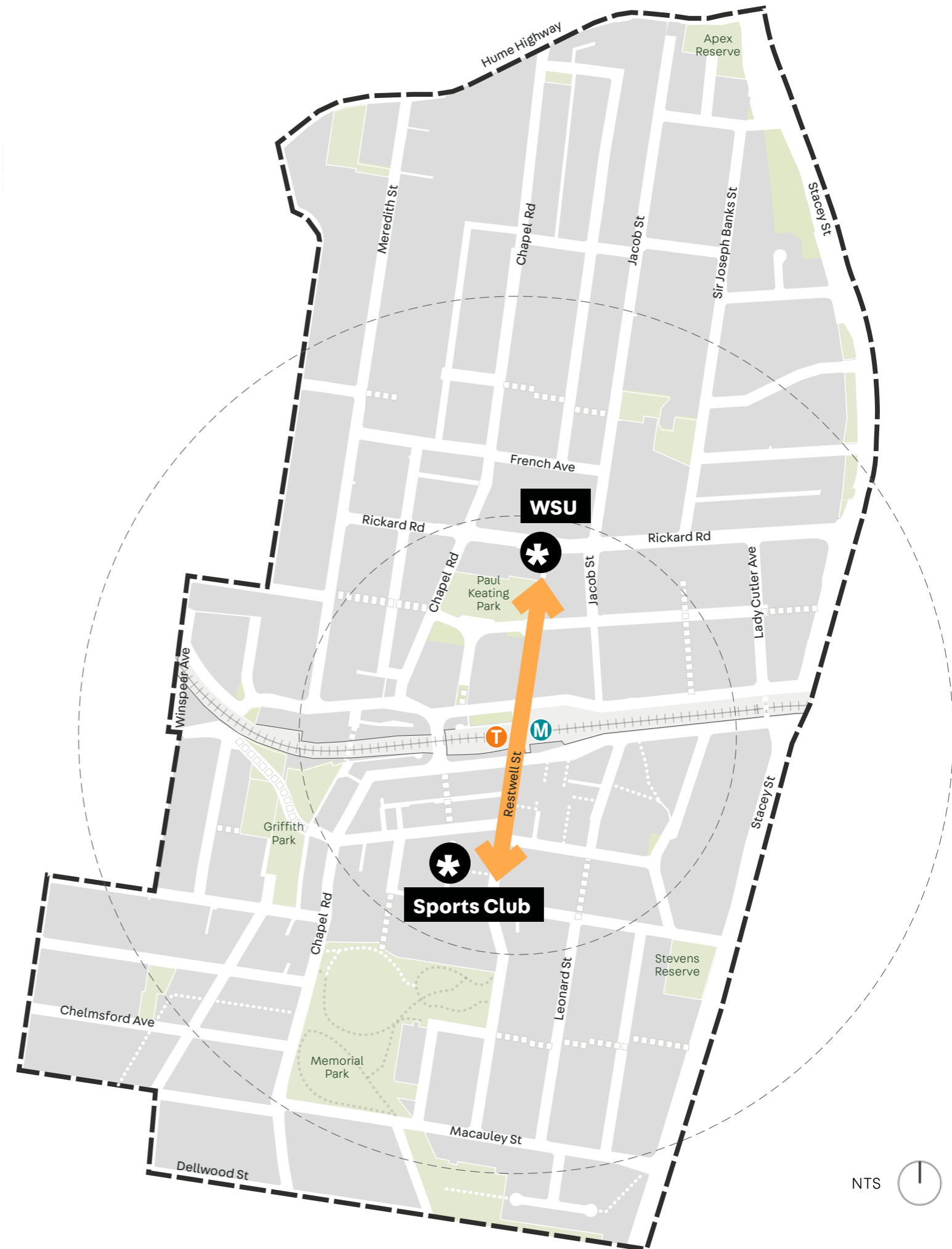
Pedestrian-oriented corridor imagined as Bankstown's central activity spine and 'high street'

The Avenue is the entry to Bankstown. Like in many great cities around the world, this link will deliver a key "activity spine" that encourages 'north to south' visibility, street life and retail activity, spanning from Rickard Road to Stanley Street.

The future character of The Avenue North (The Appian Way) is a pedestrian oriented shared zone boulevard with mature tree lined edges. Outdoor dining areas spill onto the street, as bypassing residents, students, workers and shoppers head towards other character areas.

The Central segment, at the stations interchange, is the most important. It is a welcoming, open-air pedestrian civic plaza, with iconic towers at North and South Terrace acting as visual and directional markers for visitors.

The Avenue South (Restwell Street) is a bus corridor with a separated tree-lined cycle way. It is a day-to-day neighbourhood street, connecting rail and future Metro stations to the parks and schools. Focused commercial activity between South Terrace and Greenfield Parade, will see this segment bustling with workers traversing into the new laneways towards the new Lopez Lane plaza.



Future Look & Feel



Area 3 : Food & Culture



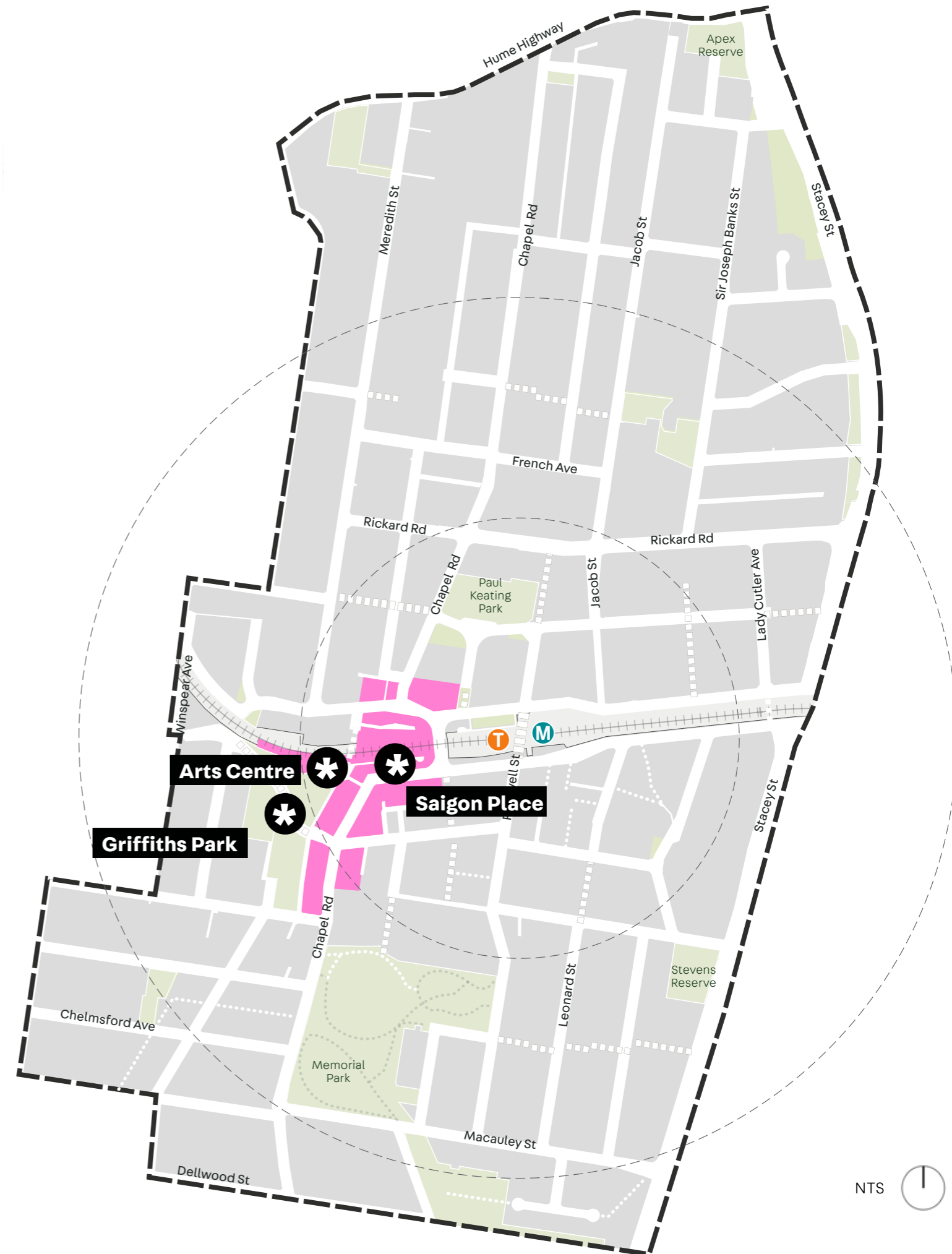
Future Character Statement

Protect and celebrate fine grain, vibrant character, small lot size and active street life

Food and Culture Area includes Bankstown City Plaza, Saigon Place, the Arts Centre and its neighbouring Griffith Park. Its bustling street life and the diverse food culture is renowned in Sydney. Sydneysiders travel regionally to savor the cuisines that Saigon Place has to offer and attend the events from the Arts Centre.

The fine grain, small lot and vibrant character of Saigon Place and City Plaza is to be protected and celebrated. Street markets are partially permitted in public domain and upper storeys are encouraged for small businesses.

This Master plan proposes largely no change to built form in this area. However, Council is investigating a stand alone Master Plan for Griffith Park to upgrade the park and further expand this Food & Culture precinct.



Future Look & Feel



Area 4 : Civic



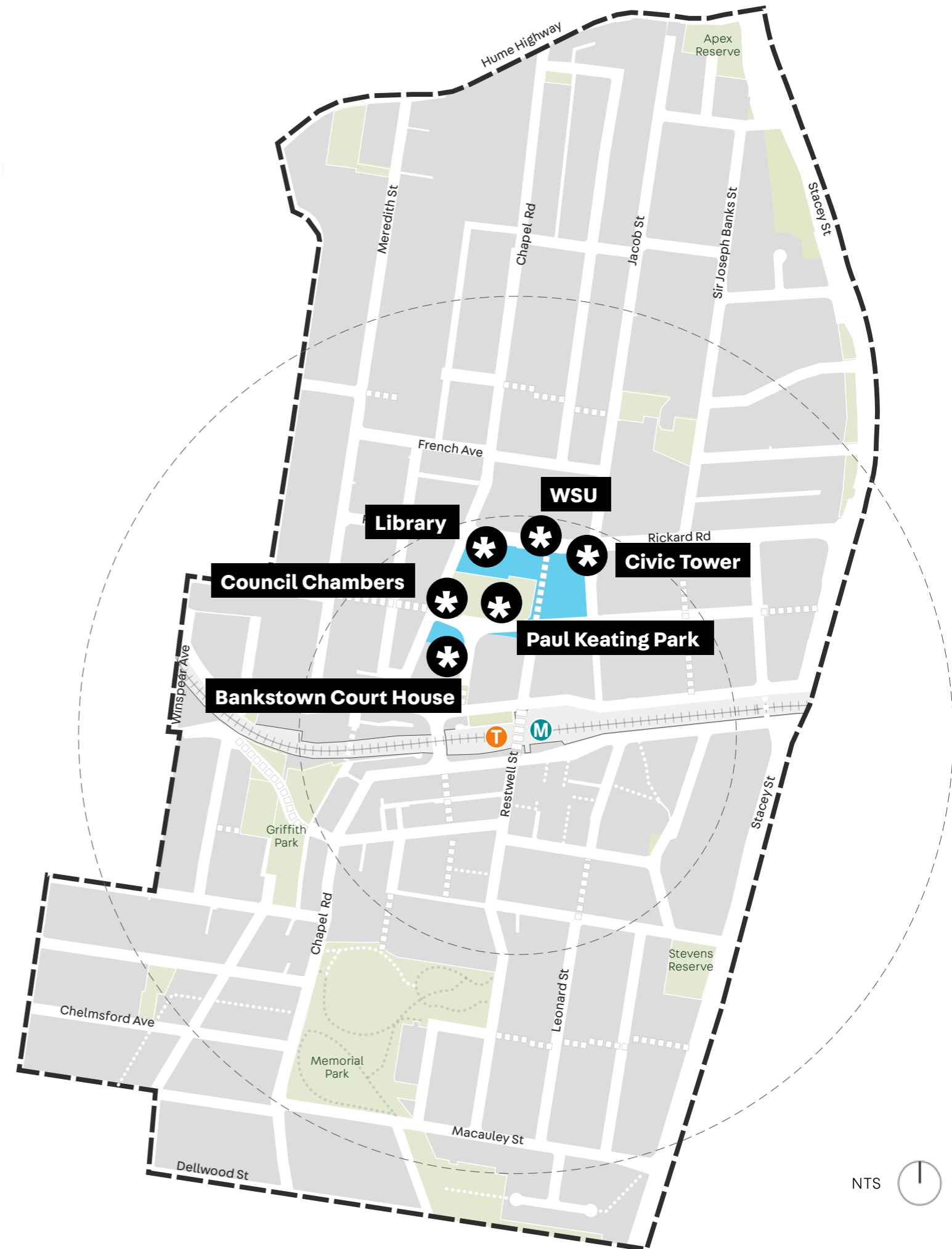
Future Character Statement

Preeminent civic destination for the entire LGA with high quality public domain and iconic architecture

The presence of the Civic precinct within the CBD is preeminent, encompassing Paul Keating Park and its surrounding facilities, such as the Civic tower, Bankstown Library and Knowledge Centre, Bankstown Local Court, Council Chambers and future WSU vertical campus; it will continue as the Centre's gathering place for all community groups.

The introduction of the university community will amplify the energetic dynamics of this character area. Paul Keating Park Master Plan has been adopted by Council to transform this area, to create a livable and inspiring public realm in the commercial heart of Bankstown. It is designed simultaneously for the easy flow of people through and around the precinct and create iconic architecture and quality landscaped public spaces for gathering.

The Appian Way will seamlessly connect this Civic character area to the rail and future Metro stations and northern residential areas. While The Mall extends to an animated thoroughfare connecting different character areas ranging from multi-level retail in Bankstown Central; to health and educational institutes; to key entertainment destinations such as the RSL Club.



Future Look & Feel



Area 5 : 'Eds & Meds'

Future Character Statement

Employment focused precinct with uses catering to workers, including an eat street on Chapel Road and residences

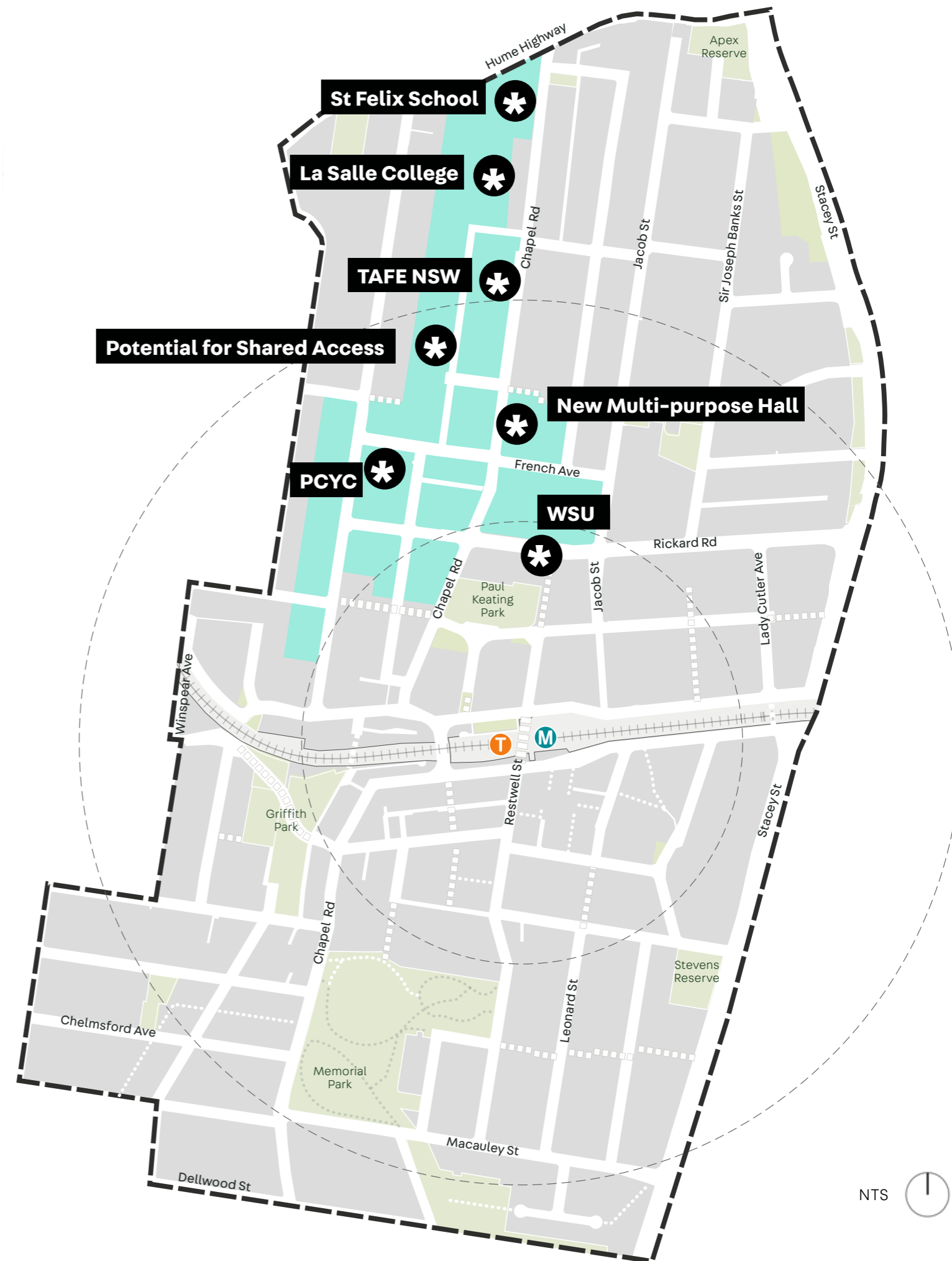
The Education and Health (Eds & Meds) area will be characterised by medium scaled buildings with multiple roof terraces, interconnected by a publicly accessible plaza and pocket parks, centred around the future Bankstown hospital, existing TAFE NSW and a network of supporting and related organisations and industries.

This will be an employment generator with workers and students commuting through day and night. Chapel Road North will be transformed into a vibrant eat street, with wide tree canopies to shade the outdoor diner and provide a connection to the rail and future Metro stations via a separated bike path and bus corridor.

The series of open spaces will comprise safe recess and break-out spaces for patients, workers and students, as well as recreational and local retail opportunities for residents. In high-density locations, such as French Avenue and Rickard Road East, a new park and new multi-purpose centre will be created to facilitate a livable centre for all.

Currently closed off or fragmented open spaces will be unlocked, embellished and connected by new access lanes and thorough-site pathways to encourage walkability to these breathing spaces for the people.

A new shared way and laneway network surrounding the existing TAFE NSW site will ensure minimal vehicle access and servicing is required off Chapel Road.



Future Look & Feel



Area 6: Memorial Park

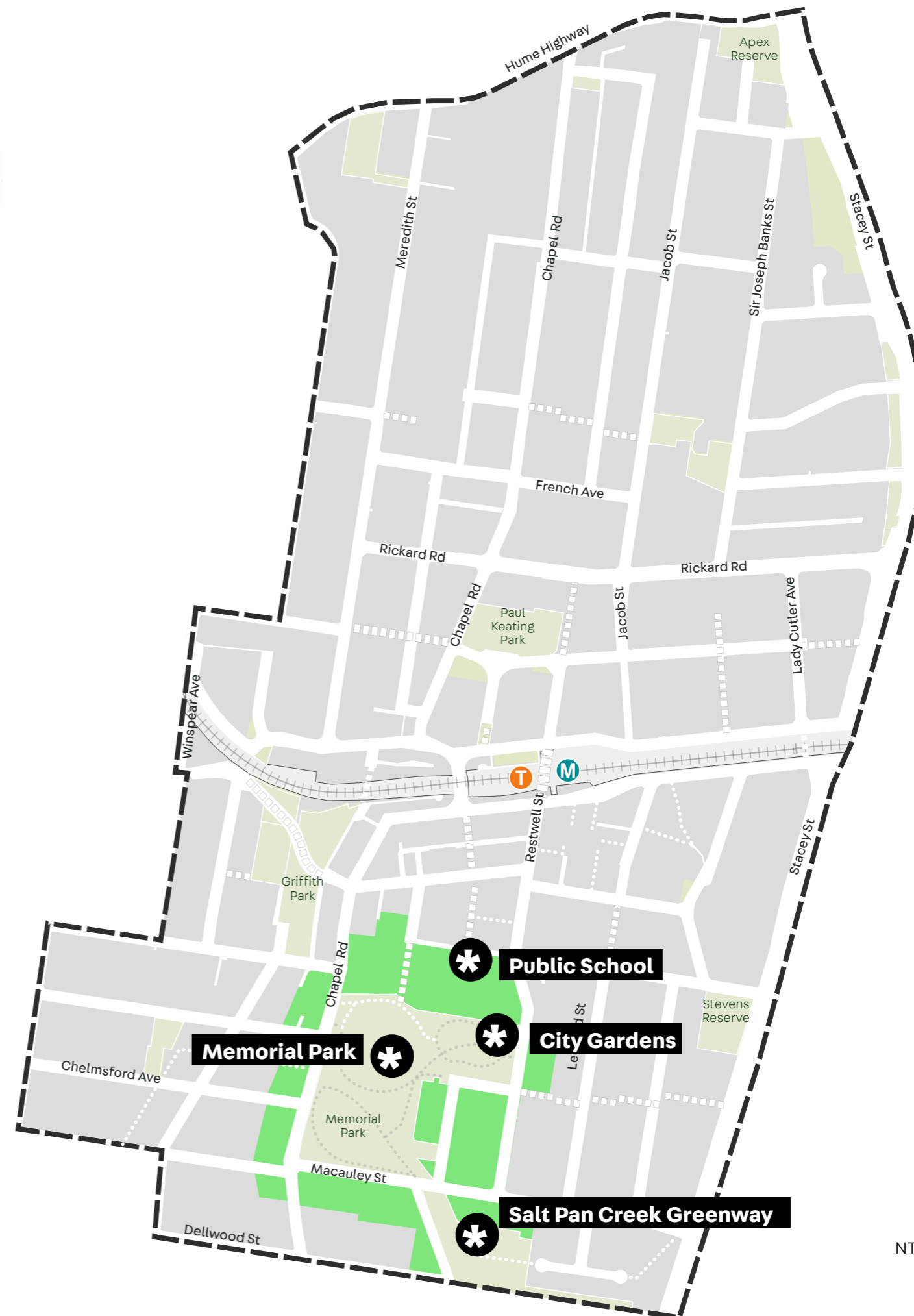


Future Character Statement

High amenity residential neighbourhood with generous views of the park and leafy, green streets

Memorial Park will be lined by leafy green streets and bordered by well-designed medium to high density apartment developments. Residents will enjoy numerous amenities and expansive park views over the parklands.

New pedestrian links are placed along existing creek lines in property setbacks as an extension of the Blue Grid. Provision of leisure walks and cycling routes will promote a healthy lifestyle. Segments of the stormwater infrastructure will progressively be landscaped and naturalised to promote a water-sensitive urban environment. Chapel Road and Restwell Street shared paths provides residents easy access to schools and transport, while retail along Chapel Road will add to the locality's convenience.



Future Look & Feel



Area 7 : High Density Living

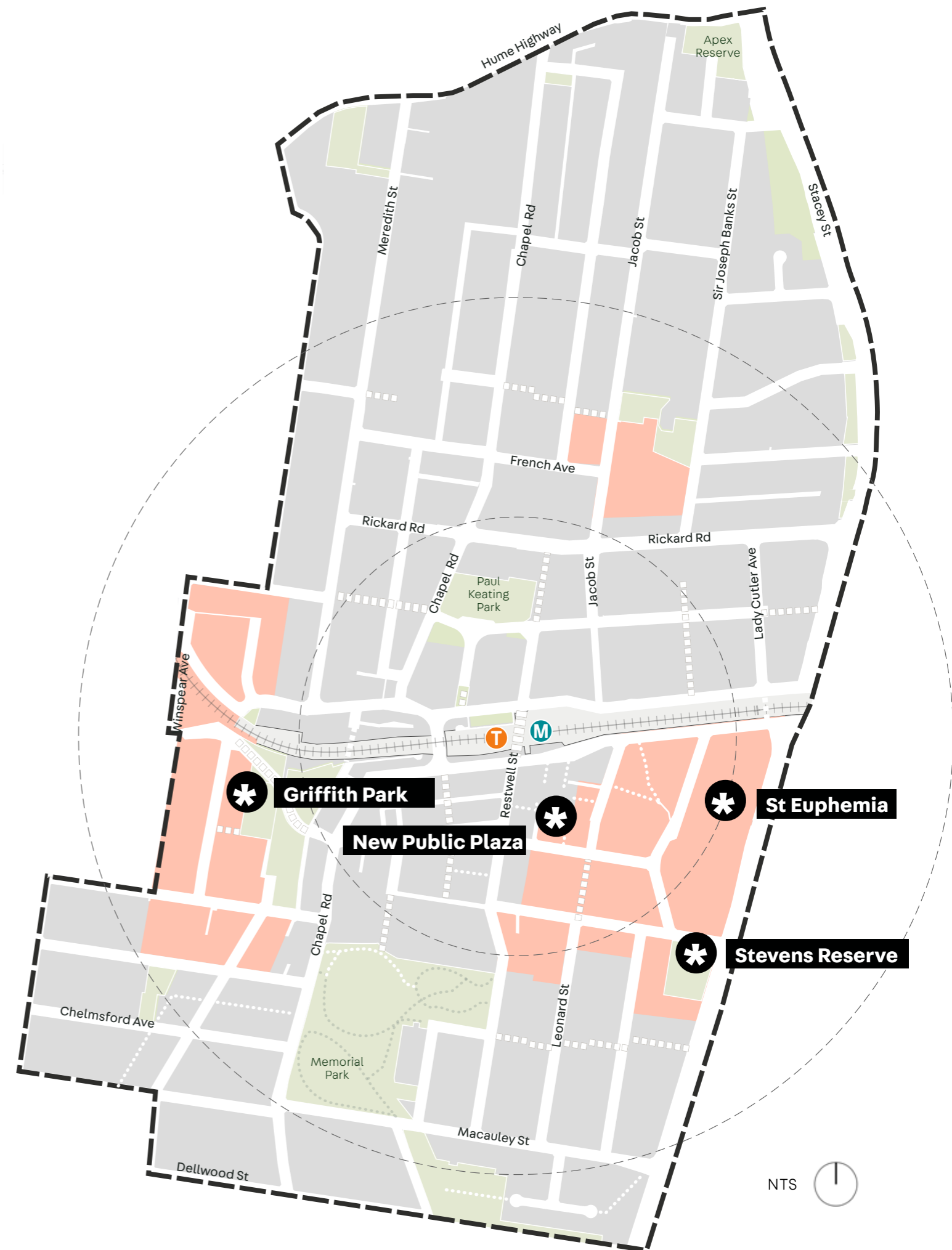
Future Character Statement

High density residential neighbourhood with quiet pocket parks, green setbacks and lush courtyards on the footsteps of the City Centre

Distinguished and architecturally inspiring mixed-use and residential slender towers that positively contribute to streetscape and emphasis on green design, sustainable material use, generous landscaped setback and lush rooftop gardens will characterise this High Density Living areas.

The Master Plan proposes a range of building heights to create a varied silhouette for the City's backdrop (refer to Direction 4) and these high density residential towers will set the skyline of Bankstown for our bypassing commuters. Lush leafy terraces of these developments will symbolise the importance of greenery in the Centre and redefine Bankstown's image as a place for respite and leisurely enjoyment. Offering inviting and comfortable rooftop backyards to our apartment dwellers.

New and enhanced links and open spaces are introduced to cater for the proposed intensification to ensure residents have accessible public open space while enjoying the convenience of easy transport, shopping and dining. With this density, boutique café and restaurants are attracted to cater for these communities and will bring activation and authentic cuisines to these street corners.



Future Look & Feel



Area 8 : Terraces & Apartments



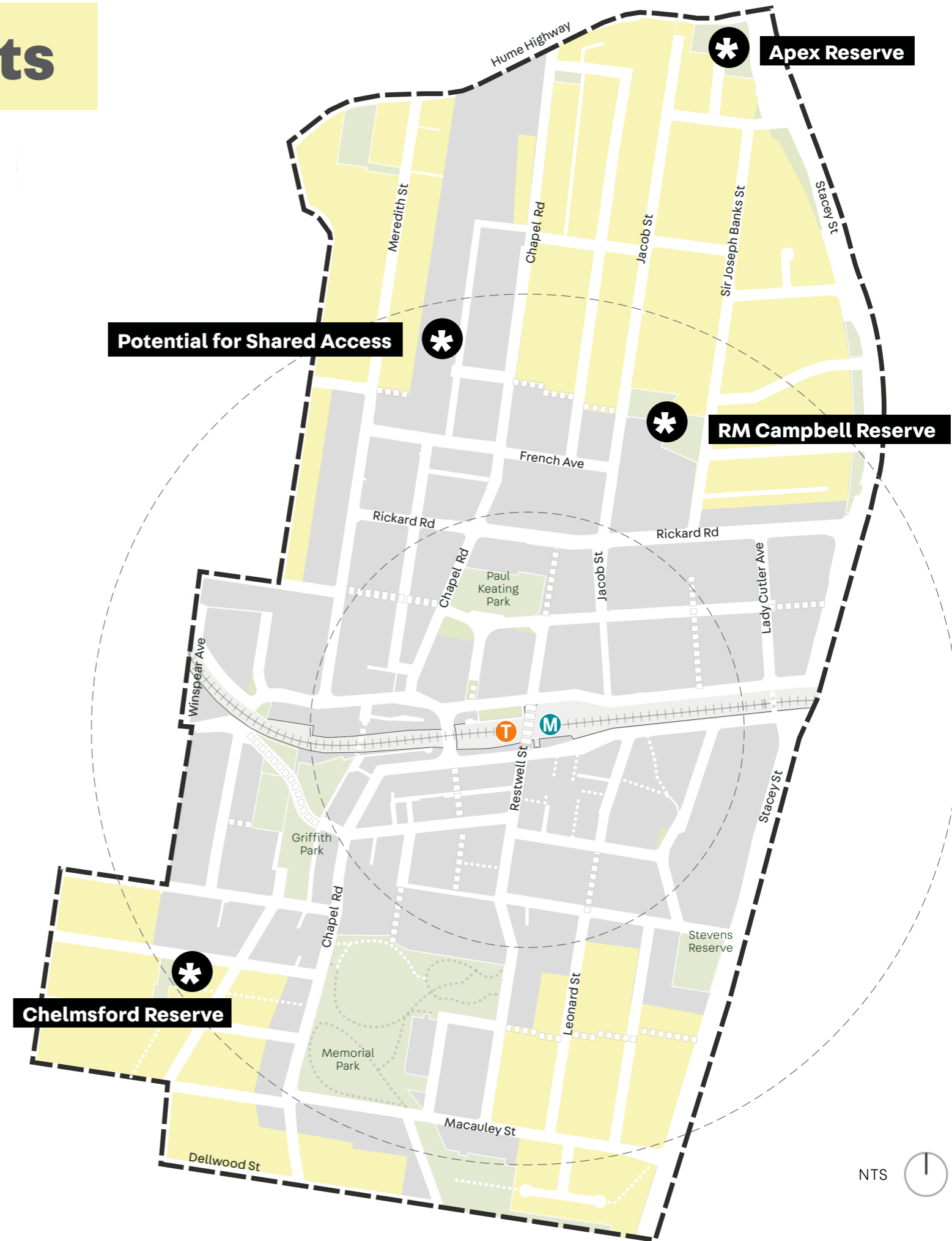
Future Character Statement

Medium density residential neighbourhood with quiet pocket parks, green setbacks and lush courtyards close to amenities of the City Centre

In this character area, the development pattern will likely comprise of new modern terrace and mid-rise development in contrast to older walk-up apartment blocks, where newer residents will come to meet established ones.

This development pattern will address the demands of a diverse population. Older styles housing can provide for affordable housing options and newer terraces will enjoy private yards and off-street entries.

New pedestrian links and cycle paths are introduced in this area to enhance walkability and promote connection to open space. Existing parks will be embellished to provide new amenities for residents' enjoyment. Planning controls in these areas will be reviewed to allow for corner shops and cafe opportunities in some locations to provide a focal point for each locality and a place for local living and gathering.



Future Look & Feel





Direction 3

A Centre that Attract Investment and Jobs

The creative sector will flourish with increased and affordable art exhibition and co-working spaces that provide visibility and opportunities for co-creation.

Reduced restrictions to trading hours and night-time activity and a mix of permissible uses will facilitate a 24-hour city to support the needs of residents, workers and students as the City emerges into a health, academic, research and training precinct.

What do we know?

- Bankstown is the largest strategic centre in the Canterbury Bankstown LGA
- Under the Greater Sydney Commission's South District Plan, strategic centres will receive investment from State and Local Governments to realise housing, jobs, transport, community infrastructure and sustainability futures.
- In 2020, there were approximately 11,000 jobs in Bankstown (SGS, 2020). The City currently contains 738,438sqm of commercial office, retail and health/education and community floor space, with commercial office floor space comprising the largest proportion of these categories (49%).
- The Local Strategic Planning Statement adopts a vision for Bankstown to be a genuine health and education precinct with a cluster of knowledge intensive and population servicing sector. It adopts a total jobs target of 25,000 by 2036.

- To meet the 2036 jobs target, the City needs to attract an additional 14,000 jobs or 420,000sqm of employment floor space.

What are we proposing?

Objectives and actions within this direction will help ensure Bankstown grows into a genuinely vibrant and successful employment centre offering diverse employment opportunities with health and education specialisations and leverage new, major infrastructure – Sydney Metro and a Western Sydney University campus. The NSW Government has also committed to a new \$1.3 billion hospital investment in Bankstown, with the site yet to be announced. A hospital within the Bankstown City Centre has the capacity to spur further investment in allied and private health, retail and supporting employment sectors. Bankstown will retain and capitalise on its fine grain retail components, diversity and support a vibrant night-time economy.

To achieve this vision, a number of actions will protect existing employment floor space and ensure there is enough capacity and flexibility in planning controls (supported by feasibility analysis) to facilitate the development of retail and office uses, health and educational facilities and creative/cultural uses. The City's employment-generating land use capacity will be increased to accommodate the additional 14,000 jobs targeted by 2036.



The Flinders Centre provides a new premium office building in Bankstown City Centre



Bankstown will be a thriving economic hub for the region. The City will be a genuine employment focused centre. A commercial core zone and increased employment floor space requirements within planning controls will accommodate a mix of health, education, knowledge intensive and population serving sectors and create a total of 25,000 jobs by 2036

Objective 3.1

Establish a modest Commercial Core in Bankstown

Proposed planning controls will introduce a B3 Commercial Core land use zone in Bankstown City Centre. It will be centred around the Civic Precinct the current Railway Station and the centre's existing 'Saigon Place' and City Plaza to the south as illustrated overleaf.

A Commercial Core will support the development of commercial, health and education and arts/culture use by making these uses exclusively permissible with consent under NSW planning legislation.

A commercial core would leverage the new Metro rail development and the new university campus development in the Civic precinct. A modest commercial core has been suggested to find a balance between retaining and protecting employment floorspace (to reach employment targets) without sterilising a large section of the town centre outside core work hours. Sterilisation of city centres due to B3 commercial core zonings were identified as a risk during community consultation of the Land Use and Economic Study (SGS, 2020). The proposed approach is a balance between maintaining capacity for employment in the long term and ensuring an active and vibrant City Centre.

It is noted that in February 2021, the NSW Government introduced the State Environmental Planning Policy Amendment (Build-to-rent Housing) 2021 which would allow for the development of build-to-rent housing in commercial core zones. Appropriate design controls will be required to ensure that build-to-rent development is designed for potential future alternate uses. Build-to-rent housing is addressed in further detail at Direction 9 – A City with Housing for All.

Why is this proposed?

Establishing a B3 Commercial Core in Bankstown would provide a clear and consistent signal to the market that the centre will be a focal point for future employment growth. This is important for several reasons.

Firstly, State government has already designated Bankstown as a key employment centre within the Greater Sydney context.

Secondly, as business and government agencies have historically preferred to locate in neighbouring centres, a signal is required to highlight Bankstown's new status. The establishment of a commercial core will help grow the employment centre and attract investment and interest.

Another reason to safeguard employment floorspace in Bankstown is due to the recent bias towards housing development in centres. Residential development in, or nearby town centres, is important to maintain vibrancy, activity and passive surveillance. However, the Bankstown Strategic Centre also must

cater for the State government's employment targets, which are substantial, however do represent a long term view.

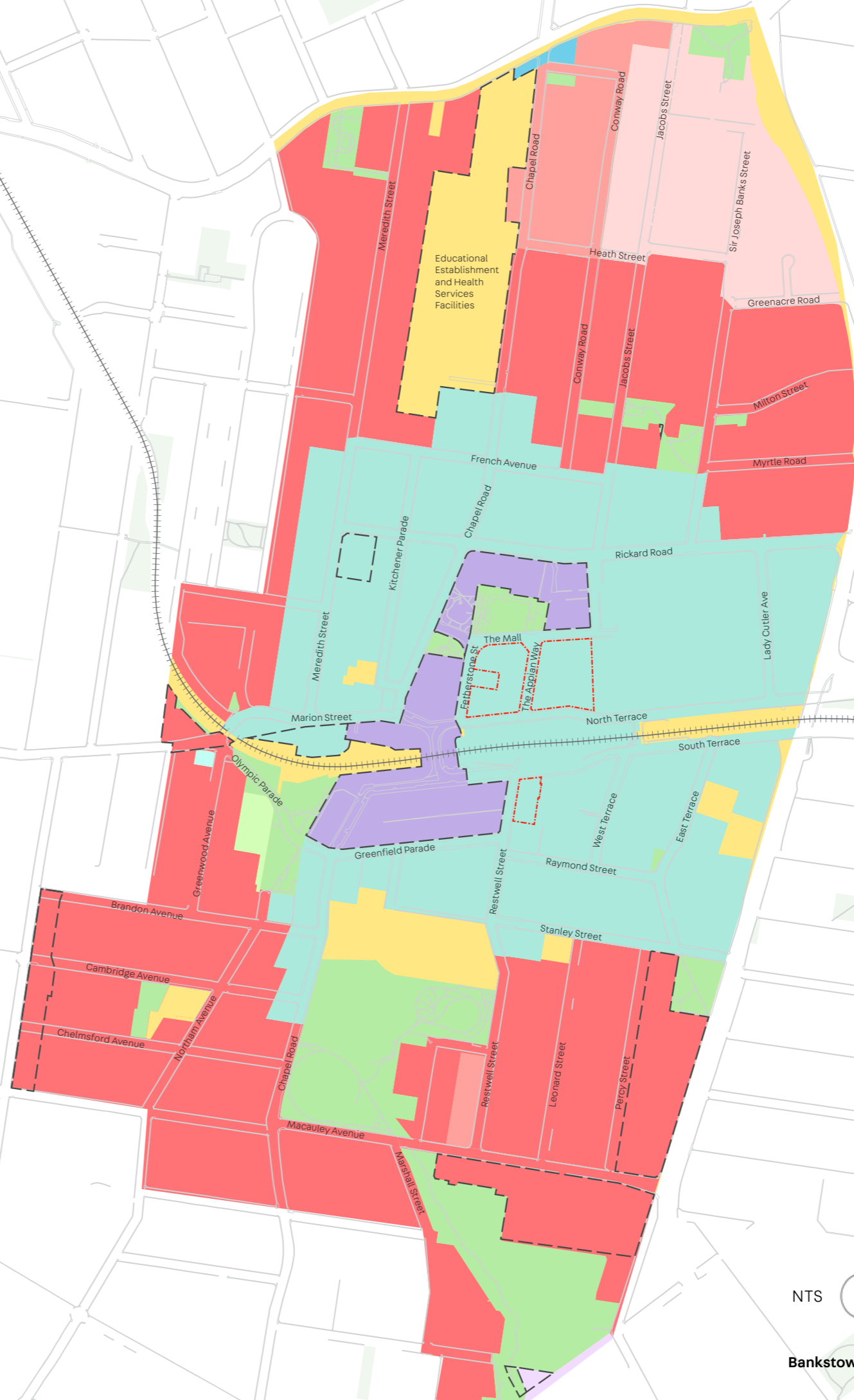
The Canterbury Bankstown Local Strategic Planning Statement is supportive of employment growth in the core area of Bankstown, stating: 'areas near mass transit stops, will be modern locations for new businesses, jobs, shops and community infrastructure'.

Actions

- 3.1.1 Introduce a B3 Commercial Core in Bankstown City Centre.

Bankstown Land and Zoning Map

- Neighbourhood Centre**
- Commercial Core**
- Mixed Use**
- Low Density Residential**
- Medium Density Residential**
- High Density Residential**
- Public Recreation**
- Private Recreation**
- Infrastructure**
- Areas of change**
- Sites required to deliver 50% of GFA as employment-generating uses**



NTS

Objective 3.2

Maintain the B4 Mixed Use zone surrounding the proposed Commercial Core and maintain a minimum provision of employment floor space delivery in the Mixed Use Zone

It is proposed to retain the B4 Mixed Use zone in Bankstown surrounding the proposed B3 Commercial Core zone. The co-location of residential and commercial development will support the viability of the commercial retail space in the centre and ensure the centre is not sterilised outside of work hours.

Council will maintain a minimum provision of employment floor space required in this zone. Currently, Clause 6.9 Restrictions on development in Zone B4 Mixed Use in Bankstown Local Environmental Plan 2015 requires the ground and first floor of mixed-use development to be for a commercial purpose or other non-residential purpose. An option to provide a minimum of 1.4:1 of employment floor space or the ground or first floor, whichever is lesser, is proposed in the draft Canterbury Bankstown Local Environmental Plan 2020. It is proposed to retain this clause to ensure the minimum provision of employment floor space.

A number of sites of strategic importance will be able to deliver more than 2 storey equivalent of commercial floor spaces due to their proximity to the future metro station and B3 Commercial Core zone and generous site area. This includes the Compass Centre block between the Appian Way, Fetherstone Street, The Mall and North Terrace; part of Bankstown Central (subject to a separate Planning Proposal) and sites at the corner of Restwell Street and South Terrace. These sites will be required to deliver at least 50% of total floor space as employment generating land uses in the revised LEP.

Employment generating uses comprise:

- centre-based child care facilities
- commercial premises
- community facilities
- educational establishments
- entertainment facilities
- function centres
- health services facilities
- hotel or motel accommodation
- information and education facilities
- passenger transport facilities
- public administration buildings
- recreation facilities (indoor)
- residential aged care facilities
- registered clubs
- tourist and visitor accommodation

In addition, it is proposed to introduce a 'no net loss of employment floor space' clause in the LEP. With any redevelopment in the B4 zone, if sites have more than the minimum required employment floor space requirement within existing development, the redevelopment will be required to accommodate the equivalent quantum of employment floor space (as existing) as a minimum.

All the above measures will position Council to meet its job targets. With the high employment targets placed on the centre,

and the significant demand for employment floorspace beyond current planning control capacity, it will be important to protect employment floorspace in Bankstown centre now and into the future, despite short term pressure for residential development.

Why is this proposed?

Recent market conditions have tended to favour housing with some retail in the Mixed Use Zone. Rarely has development in this zone been for office buildings or institutional uses. Should this trend continue there is a risk that the Bankstown City Centre may evolve into a high density residential centre with retail activity, at the expense of evolving into a more genuine employment hub. Therefore, safeguarding and delivering employment floorspace in the centre frame of Bankstown is key.

Bankstown currently does not have sufficient floorspace capacity under the current planning controls to accommodate the employment floor space target to 2036. If the employment targets are to be realised, on average, a minimum two storey commercial floor space (or a minimum employment FSR 1.4:1 of FSR) is required in the B4 Mixed Use zone in addition to the B3 Commercial Core discussed in Objective 1. This approach is likely to provide more efficient patterns of development as the lower building levels can be better suited to employment uses in higher density locations.

Actions

- 3.2.1 Maintain the B4 Mixed Use zone around the proposed B3 Commercial Core in Bankstown City Centre.**
- 3.2.2 Retain the minimum provision of employment floor space delivery in the B4 Mixed Use Zone as per the current LEP (deliver a minimum of two storeys of employment floor space or 1.4:1, whichever is lesser).**
- 3.2.3 Require strategically important sites in the B4 zone to deliver a minimum of 50% of employment floor space, including:**
 - **The Compass Centre block – between Fetherstone Street, The Mall, Appian Way and North Terrace.**
 - **Parts of the Bankstown Central site (subject to a separate Planning Proposal).**
 - **The corner of Restwell Street and South Terrace.**
- 3.2.4 Introduce a no net loss clause of existing employment floor space in the LEP.**
- 3.2.5 Introduce an incentive height and floor space map (refer to Direction 1). A development can achieve the maximum incentive height and floor space control in the LEP if they deliver a minimum of 50% commercial floor space within the business zones.**

Objective 3.3

Introduce a Night-Time Economy Core in the City Centre and de-regulate night time activities

The Master Plan proposes to create a night-time economy core in the city centre. The night time economy generally refers to the mix of business, leisure, social and cultural activities and experiences that take place after 6.00pm. These include, but are not limited to, food, drinking and entertainment focused core activities such as restaurants/cafes, pubs, bars, theatre, festivals, markets and live music. The night time economy also consists of non-core activities such as transport, retail, service industries, educational establishments and libraries.

It is proposed to reduce regulatory approval processes for retail and business uses and temporary cultural events to trade later into the evening in Bankstown City Centre within the B3 Commercial Core and B4 Mixed Use Zones. With the future Western Sydney University Campus, a potential public hospital and increase in workers and residents over the next 20 years, the City has an opportunity to extend its economic, cultural and creative opportunities into the later hours of the day to create a genuinely dynamic, productive and vibrant city.

It is also proposed to introduce a night time section and map in the DCP, with accompanying information in Planning certificates define parameters relating to late night trading hours, activities, noise and venue management to encourage late night trading whilst minimising adverse amenity impacts to residential development.

This will provide greater certainty to the market of where night time trading is acceptable by Council. It also sets a level of expectation within the community of where late-night trading will occur. Consultation with Sydney Metropolitan Councils outlined that where there are expectations of late-night trading, there is generally a greater level of acceptance of such activity.

New controls for night time trading and the undertaking of cultural activities will work hand in hand with active frontage controls for the City Centre. Refer to Direction 2 – A Centre for People for detail.

It is important to acknowledge that planning controls alone do not create a night time economy. Community consultation for the draft Students and Worker Needs Study and draft Night Time Economy Action Plan identified uninviting public domain spaces and perceptions of safety as barriers to encouraging late night activity in Bankstown. Bankstown's Complete Streets Master Plan and a re-branding strategy for the centre will assist in addressing these perceptions by ensuring public spaces are more inviting and improving Bankstown's image as a safe and desirable evening destination.

Why is this proposed?

This proposal implements the Local Strategic Planning Statement vision to create diverse night time economy in our Centres. It also establishes a night-time economy area as envisioned in the Bankstown CBD and Bankstown Airport Place Strategy by removing regulatory barriers for lower impact retail uses and business uses to operating in the evening. It also carries forward the City's Creative City Strategic Plan 2019 – 2029 and draft Night Time Economy Action Plan.

The socio-economic benefits of supporting a thriving night time economy is gaining prominence across the globe with increasing urbanisation, and as cities shift away from the traditional 9am to 5pm working model.

The night time economy offers a range of opportunities for providers and users, and also celebrates Bankstown's dynamic cultural mix. Expanding services after dark, particularly in the arts, culture, retail and entertainment sectors, can help increase productivity, and facilitate wealth and job creation, while also contributing positively to the social and cultural fabric of Bankstown City Centre. These issues have been recognised in recent policy approaches for Metropolitan Sydney, with the cultivation of the night time economy identified as a key action in both the Greater Sydney Commission's Metropolis of Three Cities and South District Plan.

During community engagement for Council's draft Night Time Economy Action Plan, businesses stated that they once there is a general practice of businesses in a centre closing by a certain time, it becomes more difficult for individual businesses acting in isolation to justify extending their trading hours. The reduction in regulatory approval processes to trading hours will encourage a clustering of late-night business trading by enabling certain retail and business uses within a precinct-wide area to trade later without development consent, whilst also providing certainty to the residential community over areas that will have increased night time activity.

Consultation for the Student and Worker Needs Study also found that workers and tertiary students desire Bankstown City Centre to be more activated and livelier during the day and night, to encourage students and workers to linger in these centres. The current lack of activation in these centres has contributed to poor perceptions of safety.

Actions

- 3.3.1 Introduce exempt provisions in the LEP for extended trading hours of business premises, retail premises in the B3 Commercial Core and B4 Mixed Use Zones.**
- 3.3.2 Create a Night Time Economy map and section in the DCP with accompanying objectives and controls that define parameters relating to noise and venue management to encourage late night trading whilst minimising adverse amenity impacts to residential development.**
- 3.3.3 Introduce a night time economy map and definition in Planning Certificates.**



Direction 4

A Well-Designed Centre

Introduction

Quality design in public and private areas will transform Bankstown into a sustainable, livable, healthy, and attractive City Centre, while also protecting and enhancing the historic and cultural character of Saigon Place, Salt Pan Creek, Memorial Oval and areas of special character.

The role of design excellence will be elevated through implementation of a design excellence and sustainability clause and establishment of a design excellence panel, setting clear expectations for Council, the community and the development industry of their role in designing and delivering great places and buildings for people.

Design-led built form testing including 3D modelling, has informed building heights and floor space ratios recommended by this Master Plan. The aim will be to establish a culture of design quality through robust and clear architectural, urban design, landscaping and planning controls. Built form controls will promote and support innovation and design excellence. Art will be integrated into development sites and the public realm through public art controls in the DCP and including public art as a consideration in public domain plans.

Planning mechanisms will be investigated and implemented to ensure design excellence and sustainability is managed and delivered throughout the life cycle of development approvals and construction.

What constitutes a well-designed centre?

Good design creates user friendly, enjoyable and attractive places and spaces, which continue to provide value and benefits to people, the place and the natural environment over extended periods. Good design brings benefits socially, environmentally and economically, and builds on these benefits over time - continually adding value.

What do we know?

- There is a wide variety of different sized sites and building typologies across Bankstown which add significantly to the character of the area.
- The City Centre Core is largely defined by fine grain urban fabric. The fine grain is concentrated mostly along Chapel Road, Bankstown City Plaza, Saigon Place, South Terrace and Restwell Street. The concentration of heritage items is mostly around Saigon Place and the Vimy Street to the South.
- There are a number of large sites capable of redevelopment without requirement for amalgamation in order to achieve increased housing and employment opportunities e.g. Bankstown Central, TAFE NSW, Sports Club etc.
- Redevelopment in Bankstown will need to be responsive and in keeping with the existing context and character of the urban fabric.





S. PELLEGRINO

Objective 4.1

Diversify the Urban Fabric

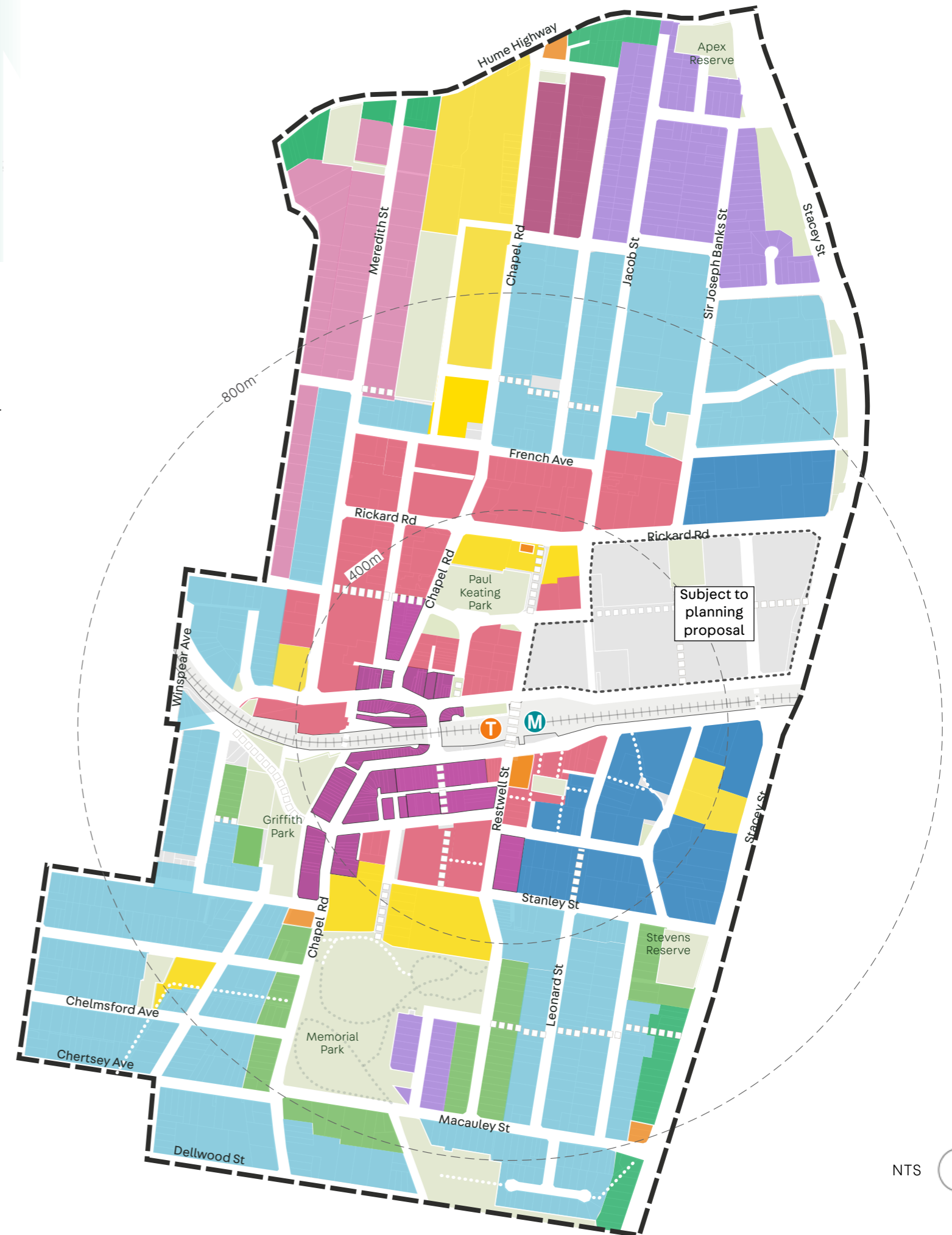
Diverse building typologies are proposed to add further richness, variety and quality to Bankstown's built environment. High quality design will be at the forefront of new developments in Bankstown. This will deliver on Council's commitment to achieve design excellence and diverse housing types.

Actions

4.1.1 Develop LEP and DCP controls based on specific built form outcomes for various land uses and building and site typologies, focusing on height, street setbacks, upper level setbacks, street wall height, and other architectural, urban design and landscape controls.

Proposed Built Form Typologies

- Bold Form
- Street wall and tower
- Strata Terrace
- Residential Flat (Mid-Rise)
- Residential Flat (High-Rise) & Mixed-Use
- Park Front
- Fine Grain Shop Top/ Commercial
- Mews
- Institutional
- Noise Edge
- Single dwellings
- Analysis Catchment Area
- Open space



Street Wall and Tower

Podium Towers are proposed in high intensification areas, within the core of the City Centre on key sites surrounding the train station and along Rickard Road, Meredith Street and Restwell Street. These are perceived as the key areas within Bankstown City Centre with the characteristics required to achieve a higher level of intensification on a single site, while also accommodating a variety of uses. Careful consideration to pedestrian amenity and human scale of the streets is required.



Residential Apartment (High-Rise) and Mixed-Use Buildings

High-rise residential and mixed use buildings are proposed on sites to the south of rail corridor and west of Stacey Street where high intensification is proposed. This type is proposed to achieve the growing housing and employment/service need in the Bankstown City Centre while providing the opportunity for more people to live and work near public transportation hubs.



Residential Apartment buildings (Mid-Rise)

Mid-rise apartments are proposed in high intensification areas, mostly to the north (north of French Ave. between Chapel Rd and Stacey St) and partly to the south of the rail way corridor (Between Gordon St and Brandon Ave and south of Stanley St). Careful consideration of the context of each building and adequate built form transition to the neighbouring sites and adjacent streets is required.



Fine Grain Shop Top and Commercial Buildings

Fine Grain Shop Top Housing and commercial buildings are located on sites in Saigon Place along Chapel Road South and parts of Marion Street East, where alterations and additions to existing historic buildings and new buildings are to be sympathetic to and enhance the historic local character, in line with the desired future character of the Food and Culture Precinct. The aim of this built form is to promote sensible urban renewal of Saigon Place responsive to the local culture, existing fine-grain condition stemming from the narrow shop fronts, existing heritage items and potential heritage items under investigation.



Institutional facilities/ Social Infrastructure

Institutional facilities/ Social Infrastructure are generally characterised by their 'campus style' construction, with larger proportions of open space within the site, generally dedicated to playing fields or playgrounds. The key areas where such facilities are located or proposed in City Centre are the school sites, TAFE NSW and the Civic Centres around Paul Keating Park.



Park Front Buildings

The Park Front typology is proposed around the three main parks on the south part of the City Centre; Memorial Park, Griffith Park and Stevens Reserve. The purpose of this built form is to embrace the unique location around the parks and to ensure the built forms on these lots would use the potentials of these locations by maximising views to the park and amenity available to occupants, whilst implementing more greenery as part of the built form.



Noise Edge Barrier Buildings

This built form is proposed along the Hume Highway and Stacey Street where there is high volume of car traffic. Special built form controls will be applied to the sites on these areas to ensure the amenity of the residents are not affected by road noise and air pollution.



Bold Form

This built form is proposed on sites which are considered to be located at the entry to a specific part of the city. These sites will accommodate buildings of particularly high design quality because many people will pass and experience them everyday. They are located on the City from Hume Highway, Chapel Road North, Stacey Street and Restwell Street from the South of the railway corridor. Design excellence controls which are supported by a Design Review Panel will result in high quality architectural outcomes.





Strata Terraces

In areas of limited intensification, redevelopment will be in keeping with the existing character and built form, namely responding to the single family dwellings, detached walk-up apartments and Strata Terrace houses typologies which currently dominate the north part of the Bankstown City Centre and to the east and west of Memorial Park.



Mews

Appropriate on rear lanes where lot depth allows for frontage along the lane. Built form is typically 2-3 storeys and is shallow in depth to allow for each side of the lot to provide frontage to the street. This lot and lane characteristic only occurs along Price Lane between Chapel Road and Conway Road north of the metro station. Recent development in this area has begun to produce mews typologies. Encouraging more mews housing in Bankstown provides an opportunity to diversify housing options.



Single dwellings (existing)

In areas of limited or no intensification, it is expected redevelopment will be in keeping with the existing character and built form of lower density neighbourhoods, namely responding to the single family dwellings, detached walk-up apartments and Strata Terrace houses typologies which currently dominate the north part of the Bankstown City Centre and to the east and west of Memorial Park.



Objective 4.2

Champion Design Excellence through Performance Testing

Proposed building heights seeks to preserve solar amenity to open space while providing adequate transition between tall buildings and lower scale areas, in accordance with the Intensification Strategy and principles supported by the Tall Buildings Study.

Actions

4.2.1 Establish a Design Quality process, introducing a Design Excellence Clause within the LEP, establishing a Design Excellence Panel along with LEP and DCP controls As noted in Section 2, taller buildings are focused around the railway station.

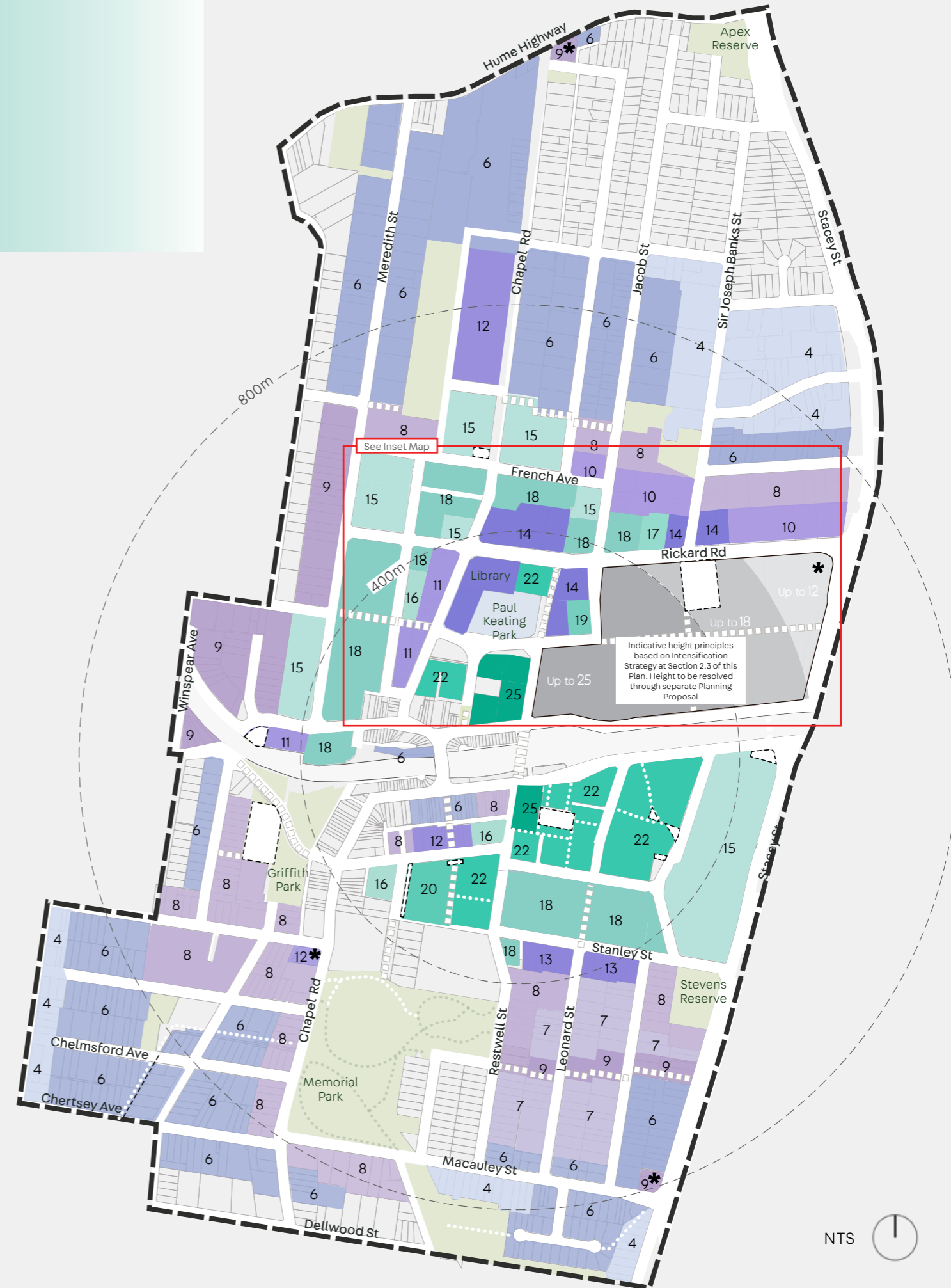
It is noted that the heights shown on this map are inclusive of all incentives outlined under Direction 1 to maintain a high quality and high amenity City Centre.

Proposed Building Heights

- Up to 2 storeys
- Up to 4 storeys
- Up to 6 storeys
- Up to 7 storeys
- Up to 8 storeys
- Up to 9 storeys
- Up to 10 storeys
- Up to 11 storeys
- Up to 12 storeys
- Up to 13 storeys
- Up to 14 storeys
- Up to 15 storeys
- Up to 16 storeys
- Up to 17 storeys
- Up to 18 storeys
- Up to 19 storeys
- Up to 20 storeys/Max 108RL
- Up to 22 Storeys/Max 108RL
- Up to 25 Storeys/Max 108RL
- Up to 12 storeys (Subject to a separate Planning Proposal)
- Up to 18 storeys (Subject to a separate Planning Proposal)
- Up to 25 Storeys/Max 108RL (Subject to a separate Planning Proposal)
- * Bold Form - Marker Sites
- Analysis Catchment Area
- Existing open space
- Proposed open space

*Height (# of storeys) subject to land Use and floor-to-floor building heights and they are inclusive of all incentives

Building Heights are subject to approval under the Airports (Protection of Airspace) Regulations 1996



Heights to Ensure Adequate Solar Amenity to Paul Keating Park and New Open Space

Building heights to the north, east and west of Paul Keating Park and the New Open Space on the Bankstown Central Site have been tested to ensure adequate solar amenity is provided to each space throughout the year. The diagram below illustrates indicative built form heights that allows for a minimum of 50% of each open space to receive sun light at any given hour on Winter Solstice.

It is noted that no reduction in height to any site has been applied. Any new development in proximity to open spaces will be scrutinised to ensure solar amenity objectives are maintained. It is noted that delivery of the new open space on the Bankstown Central site is subject to a separate, site specific planning proposal.



*Height (# of storeys) subject to land Use and floor-to-floor building heights and they are inclusive of all incentives

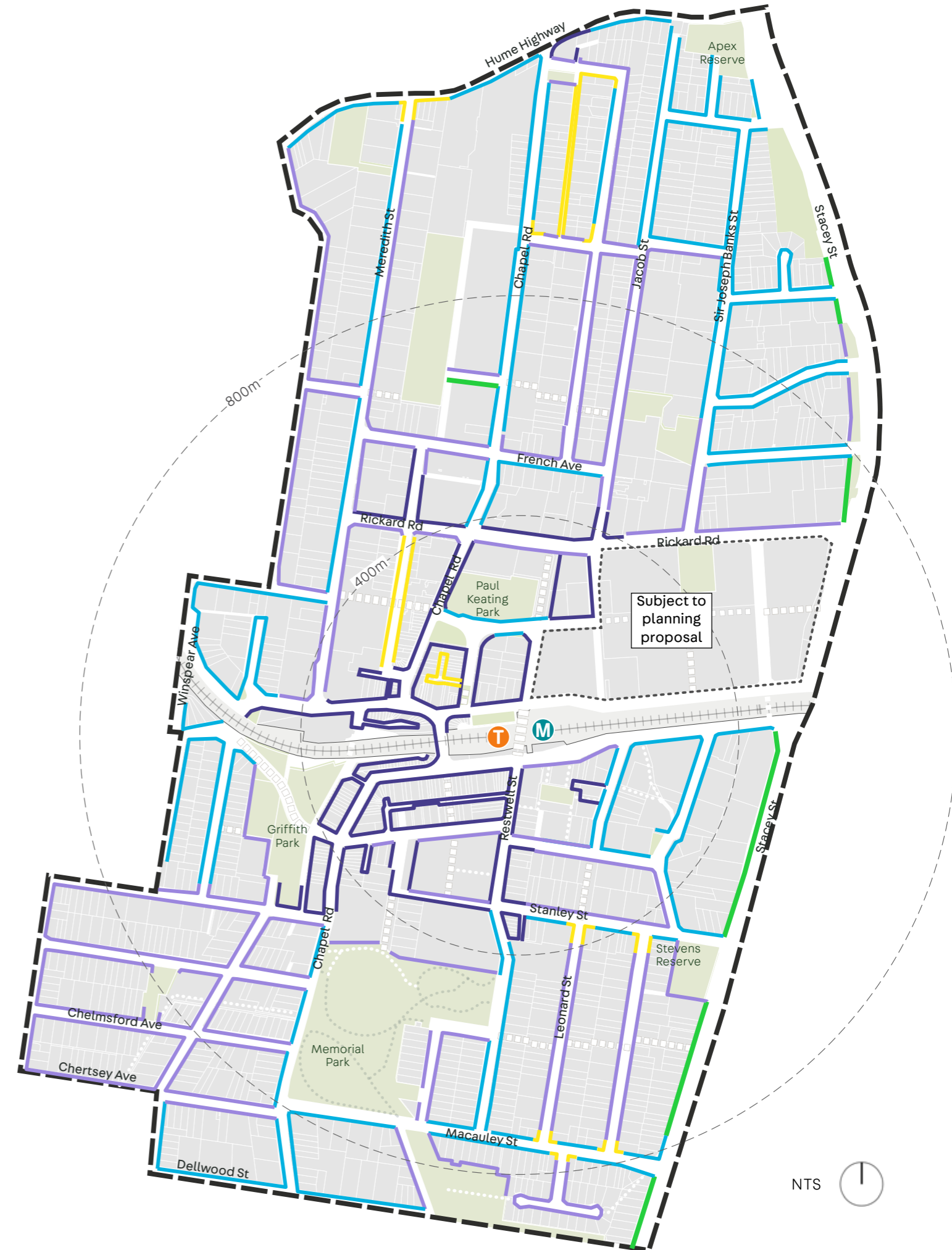
Building Heights are subject to approval under the Airports (Protection of Airspace) Regulations 1996

Objective 4.3

Balance Maximising Greenery and Urban Intensification

Street setbacks have been created which balance the desire for increased plantings, improved tree canopy, increased pedestrian space and on-street dining along key streets and commercial development outcomes, particularly on dense urban sites.

These controls will be tested and refined as part of the development of the Development Control Plan.



Proposed Street Setbacks

- 0m
- 1m
- 3m
- 4m
- 5m
- 8m
- Analysis Catchment Area
- Open space

Actions

- 4.3.1 Develop DCP controls to ensure implementation of proposed street setbacks.



Upper storey setbacks help achieve a sense of scale and improve opportunities for plantings and landscaping above the street wall where towers are setback.

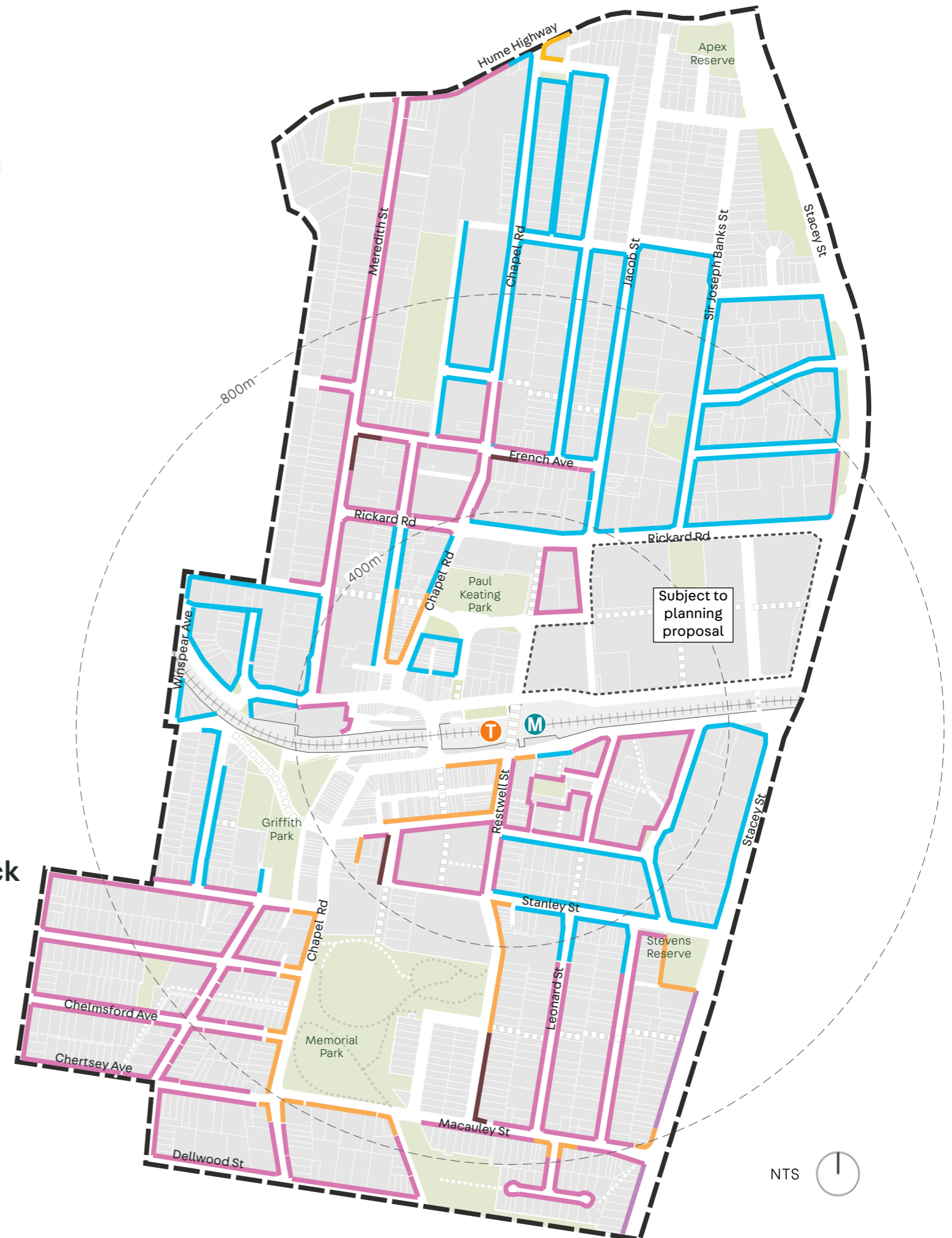
In taller buildings (over 15 storeys) a broad goal is to achieve a 6m upper storey setback. A 0 metre upper storey setbacks is reserved only for 'bold form' sites or where the built form typologies have been specifically developed and tested for unique site conditions.

These controls will be tested and refined as part of the development of the Development Control Plan.

Proposed Upper Storey Setback

- 0m
- 2m
- 3m
- 4m
- 6m
- 8m
- Analysis Catchment Area
- Open space

* Subject to change in DCP



Objective 4.4

Increase Positive Relationship Between Buildings and the Public Realm

Council is establishing a process and framework for achieving design quality, and setting clear expectations for industry, landholders and the community. The Master Plan proposes street wall height and an active facade strategy to improve lively street frontages and frame key public realm destinations, while setting back tower bulk and massing to ensure streets are human scale and drenched with sun.

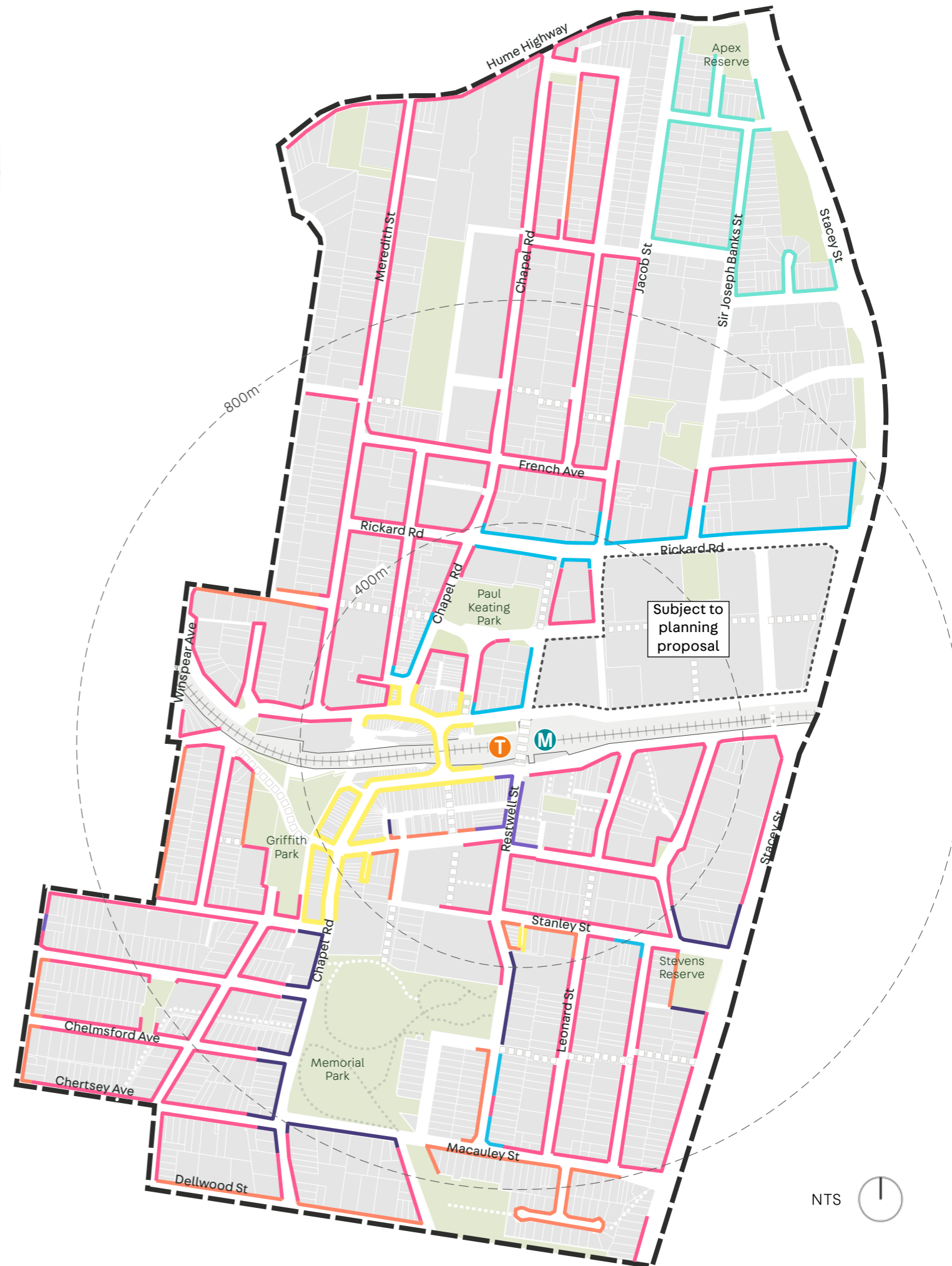
These controls will be tested and refined as part of the development of the Development Control Plan.

Actions

- 4.4.1 Develop DCP controls for active frontages and street wall heights on key streets with non-residential uses at Ground Level.
- 4.4.2 Develop DCP controls to ensure implementation of proposed upper storey setbacks.

Proposed Street Wall Height

- 1-3 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7-8 storeys
- Analysis Catchment Area
- Open space
- * Subject to change in DCP

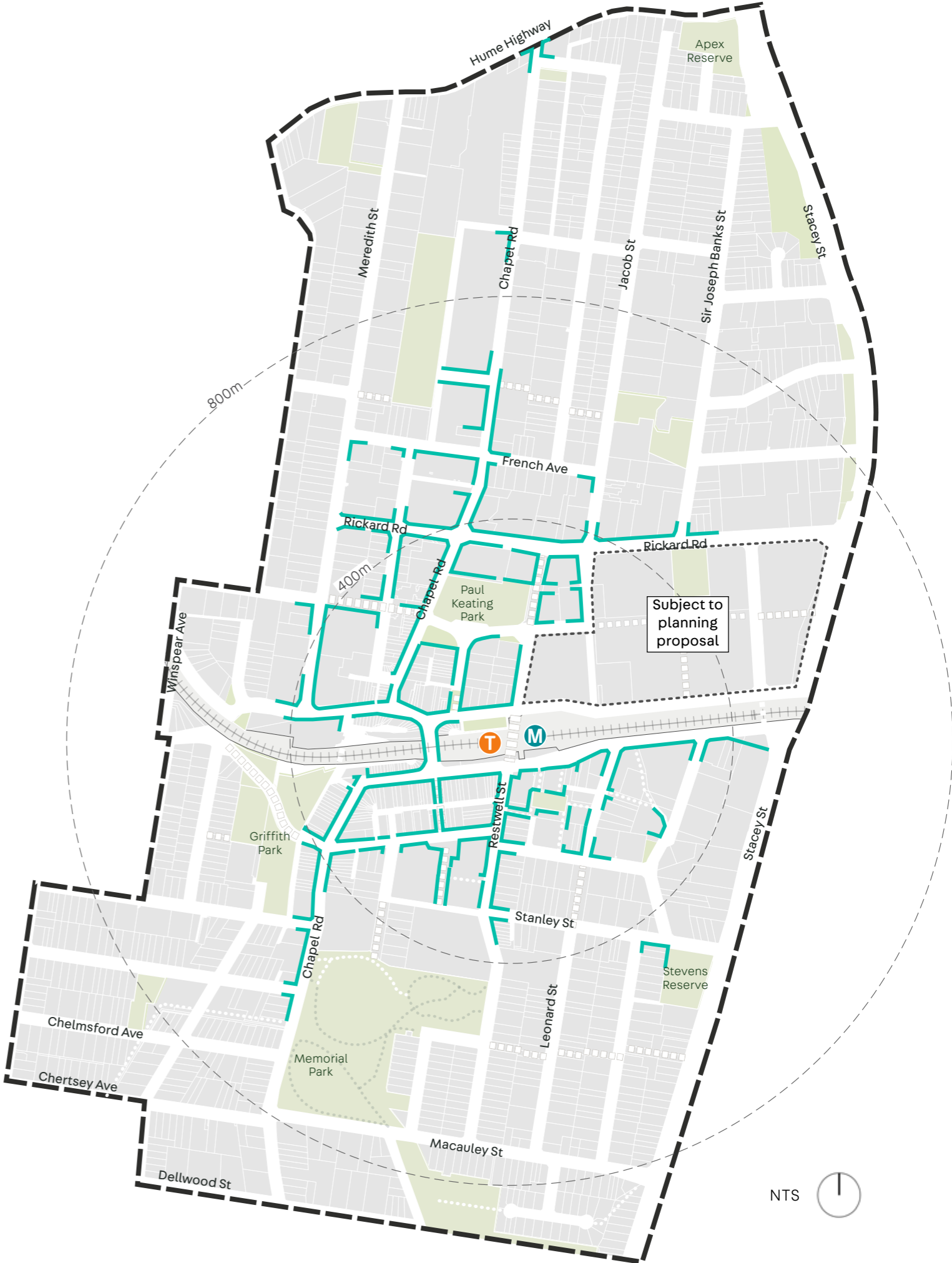


Active frontages are important in ensuring a vibrant, safe and inviting City Centre. Active frontages are focused around the railway station and key retail streets. These areas should support activity in the day and night, with the ground floor appropriately designed to encourage visibility and engagement between the public and private realm.

Proposed Active Facades

- Active Facade
- Analysis Catchment Area
- Open space

* Subject to change in DCP





Direction 5

A Centre that Embrace Nature

Introduction

With nature being an important component of this Master Plan, a high standard of urban greening and biodiversity will be achieved within the public and private domain to enhance community wellbeing, improve urban aesthetics, minimise urban heat and improve ecosystem biodiversity and resilience.

People will live, work and play close to quality and interconnected green spaces. High quality landscaping, tree canopy and water management practices will be incorporated into the built form, development sites, streets and open spaces. Urban tree canopy will be maintained and increased in the public and private realms of the City. The community's social and recreational connection to Salt Pan Creek will be strengthened and first nations people culture will be embedded into the green spaces.

What do we know?

- Based on the open space analysis the percentage of the existing open space land area within the analysis catchment is very low (7.02%) compared to similar urban centres.
- The majority neighbourhood and pocket parks are under-performing or have limited performance.
- The overall supply of open space across the local area is regarded as low with a limited range of park settings and types. Key sites such as Paul Keating Park and Memorial Oval service city-wide needs.
- Based on the open space analysis there are

gaps in the following areas within the master plan boundary; east of Vicinity site, between North Terrace, Rickard Road and Stacey Street, west of Meredith Street between Carmen and Gordon Streets, east and west side of Chapel Road, north of French Avenue, south of Stanley Street between Percy Street and Leonard Street.

- There is opportunity to work with Sydney Catholic Schools in potentially providing community access to school open space.
- Bankstown has an overall canopy cover of 14%. Within the commercial centre canopy cover is lower than the average, with large areas of less than 10% canopy cover. Higher canopy cover percentages can be found across the open spaces and streets and private lots in lower density residential areas.

New neighborhood and pocket parks are proposed in areas undergoing proposed intensification. Addition of new parks will support the growth in Bankstown and ensure all the residents and workers live and work with 200-400m catchment of a public open space.

The location of open spaces in Bankstown City Centre is indicative and will be subject to detailed design testing. A network of pedestrian through site links, local parks and corner plazas is proposed in areas of greater intensification, such as the areas around the LaSalle Catholic College open space, the area to the south east and north east of the rail corridor. The aim of these open spaces and through site links are to improve the amenity for residents and workers of those areas.





Objective 5.1

Align urban renewal with delivery of new & improved open space

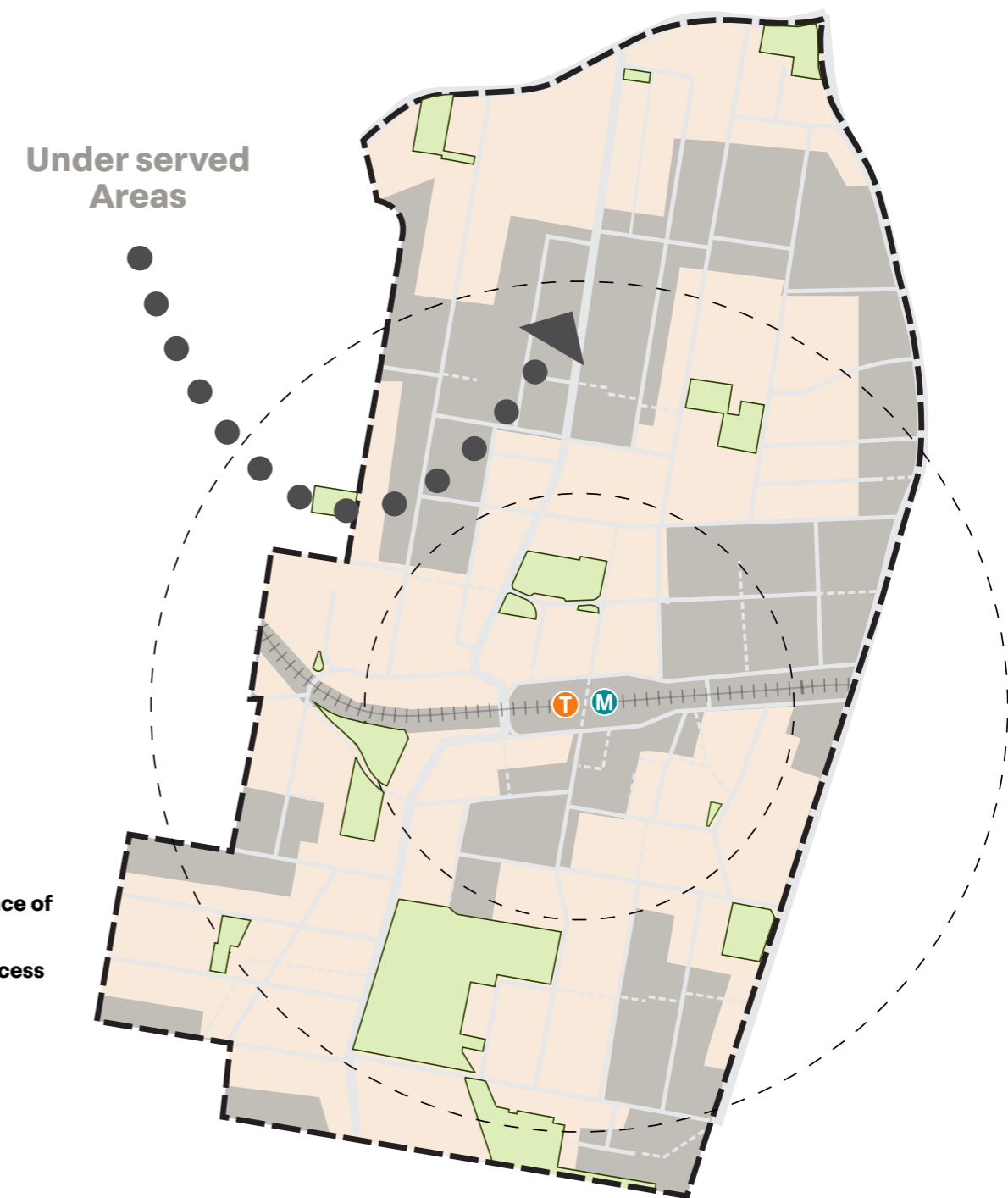
Actions

- 5.1.1 Council is to develop a program for the enhancement of existing neighbourhood and pocket parks within Bankstown City Centre, supported with development contributions.
- 5.1.2 Council is to establish planning mechanisms for the delivery of infrastructure on individual sites in the form of open spaces or through site links in accordance with the Urban Design Framework Plan.
- 5.1.3 Council is to negotiate with individual property owners for the delivery of infrastructure on site in the form of open spaces or through site links in accordance with the Urban Design Framework Plan.
- 5.1.4 Allocate development contributions toward partial acquisition of relevant properties in the Salt Pan Creek Corridor to formalise and improve public access to recreation trails and enable biodiversity enhancements. Council is to rationalise zoning along this corridor to reflect the desired land use objectives.

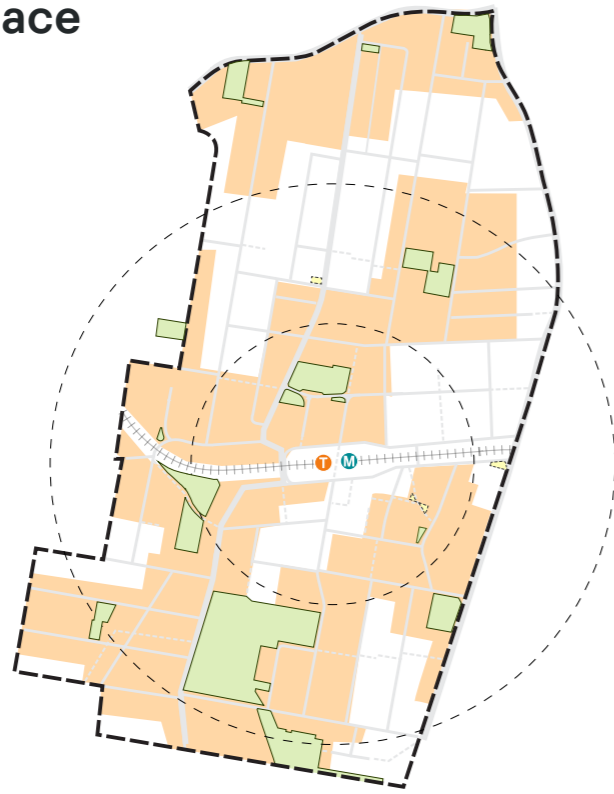
This objective addresses the gaps in open space provision by improving connectivity to open spaces. This will be achieved by introducing new pedestrian, cycle ways and shared paths to existing and proposed open spaces to ensure are within a 200-400m walking catchment to public open space in accordance with the Draft Greener Places Guide (GA NSW).

Several parks within or in proximity to the City Centre were considered to be under-performing their role of open space. It is proposed to prepare a comprehensive program for the upgrade and enhancement of the existing neighbourhood parks and local parks within Bankstown.

-  Residents within 200m Walking Distance of Publicly Accessible Open Space
-  Areas Underserved by Open Space access
-  Analysis Catchment Area
-  Existing Public Open Space



Current open space provision and accessibility



Future open space provision and accessibility

- Analysis Catchment Area
- Residents within 200m Walking Distance of Publicly Accessible Open Space
- New Areas within 200m Walking Distance of Publicly Accessible Open Space
- Existing Public Open Space
- Proposed Publicly Accessible Open Space
- Private Open Space Reserve - Proposed



Future Open Space Plan

The master plan proposes the introduction of new neighbourhood and pocket parks, detailed master plan of Griffith Park and upgrades to existing parks as follows:

1 Improved existing District Park
Paul Keating Park

7 Improved existing Neighbourhood Parks
Griffith Park

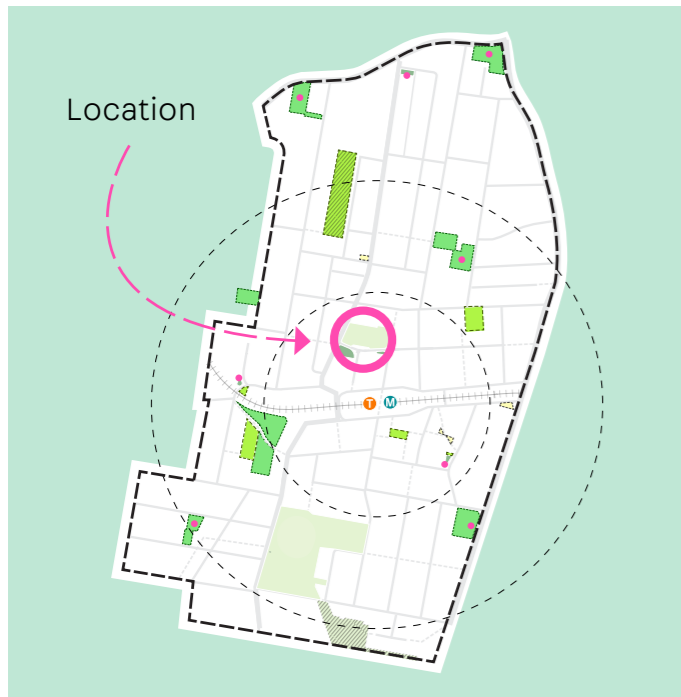
Stevens Reserve, Apex Reserve, Chelmsford Reserve, RM Campbell Reserve ●

3 Improved existing Pocket Parks
Cos Egan Reserve, Eather Pl Reserve ●

3 New or newly accessible Neighbourhood Parks ■

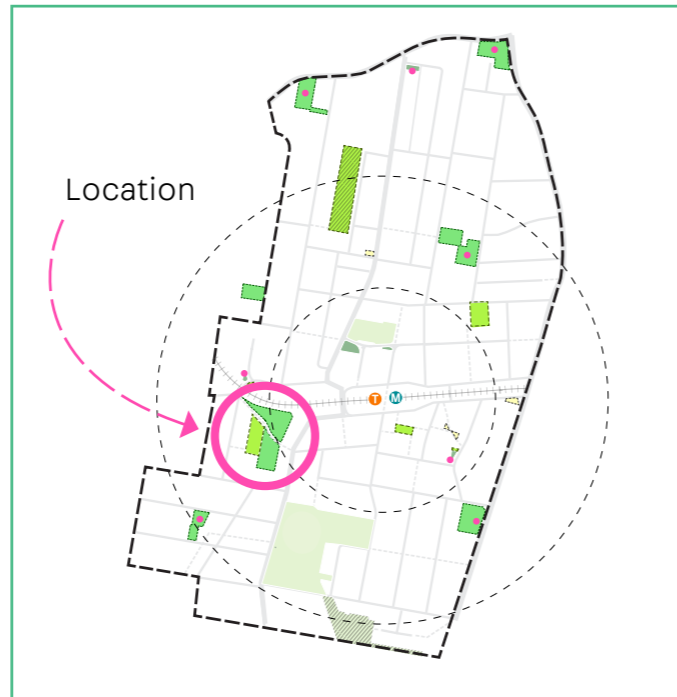
Improved Environmental Protection
Salt Pan Creek ■





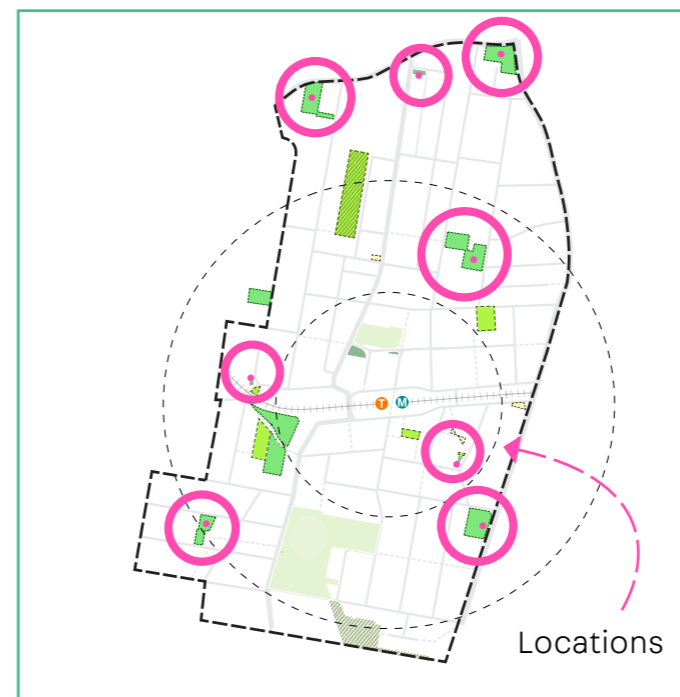
Paul Keating Park Master Plan
(Adopted by Council in December 2020)

The current master plan encompasses Paul Keating Park and its local surroundings, providing a cohesive and integrated public domain throughout the Civic Precinct which includes Bankstown Library and Knowledge Centre (BLaKC), the Western Sydney University Campus, Civic Tower, Council Chambers, Court House Reserve and a variety of local commerce.



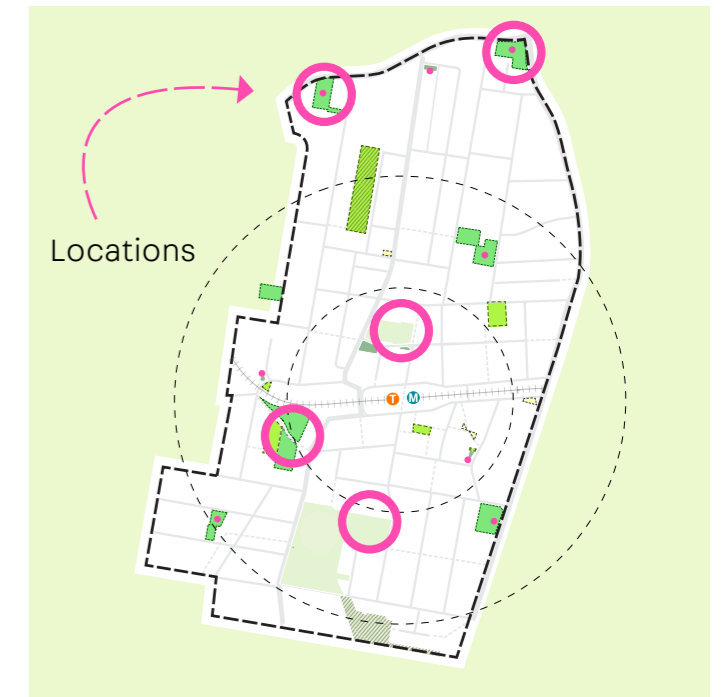
Griffith Park Cultural Precinct

The master plan for Griffith Park is aimed to support an integrated social, cultural and economic precinct. The Griffith Park Precinct is an important community space with the Bankstown Arts Centre, Griffith Park, and other community places located here. There is opportunity to expand the park and precinct into the existing Bowling Club site.



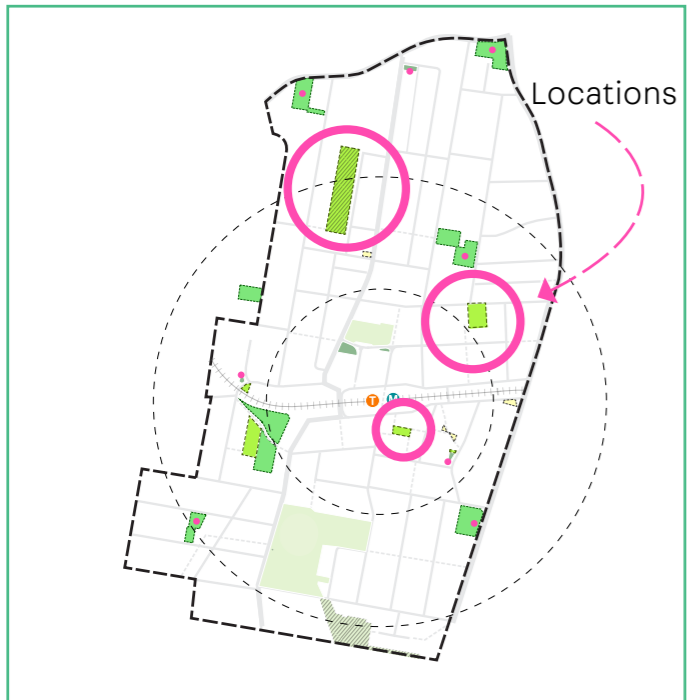
Improved Amenity for Existing Parks

Pocket/Local Parks will likely feature hard and softscape improvements and seating upgrades whereas neighbourhood park improvements could feature Improved recreational, exercise and meeting spaces.



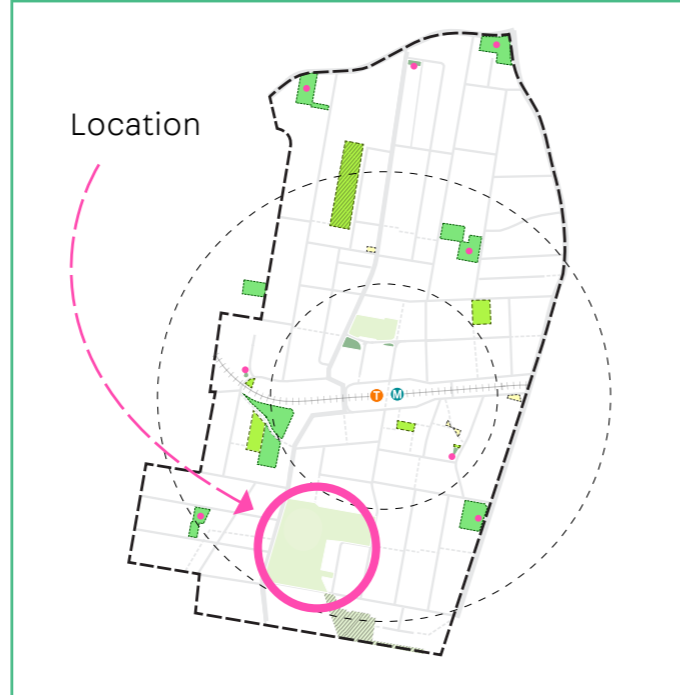
Playground Improvements

Based on the Playgrounds and Play Spaces Strategic Plan adopted by Council in 2018, playgrounds and play spaces are recommended to be enhanced in terms of quality, diversity and their usability for a wider demographic of ages and user groups.



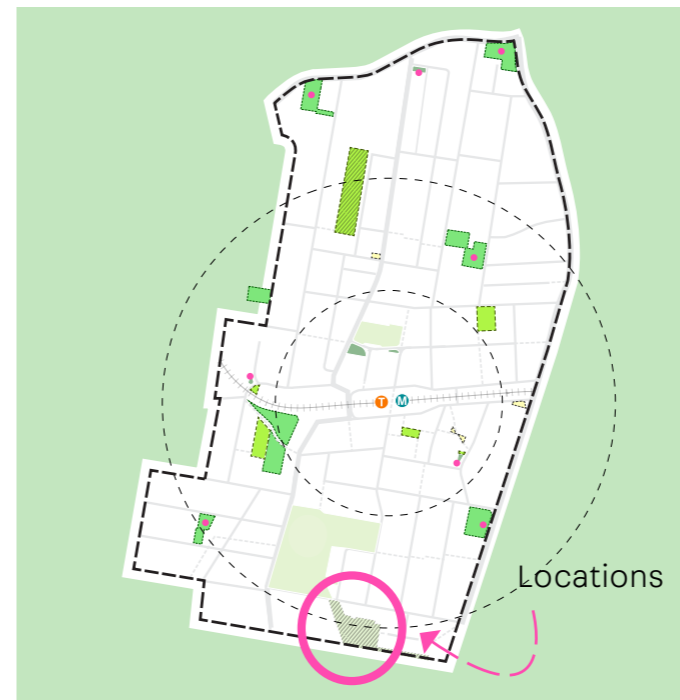
New Neighbourhood Parks

A new neighbourhood park is located on the Bankstown Central site west of Stacey Street and to the south of Rickard Road, however it is noted that this location is indicative and subject to a separate Planning Proposal. This park is proposed so as to address the current deficiency in open space. The playing fields of LaSalle Catholic College is an existing open space proposed to be available for community use, however this is subject to future discussion with Sydney Catholic Schools. The West Terrace Car Park will be demolished and replaced with a new urban plaza, providing open space amenity for this part of the City Centre core.



Memorial Oval and Parklands

Memorial Oval will continue its role as a premium cricket oval, and host local and regional cricket matches. Connectivity with the City Centre will be improved with enhanced connections to Chapel Road, and a potential new link via Bankstown Girls High School to Mona Street, subject to agreement with the Department of Education. The John Mackay Sports Centre, City Gardens, Sporting Hall of Fame and the surrounding playground and parks will continue to be a regional open space destination and provide a link between the City Centre and Salt Pan Creek.



Salt Pan Creek Improvements

Salt Pan Creek Reserve is a critical southern connection to Riverwood Park to the south of Bankstown and has the opportunity to be improved through increased environmental protections, water sensitive urban design amenities such as swales and rain gardens and potential increased connectivity via recreation trails.

Part of Council's shared path and Salt Pan Creek run through private properties along the Salt Pan Creek corridor. There are opportunities to utilise development contributions to acquire a portion of relevant properties to formalise public

access within parts of the corridor and improve opportunities for public recreation, increased active transport connectivity and biodiversity improvements. Zoning will be rationalised to ensure it reflects the relevant land use objectives within the corridor.

Objective 5.2

Maximise Opportunities to Increase Green Tree Canopy

The Urban Tree Canopy Master Plan establishes a canopy cover target of 15% for commercial centres, and a canopy cover target of 25% for urban residential areas, to meet international benchmarks (Urban Tree Canopy Master Plan report).

To achieve such targets, both public land in the form of streets and open space, and private land will need to contribute to tree canopy cover. The tree canopy cover target for streets and open space is 40%, whilst the target for private land is a minimum of 5% in commercial centres and 20% in urban residential areas (UTCMP report).

The Bankstown Complete Streets Plan illustrates opportunities for additional locations for tree planting within the CBD as well as alternative street layouts and typologies which lend themselves to other ecological improvements.

The updated Development Control Plans (DCP) for Bankstown will include development controls which consider the achievement of tree canopy targets within private properties.

The Master Plan proposes the introduction of urban design controls to improve the stormwater management and address the flooding issues to have an acceptable design outcome.

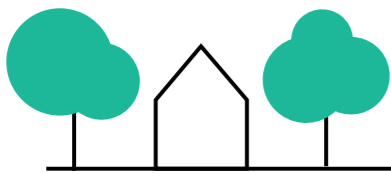
Actions

- 5.2.1 Prioritise selecting native and endemic tree species from threatened ecological communities present in the location prior to European settlement.**
- 5.2.2 Consider exotic trees if necessary, where appropriate to location and orientation.**
- 5.2.3 Council is to implement recommendations from Urban Tree Canopy Master plan study regarding tree planting program.**
- 5.2.4 Council is to establish a program for street tree planting within the Centre.**
- 5.2.5 Review the Development Control Plans (DCP) to implement for the Centre recommended targets for the establishment of deep soil zones, tree canopy on ground and tree canopy on structures.**



40%

target for streets
and open spaces



20%

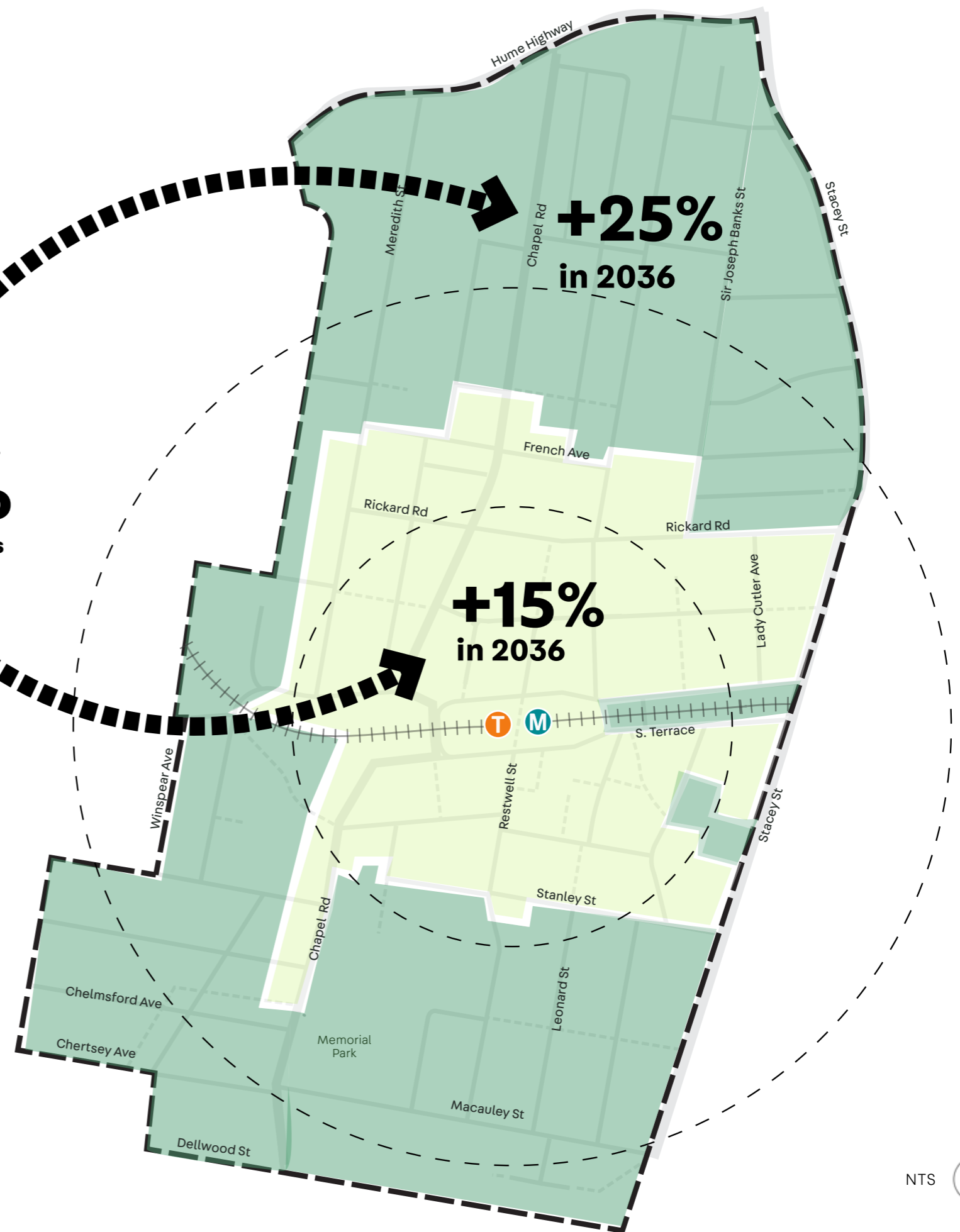
target for private land in
urban residential areas



5%

target for private land in
commercial centre

Overall canopy
cover in 2021 **14%**
To meet the canopy cover targets



Objective 5.3

Maximise Solar Access to Open Space

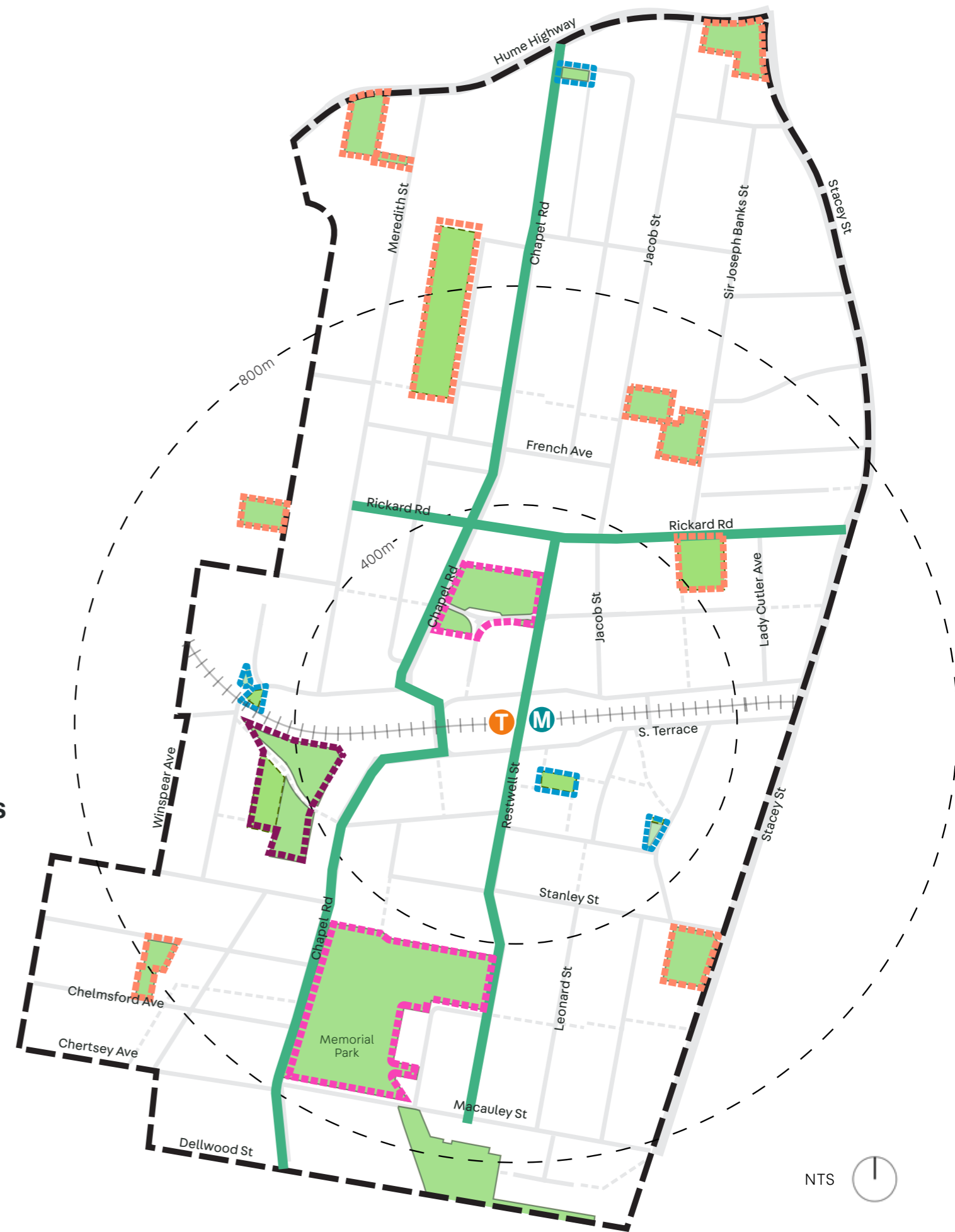
Increases in building heights will occur adjacent to parks and open spaces which could detrimentally impact the solar amenity of these parks. This is particularly relevant for Paul Keating Park. The Master Plan proposes the introduction of development controls which determine the minimum number of hours which the park should retain in solar access.

Actions

5.3.1 Review the Local Environment Plans (LEP) and Development Control Plans (DCP) for the Centre based on recommended targets for adequate solar access to parks and main streets.

Proposed Solar Amenity Controls

-  **Analysis Catchment Area**
-  **Existing and Proposed Open Spaces with Solar Control**
-  **District Park - Min. 4hrs sun for 50% of Park in Winter Solstice**
-  **Neighbourhood Park - Min. 4hrs sun for 50% of Park in Winter Solstice**
-  **Local/Pocket Park- Min. 2hrs sun for 50% of the Park in Winter Solstice**
-  **Griffith Park - Min. 5hrs Sun for 50% of Park in Winter Solstice**
-  **Key Streets - Min. 2hrs sun for 50% in Winter Solstice (12-2pm)**







Direction 6

The Heart of Connective City

Getting to, from and through Bankstown will be easy, convenient and seamless. The transport system will be designed to prioritise the movement and safety of people. Bankstown's role as a connecting centre to the Three Cities of Greater Sydney will be enhanced by future investment in mass transit connections to CBD, Parramatta and Liverpool.

The implementation of Bankstown Complete Streets Place and Transport Plan will provide quality public domain for people walking and on bikes. New pedestrian links will achieve a finer grain urban fabric and improved connectivity. Cycling will be a pleasant and safe alternative mode of transport with dedicated or shared bicycle lanes.

The City will be part of an interconnected network of mass-transit, safeguarding Bankstown's role in supporting the Three Cities. Bus routes will be improved, so that buses are travelling through fewer but central thoroughfares so that they are legible, easily interchangeable with other modes of transit and service all types of users. Frequent and high-capacity trains and metros will service the City through the delivery of the Sydney Metro City and South West Line Upgrade.

The City will protect the ability for future under-grounding of Bankstown Station with the delivery of future mass transit alignments to Parramatta, Kogarah and Liverpool. Council will continue to advocate for improved frequent, reliable and fast connections to Liverpool and Parramatta in the short term.

The freight network will operate efficiently, delivering goods and services to residents and businesses whilst maintaining the amenity and improving the appearance of our streets and public spaces. On-site and rear laneway goods and service deliveries will be prioritised.

What do we know?

- Bankstown City Centre is heavily car dependent. The vast majority of workers and residents travel by car to get to work. There is a high volume of traffic in the CBD compared to other regional centres.
- Bankstown contains unattractive and low-quality streetscapes in many locations with limited shading and high pedestrian/cyclist accidents.
- The Sydney South West Metro Upgrade is expected to be completed by 2024. This will improve the frequency, quality and capacity of public transport to and from Bankstown.
- The proportion of people travelling to and from work by walking and bicycle is extremely low. There is no connection to regional cycling links and no dedicated cycle lanes in the City Centre.
- State and regional roads define a clear edge to central Bankstown. This will enable vehicles to be channelled around the City Centre whilst creating a pedestrian and active transport-focused centre.
- There is a high volume of buses that navigate through the city, providing important and valuable regional connections but impacting

on pedestrian experience through the centre.

- There is a large amount of car parking which encourages more driving and congestion.

What are we proposing?

Objectives and actions seek to change the way traffic moves through Bankstown City Centre and make walking, cycling and public transport a preferred choice for travel. New pedestrian links and separated cycle lanes will make active transport the most convenient, safe and attractive movement choice around the centre.

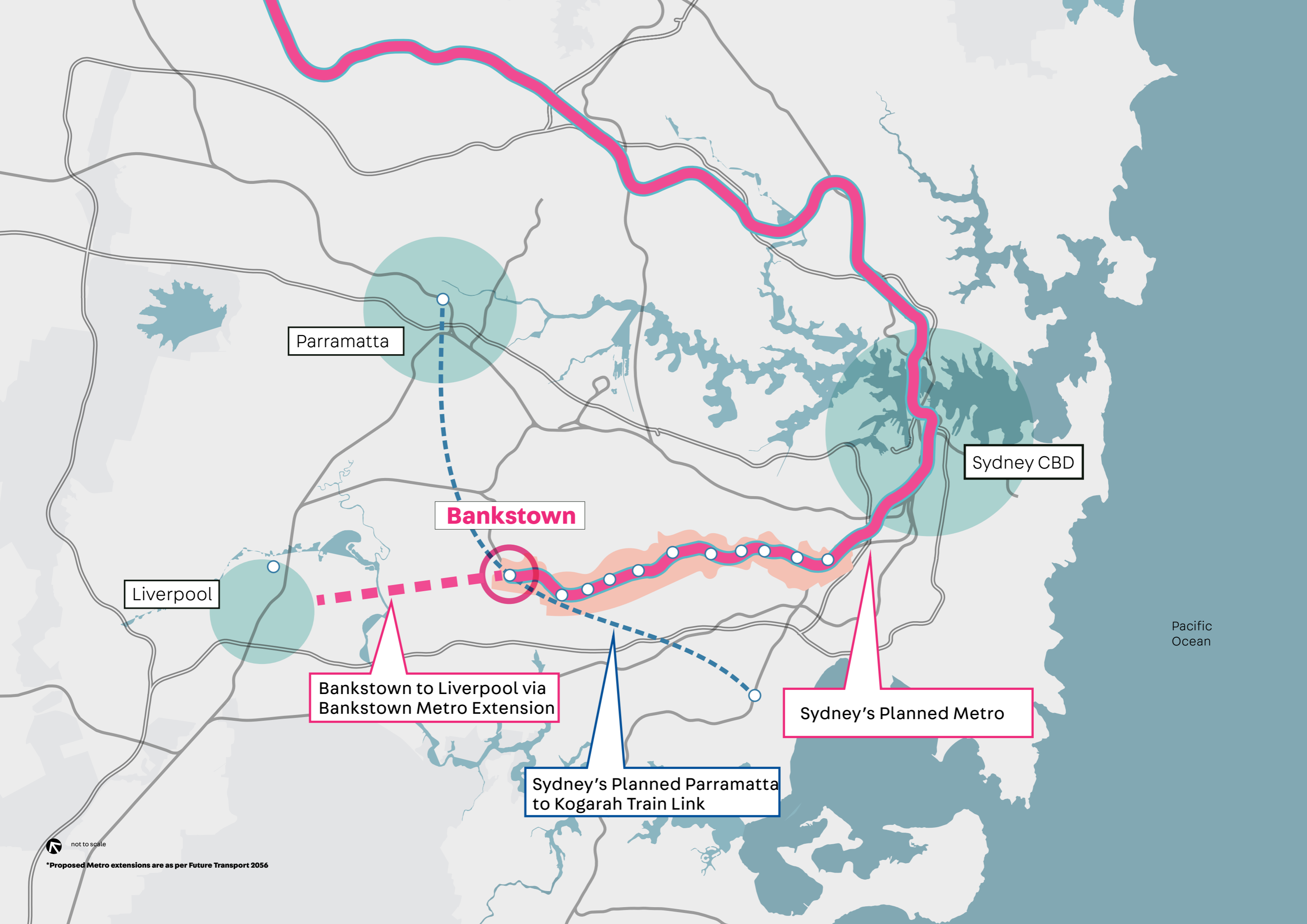
The Master Plan prioritises development within close proximity to the future Bankstown Metro Station to ensure public transport is a viable transport option for residents, workers, students and visitors.

Council is aiming to ensure active and public transport brings people and goods to the places they need to go to for regional trips. A draft Bankstown CBD and Collaboration Area Place Based Transport Strategy is being prepared by Transport for NSW in collaboration with Council, to ensure that public, active and freight transport is well-connected to important regional destinations and work/education hubs including Parramatta, Liverpool, Sydney CBD as well as local employment precincts and places in and around the City Centre, in particular the Bankstown Aviation and Technology Precinct comprising Bankstown Airport and Milperra.

Increasing the minimum provision of bicycle parking and electric vehicles will ensure ecologically sustainable transport becomes an accessible and attractive option. This proposal will safeguard the storage and parking capacity of these types of transport in private developments.

The objectives of this master plan are to maximise the separation of loading and servicing activity from the experience of people moving through and using the City Centre. These arrangements will allow loading and servicing activities to function efficiently whilst protecting the liveability and amenity of Bankstown.

Bankstown Station continues to service areas of the City that do not have rail access, such as Condell Park, Georges Hall, Bass Hill, Milperra and Bankstown Airport. Council will continue to advocate for commuter parking on State Government land close to Bankstown Station and improved, more frequent, more reliable public transport to service this part of the community.



Parramatta

Sydney CBD

Bankstown

Liverpool

Pacific Ocean

Bankstown to Liverpool via Bankstown Metro Extension

Sydney's Planned Metro

Sydney's Planned Parramatta to Kogarah Train Link

not to scale

*Proposed Metro extensions are as per Future Transport 2056

Objective 6.1

Implement Bankstown's Complete Streets CBD Transport and Place Plan

The Complete Streets CBD Transport and Place Plan which was adopted by Council in October 2019. This plan provides a visionary transformation of Bankstown into a more liveable, safe and attractive City.

This Master Plan will implement the actions of Complete Streets by ensuring private development positively contributes toward the planned active transport network.

This will be achieved by increased building setbacks to accommodate wider footpaths, land dedication for through site links or rear laneways, or contributions from development for public domain upgrades to landscaping, paving, street furniture and lighting.

The key directions from the Complete Streets CBD Transport and Place Plan are provided in the following maps.














Why is this proposed?

Integrating this Master Plan with Complete Streets will enhance Bankstown as a place which people love and choose to live in, whilst ensuring appropriate management of transport and traffic. A connected healthy, well designed and inviting public domain reinforces a proud sense of place and makes the centre 'human'. It contributes to positive social and public health outcomes, provides a sense of security and stimulates economic activity by encouraging people to invest, live, work and spend in the area.

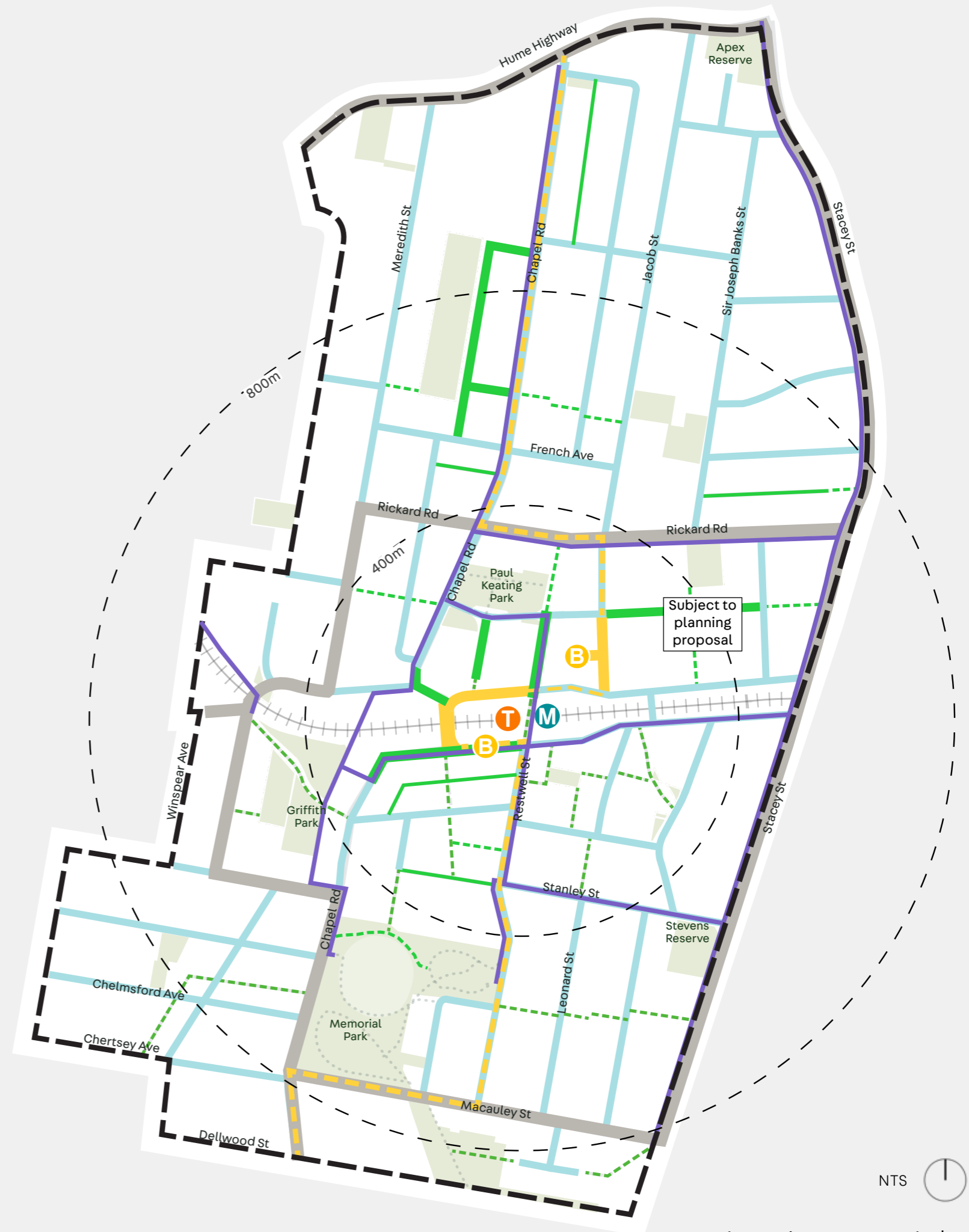
Actions

- 6.1.1 Implement the Complete Streets CBD Transport and Place Plan.**
- 6.1.2 Develop a Contributions Plan that requires new development to contribute towards the implementation of Complete Streets Capital Works.**
- 6.1.3 Should Bankstown Public School and Bankstown Girls High School be redeveloped, council and the Department of Education explore opportunities for a pedestrian link between Mona Street and Memorial Oval.**

Proposed Street Typologies

-  **Bankstown Train**
-  **Future Metro**
-  **Key Bus Route**
-  **Railway Corridor**
-  **Existing Public Open Space**
-  **Proposed open space**
-  **Study Area**
-  **Pedestrian + Cycle Only Links**
-  **Shared Zones**
-  **Transit Streets**
-  **Neighbourhood Streets**
-  **Neighbourhood Street with Cycle Lanes**
-  **Ring Road**

Street typologies demonstrate the principles of Complete Streets in different contexts within the Bankstown study area. This diagram combines recommendations from Complete Streets plus new connections and laneways identified as part of the Master Plan process. Design concepts for each are detailed within Complete Streets.



NTS 

Objective 6.2

Promote more people living and working within walking distance of the future Bankstown Metro and Sydney Trains Station



The Master Plan allocates a significant proportion of new employment and residential floor space within 400m of the future Bankstown Metro Station. Higher density floor areas will be centred around the proposed B3 Commercial Core area (with the exception of Saigon Place to the south) and B4 - Mixed Use Zone centred around The Mall, Kitchener Parade, Rickard Road, Jacobs Street, North and South Terrace, Chapel Road, Greenfield Parade and West Terrace. This is considered to be a very desirable walking catchment to the metro and leverages the proximity of the world-class metro station for the sustainable movement of people (refer to the Intensification Strategy).

Why is this proposed?

With Bankstown's increasing residential, student and worker population, current dependence on private vehicles for transport is unsustainable. 'Business as usual' threatens Bankstown's opportunity to become one of Sydney's pre-eminent destinations with increased jobs closer to home if we do nothing. By 2036, all streets will become more congested, with vehicles moving at slow speeds and resulting in an ineffective movement network.

Increasing densities around train stations usually increase public transport usage by making it a more attractive, time efficient, accessible and viable transport option. A

study on density around train stations in Sydney (Ellis & Parolin, 2010) concluded that proximity to public transport and amenities positively increased walking and public transport trips, and residents living closer to train stations had higher public transport use than Sydneysiders in general.

Actions

- 6.2.1 Provide a higher concentration of employment and residential floor space around the future Bankstown Metro Station (refer to the intensification strategy).**

Objective 6.3

Collaborate with State Government to implement efficient regional active, public transport and freight network to and from Bankstown's City Centre and Airport Collaboration Area

The Bankstown CBD and Bankstown Airport Collaboration Area comprises of important housing and employment centres, aviation infrastructure and industrial areas in the south-west Sydney region. It includes Bankstown CBD, Bankstown Airport, Georges Hall Town Centre, Condell Park Town Centre Yagoona Town Centre, Bankstown South Bulky Goods Precinct, and the industrial areas of Milperra, Bankstown South, Padstow and Chullora).

A Bankstown CBD and Collaboration Area Place Based Transport Strategy is being developed by Transport for NSW in collaboration with Council. The Place Based Transport Strategy will consider the health, academic, research and training precinct, growth at Bankstown CBD and connectivity to, from and within the Collaboration Area.

The Strategy aims to integrate regional active, public and freight-based transport connections to provide reliable, easy and frequent travel into, around and through the Collaboration Area. It also seeks to gradually move away from primary reliance on private vehicles and to ensure the transport system maximises productivity fosters healthy activity, liveability through seamless connection to places of work, leisure, utilities and services and stimulate economic growth.

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.

Why is this proposed?

Bankstown is transitioning from a suburban centre to a distinctive health, academic, research and training precinct. A well-organised, fast, attractive and safe active and public transport system connected to key employment, residential, service and educational destinations is crucial to supporting this transformation. Improved active, public and freight-based transport infrastructure enhances access to jobs and increasing business and freight movement efficiently.

Actions

6.3.1 Collaborate with Transport for New South Wales to achieve priority transport outcomes for Bankstown City Centre in relation to the Bankstown CBD and Bankstown Airport Collaboration area.

Active Transport

- Deliver enhanced pedestrian environments including increasing green cover across the Collaboration Area.
- Review opportunities to increase walk/ride for people walking and cycling at priority signalised crossings and intersections.
- Work with State Government to deliver the Green Grid, including adjacent to the Sydenham to Bankstown Line.
- 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).
- Provide safe cycle storage at the future Bankstown Metro Station and potential centralised bus interchange.

Public Transport

- Improve reliability and frequency of regional bus routes passing through the Collaboration Area.
- Ensure public transport access to current and new Bankstown Hospital sites.
- Provide safe and reliable transport services to support a 24-hour City Centre.
- Deliver fast and frequent rapid mass transit connection between Bankstown and Liverpool and from Parramatta to Kogarah via Bankstown.
- Provide commuter parking on State land close to Bankstown Station.

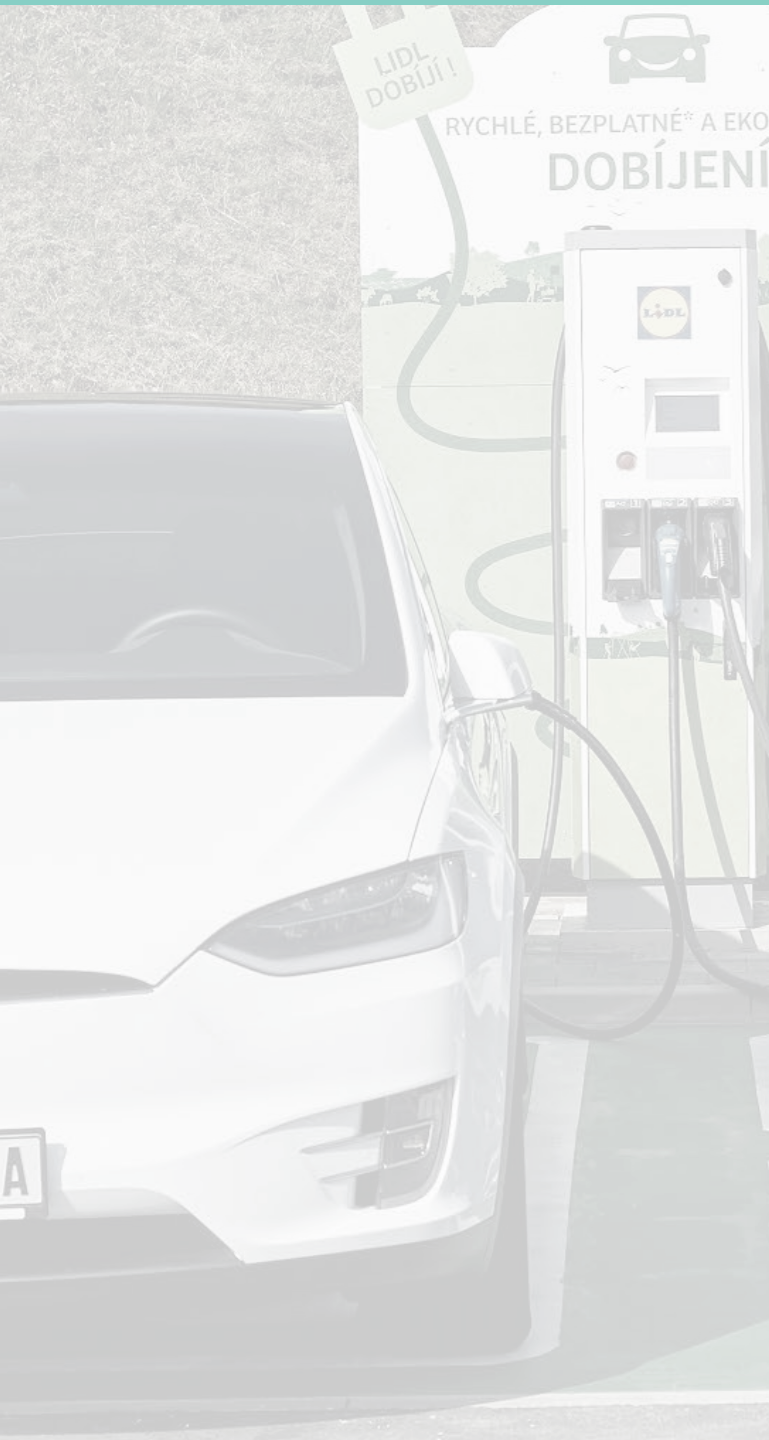
- Prioritise Marion Street as a key east-west transit corridor from the railway underpass to Bankstown Airport.
- Secure a simplified and legible bus route through Bankstown City Centre with a central bus exchange as per Complete Streets.

Roads and Freight-Based Transport

- Optimise freight movement (first and last mile) between Bankstown City Centre and key freight destinations including Bankstown Airport, Chullora, Enfield and Moorebank intermodals.
- Investigate 30km/h speed limits in Bankstown City Centre and residential streets.
- Investigate and deliver, where possible, upgrades to Stacey Street, which may include:
 - a. Widening from Stanley Street to Milton Street.
 - b. Improved pedestrian/cycle facilities.
 - c. Upgraded pedestrian/cycle crossings and increased E-W permeability.
 - d. Greening and public realm improvements.
 - e. Upgrade of the Stacey Street Bridge to accommodate Higher Mass Limit (HML) vehicles.
- Address capacity constraints at Marion St underpass (for pedestrians and vehicles).

Objective 6.4

Promote sustainable transport by restricting private car parking and increasing access to cycling and electric transport



Complete Streets created a vision of enhancing the liveability of Bankstown by upgrading pedestrian amenities, improving pedestrian safety and increasing the overall space for pedestrians. This can be achieved by reducing the demand for car use and parking spaces. Where car use is still required, Council has a role to play in encouraging zero-emission vehicles (such as electric vehicles) to contribute to our net-zero emission targets by 2050.

In order to encourage more sustainable transport movements in Bankstown, Council undertook a Private Parking Study and recommended the following approach to car parking:

Car Parking Rates

- Introduce a maximum parking rate for private development in the inner core area (approximately 400m walking distance from Bankstown Station)
- Outside this core area, introduce a reduced minimum and upper maximum parking rate.

The recommended parking rates are per the table overleaf.



Electric Vehicles

- Introduce a minimum requirement for private EV Charging facilities in residential development as a set ratio of all parking spaces provided, starting at 5% of all parking spaces. This is a conservative rate informed by BITRE modeling for new EV sales in Australia by 2025.

- Future proof EV charging for future car parking spaces that don't have Private EV Connections (EV Ready Connections). This is where spaces are set up to enable Private EV connections in the future through electric infrastructure capacity and connection points as uptake of these vehicles increases.
- Require fast or rapid charging for all commercial developments (60 minutes or less to fully charge)

Unbundled Parking

It is also proposed to introduce unbundled parking for private developments. Unbundled parking refers to the separation of the ancillary parking spaces from a development, whereby the parking spaces are on separate titles to the individual dwellings or commercial units and as such are able to be purchased, sold or leased separately.

In a situation without minimum parking requirements and the introduction of separate of parking, this would assist with better resource allocation of private parking to those people who are willing to pay for it (e.g. a regular commuter visiting Bankstown leasing a parking space from inside an apartment building). It also spurs innovation in parking technology with sharing economy apps such as 'Share with Oscar' that facilitates the leasing of parking spaces on short or long-term bases in a legal manner.

Actions

- 6.4.1** Adopt maximum parking rates in Bankstown within the 400m walking catchment radius from Bankstown Station with the rates to be informed by Council's Off-Street Parking and Servicing/Loading Study for Bankstown (2020).
- 6.4.2** Adopt reduced minimum and upper maximum parking rates in Bankstown outside the 400m walking catchment radius from Bankstown Station with the rates to be informed the Council's Off-Street Parking and Servicing/Loading Study for Bankstown.
- 6.4.3** Introduce a provision in the DCP which enables car parking spaces independent of individual units within new development
- 6.4.4** Require 5% of parking provided in residential developments to provide Private EV charging.
- 6.4.5** Future proof 100% of new parking in private developments to have EV Ready Connections in the event that changing owner/occupant preferences require a Private EV Connection.
- 6.4.6** Require fast or rapid charging for all commercial developments (60 minutes or less to fully charge).
- 6.4.7** Require e-bike charging for residential and commercial developments.
- 6.4.8** Adopt the bicycle parking and end-of-trip facility rates as per the off-street Parking and servicing/loading study for Bankstown (2020).

Recommended Minimum and Maximum Parking Rates for Bankstown

Land Use	Size/Description	Bankstown or Campsie core city centre		Beyond the Bankstown or Campsie core city centre but within the wider city centre	
		Recommended minimum rate	Recommended maximum rate	Recommended minimum rate	Recommended maximum rate
Detached dwelling	N/A	1 space per dwelling	N/A	1 space per dwelling	N/A
Residential Flat Buildings and Shop Top Housing	Studio	0	0.5 space per dwelling	Zero	0.75 space per dwelling
	1 bedroom		0.5 space per dwelling	0.2 space per dwelling	0.75 space per dwelling
	2 bedroom		1 space per dwelling	0.5 space per dwelling	1.5 space per dwelling
	3 bedroom		1.5 space per dwelling	1 space per dwelling	2 spaces per dwelling
	Visitor		1 space per 10 dwellings	Zero	1 space per 5 dwellings
Office premises	Office premises		1.25 space per 100 sqm	1 space per 100 sqm	2 spaces per 100 sqm
Retail premises	Retail premises (Shops)		1.25 space per 100 sqm	1 space per 100 sqm	2 spaces per 100 sqm
Education premises (schools, universities, TAFE)	Education premises		1.25 space per 100 sqm	1 space per 100 sqm	2 spaces per 100 sqm
All other land uses	N/A	0	Not defined	0	Not defined

Source GTA, 2020

Objective 6.4

Promote sustainable transport by restricting private car parking and increasing access to cycling and electric transport

Bicycle Parking and end of Trip Facilities

The Master Plan introduces bicycle parking and end of facilities rates for residential, commercial and educational uses. This will enable an increasing participation in cycling as the residential, worker and student population increases. Evidence suggests from case studies around the world, such as Washington DC, that people with access to cycle parking at workplaces were more likely to commute by bicycle.

Why are we proposing this?

Providing a quantum of parking that is aligned with current DCP rates for Bankstown's future growth will not support these centres' vision to be attractive destinations as vehicular congestion will significantly increase. Constructing the parking required to meet this demand will be physically and financially unattainable due to the sheer physical requirements to construct the 'required' quantum of parking.

Maximum parking rates and reduced minimum parking rates will reduce car ownership and private vehicle travel by restricting the supply of parking and relative convenience of car ownership. This in combination with better active and public transport alternatives, will induce demand for alternative modes of transport.

This approach is a pilot for our city. This has been discussed during early engagement with industry, who are broadly supportive of this approach.





Bicycle Parking/End of Trip Facility Rates

Bicycle Parking Rates		
Land Use	Size/Description	Bicycle Parking Rate
Residential Flat Buildings	Studio	1 secure bicycle space per 3 dwellings
	1 Bedroom	
	2 Bedroom	
	3 Bedroom	
	Visitor	1 visitor bicycle space per 10 dwellings
Shop Top Housing	Shop Top Housing	Residential flat building and commercial office/retail/business rates will apply to the relevant component of the development.
Office Premises	Office Premises	1 secure bicycle space per 200 m ² GFA
		1 visitor bicycle space per 500 m ² over 1000 m ² GFA
Retail/Business Premises	Retail/Business Premises	1 secure bicycle space per 300 m ² GFA
		1 visitor bicycle space per 200 m ² GFA
Educational Institutions	Primary Schools	1 bicycle rail per 20 students 1 secure bicycle space per 10 staff
	Secondary Schools	1 bicycle rail per 10 students 1 secure bicycle space per 10 staff
	Tertiary Institutions	1 bicycle rail per 10 students 1 secure bicycle space per 10 full-time staff
End-of-trip Facility Rates		
Office Premises	Office Premises	1 staff shower and change room for every 10 secure bicycle parking spaces required by the DCP
Retail Premises	Retail Premises	
Educational Institutions	Primary Schools	
	Secondary Schools	
	Tertiary Institutions	

Source Off-street Parking, Servicing/Loading Study (2020)

Objective 6.5

Implement an efficient servicing/loading system whilst protecting public amenity

Waste

Waste collection in urban environments is typically either done through kerbside pick-up for street fronting land uses without on-site waste collection facilities (e.g. detached houses, main street shops), rear access lanes for land uses that benefit from this facility and on-site waste collection facilities (e.g. in a separate area within a car park).

The Master Plan imposes a requirement for on-site waste collection within new developments under the following parameters:

- For residential developments with no rear-lane access, on-site waste collection is required to accommodate Council Heavy Rigid Vehicle (HRV) waste trucks if developments have a minimum of 30 dwellings and 30m frontage. This is subject to further urban design and operational testing prior to implementing an amended DCP.
- All commercial waste is to be collected on site, with exceptions in limited circumstances (e.g. where sites have the physical space to accommodate collection or alternative arrangements are available, such as rear lane access). Commercial waste should be collected on site where possible due to the intensity and scale of waste that is potentially produced from these land uses. Commercial developments also have more flexible waste collection options under private contractors in relation to vehicle size and frequency.

Loading/Unloading

Loading activity is also diverse; different types of land uses and user groups will require different loading times and vehicles. Similar to waste, on-site loading is ideal from a convenience, safety and amenity perspective and is ideally accommodated on-site where practicable.

Loading requirements in the DCP for Bankstown are currently unclear in terms of the loading spaces required for different types of activity. For example, Bankstown DCP 2015 states that all loading and unloading for residential and mixed-use developments must be undertaken on site, without specifying actual rates or loading bay sizes. This leads to inconsistencies in determining on-site loading requirements as there is no clear guideline on how to assess the loading plans in DAs or planning proposals, with information potentially limited to past precedents only. Poor development outcomes can result, where user groups are left without on-site loading options and/or loading is undertaken in obstructive locations.

The Master Plan proposes minimum requirements for on-site loading bays for residential and commercial development as per the table overleaf.

It is noted that further design work and testing is required to confirm a final approach to loading and servicing to inform the Development Control Plan.

Why are we proposing this?

In dense urban environments, waste storage and collection that is not managed well can lead to poor odour, visual and acoustic amenity outcomes and short-term but concentrated traffic congestion. Often, waste collected and stored away from principal street frontages (either on-site or via a rear laneway) can ameliorate these impacts. However, rear access lanes or on-site collection are not always available to new developments due to site constraints and limited or no access to secondary street frontages.

The parameters for on-site waste collection discussed above achieve an appropriate balance between protecting efficient waste and loading/unloading operations, protecting public and place amenity and avoiding excessive costs on developments whose scale may not justify an on-site loading facilities.

Providing clear guidance on waste and loading/unloading controls upfront in the DCP provides the developer and Council more certainty on required design outcomes. This enables the developer to factor this into their feasibility and design modeling earlier in the development process to ensure better design outcomes. It also reduces any difficult negotiations and amendments with developers that have not factored in loading requirements later in the development stage.

Actions

6.5.1 Maximise the separation of loading and servicing activities from the experience of people moving through and using the city.

6.5.2 Adopt the following requirements for on-site waste collection in the DCP subject to operational and design testing and considerations with the following parameters:

On-site residential storage and waste collection is required for:

- Sites with no sufficient rear lane access for Council waste trucks.
- Sites with a minimum frontage of 30m; and Developments with a minimum of 30 units.
- On-site commercial storage and waste collection.
- All commercial developments should have on-site waste collection with the exception of sites with suitable alternative arrangements (such as smaller commercial developments with rear lane access).

6.5.3 DCP controls should ensure new rear laneways can sufficiently accommodate Council waste trucks as per Australian Standards to Council's satisfaction.

6.5.4 Investigate the consolidation of commercial waste storage and collection points in Bankstown City Centre.

*Onsite collection points should avoid active pedestrian zones where possible

Loading Bay Requirements for land use types

Land use	Loading bay requirement
Residential	<ul style="list-style-type: none"> • 0 -100 dwellings = Council discretion as to whether can be done on-site or on-street • 100 - 200 dwellings = 1 bay • 200 - 500 dwellings = 2 bays • 500 - 1000 dwellings = 3 bays • 1,000+ dwellings = 4 bays <p>It is recommended that a loading bay booking system is implemented by the strata to manage use of the loading bay(s)</p>
Commercial – Retail	1 bay per 5000sqm*
Commercial – Office	1 bay per 15,000sqm*

Note*: Further design testing on the requirements for loading and waste servicing will be undertaken as part of the development of DCP controls.

For separate loading bays (not related to waste collection), the space should be able to accommodate at a minimum a Medium Rigid Vehicle (MRV) as per Australian Standard 2890.2.

Source GTA, 2020



Direction 7

A Resilient and Carbon Neutral Centre by 2050

Introduction

As the City Centre grows, and the climate continues to change, the City will grapple with more frequent extreme weather and heat events.

To minimise the effects of a growing community and economy, Council must play a role in reducing the impacts of climate change through the integrated planning of our urban and natural environment.

Reliance on the consumption of fossil fuels in new buildings will be decreased while renewable energy sources be increased. The role of building insulation, acoustics, cross-ventilation, natural and sunlight and efficient internal layouts will be elevated.

The City will be more resilient to urban heat and flooding events through sustainable development and water sensitive landscapes. Buildings will be constructed with dual reticulation to future-proof the supply of both drinking water and recycled water. Water will be retained in the urban environment through landscaping, tree planting and water management practices.

A revised sustainability bonus and robust sustainability assessment and post-construction monitoring processes will facilitate the higher sustainability standards.

What do we know?

Connective City 2036 aims for a resilient, responsive and sustainable city with buildings,

spaces and people that use and manage energy, water and waste efficiently.

- Canterbury-Bankstown emits approximately 2.5 million tonnes of CO₂-e per year, the fourth-largest emitter by local government area in Greater Sydney – this is 6% of the city's total emissions.
- Greenhouse gas emissions will increase by 61% in Bankstown City Centre base on targeted growth by 2036.
- Heat added to the centres from air conditioning and vehicle use will increase by 95% in Bankstown City Centre when forecast growth is compared against today.
- Water use will increase by 144% in Bankstown City Centre.

What are we proposing?

Council will lead transformational climate action by building resilience in Bankstown and be carbon neutral by 2050. Collaborative efforts from public and private sectors will deliver this commitment.

This Master Plan aims to advance governance tools regulating our urban environment to ensure sustainability standards for performance are met and positive environmental outcomes achieved. Council will investigate partnering with the private sector to raise community awareness and distribute renewable energy into the mainstream.





Objective 7.1

Powered by 100% Renewable Resources by 2050

Actions

- 7.1.1 Adopt and implement Development Control Plans (DCP) recommended in the Bankstown Sustainability Study.**
- 7.1.2 Redesign and recalibrate the Sustainability incentive Scheme in the LEP, which will be coupled with the design review process for development seeking to apply for the sustainability bonus.**
- 7.1.3 Recalibrate DCP parking rates per land use to encourage an increased mode shift to more sustainable transport (refer to Actions 6.4.1 - 6.4.6)**

Greenhouse gas emission is dominated by energy use within buildings, which accounts for approximately 80% of all emissions.

Council is committed to promoting sustainable development which uses energy efficiently and minimises non-renewable energy usage in the construction and operation of buildings. This will help to ensure that development contributes positively to an overall reduction in energy consumption and greenhouse gas emissions. It will also reduce energy bills, air pollution and the whole of life cost of energy services.

Development seeking to apply the Sustainability Incentive Scheme will achieve high standards of energy and water efficiency, benchmarked against top performing buildings for sustainability.

Proposed key sustainability measures

This master plan recommends a number of mandatory sustainability measures for all new buildings in the Bankstown City Centre. In addition, further sustainability measures are proposed as part of an LEP incentive scheme, which will provide for additional floor space of 0.5:1 for development that exceeds the mandatory measures.

All-electric buildings

Electric buildings are the most significant strategy to place Bankstown on a net-zero emissions trajectory, providing our community ongoing economic and amenity benefits. A higher BASIX Energy Score for apartments will subsequently be achieved and promotes green power generation in NSW. For developments not seeking to apply the sustainability incentive, the use of non-electric energy sources such as gas, may be permitted if it is demonstrated a service requires this source.

Maximising Rooftop Solar Panels

The Master Plan proposes the introduction of a new DCP control to provide a minimum coverage rate of solar panel on rooftops to maximise on-site collection of renewable energy. It will be mandatory that 40% of rooftops are covered in solar panels, however for developments receiving the LEP sustainability incentive, 60% will be required.

Embracing electric vehicles

Start planning for the wide spread take up of Electric Vehicles (EV). The Master Plan proposes the introduction of a new DCP control to install essential infrastructure for electric vehicle charging within new homes and workplaces. This will future proof our transition to an EV ready city.

Improve natural ventilation

Natural ventilation is an effective means to cool a home. However, due to a preference for winter gardens, narrow building threshold proportions and non-transparent NatHERs thermal modelling methodology, apartments are under performing in this aspect.

It is recommended that DCP controls be investigated for winter-gardens and other sustainability measures set out in the informing studies to this Plan to improve natural ventilation outcomes.



Objective 7.2

Minimise Heat Island Effect

Actions

- 7.2.1 Adopt the recommendations from the Urban Tree Canopy Master plan (UTCMP).
- 7.2.2 Increase community knowledge and engagement on Sustainability.
- 7.2.3 Implement the following into the DCP for all new buildings:
 - Setback, solar amenity, deep soil landscape controls for mature trees.
 - Reduced heat reflectivity, absorption and rejection controls for new buildings.
 - Revised natural ventilation controls.
 - Natural refrigerants for all cooling systems.
 - Green roofs and green wall design.

Climate change will lead to a 1°C increase in average maximum daily temperatures by 2036. At this rate, Bankstown will experience temperatures of up to 50-degree-plus summers.

A benchmarking comparison study of the distribution of the Land Surface Temperature (LST) shows that Bankstown is markedly hotter than the broader LGA and Greater Sydney region. Up to 40% of the centre is hotter than parks by 7-8 degrees. The Sky view study confirms the Centre will be increasingly hotter due to increased building height and urban infill.

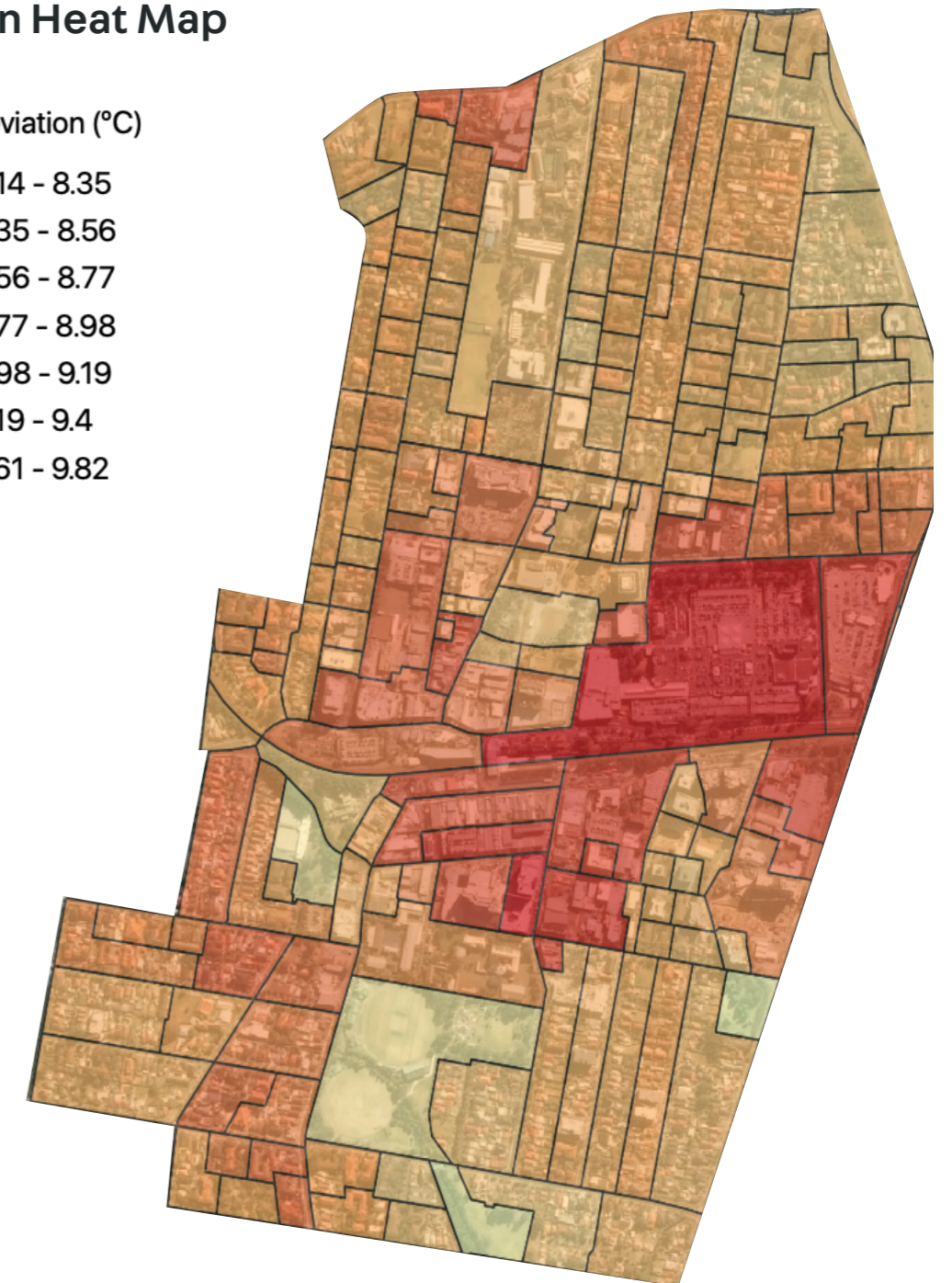
We will embed the vision of the UTCMP (refer to Direction 5) into Council plans and budgets, public domain upgrades and strata management plans.

We will include landscape architects, arborists and ecologists in a Design Excellence Panel to provide expert advice in developments and introduce post occupancy monitoring to ensure quality urban greenery is achieved.

Urban Heat Map

LST Deviation (°C)

- 8.14 - 8.35
- 8.35 - 8.56
- 8.56 - 8.77
- 8.77 - 8.98
- 8.98 - 9.19
- 9.19 - 9.4
- 9.61 - 9.82



Objective 7.3

Increase Water Efficiency & Flood Resilience

Actions

- 7.3.1 Update current Flood Risk Management Plan based on proposed intensification in the Master plan.**
- 7.3.2 Develop a public domain manual to plan for water sensitive urban design infrastructure in the public domain - including rainwater gardens and stormwater naturalisation measures.**
- 7.3.3 Require best practice water saving measures for all new buildings not subject to BASIX.**
- 7.3.4 Require cooling towers to meet best practice guidelines for water consumption.**
- 7.3.5 Require all new buildings to provide on-site rainwater collection and dual reticulation systems for future or immediate connections to a recycled water system.**

It is a priority to create a water efficient city, by optimising water conservation and adopting water sensitive urban design within public and private developments.

Water Sensitive Urban Design practices will be rolled out across the city. Water initiatives, including collecting rainwater saving and dual reticulation, will also be incorporated in all new buildings. The Master Plan introduces initiatives to reduce water consumption, waste and stormwater water discharge, exceeding water and waste water efficiency targets.

Rainwater harvesting

The Master Plan will require development to provide rainwater storage infrastructure and reuse up to 90% of all water fall on roof each year for non-drinking water use.

Dual reticulation systems

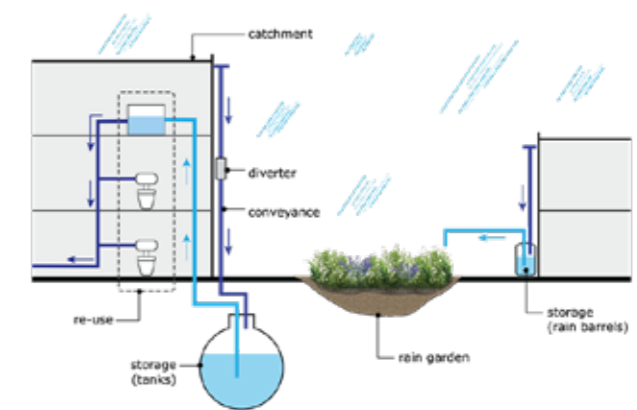
Systems will be required to service both non-drinking and drinking needs. Developments will be required to build in dual reticulation Systems.

Together approximately 40% of water usage can be provided by recycled rainwater.

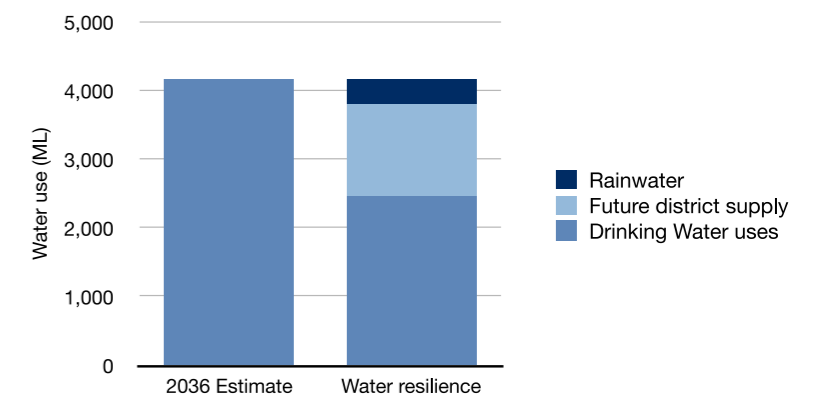
Naturalise stormwater infrastructure

Naturalising stormwater infrastructure helps retain stormwater run-off longer in our urban environment, relieving our drainage system in heavy downpours, reducing flood risk and resulting impacts on homes.

Together with increased surface permeability, water filtration and water quality will be improved.



Rainwater harvesting - reuse up to 90% of water collected



Flux Consultants, 2021; Benefits of water resilience - Bankstown

Potential alternative water sources when developments are equipped with rain water harvesting systems and dual-pumps



Introduction of rain gardens or swales next to a concrete encased stormwater channel

Objective 7.4

Become a Waste Smart City



Council is committed to integrating smart waste management into our centres. This includes identifying ways to reduce and deal with waste that are safe and efficient, maximise waste reduction, increase recycling and contribute to improved liveability. Improving collection and processing systems, particularly for organic waste, will reduce greenhouse gas emissions.

Actions

- 7.4.1 Continue Waste reduction education to raise awareness within our Community.
- 7.4.2 Introduce new waste management controls in the DCP as recommended in the Sustainability Report:
 - Provision for organic waste storage facilities and a communal area for organic waste composting.
 - Provision of separate recycling chutes.
- 7.4.3 Ensure the DCP maintains adequate separation of waste and recycling storage and collection facilities.
- 7.4.4 Investigate DCP controls that encourage the provision of on-site recycling hubs that allow residents to exchange and re-use materials such as clothes, toys, furniture and other items.



Canterbury Bankstown Council provide worm farm and composting information and workshops to education our residents to reduce organic waste in land fill.

Easy access to separate recycling chute in apartment buildings will encourage recycling

Objective 7.5

Redesign Sustainability Bonus Scheme

The current LEP Sustainability Bonus scheme encourages developers to take up best practice sustainability initiatives to achieve 0.5:1 FSR bonus.

The Sustainability study has reviewed the effectiveness of the current Sustainability Bonus Scheme. Through post-occupancy inspections of developments that had successfully received the Sustainability Bonus, the study found the developments only realised modest environmental benefits. The Scheme also had relatively low uptake. Both outcomes were due to limitations in the Scheme design.

The study also found that the current FSR sustainability bonus scheme will insufficiently reduce our carbon emissions by 2036. The current scheme is also unclear about whether the developer or tenants in non-residential buildings are responsible for achieving the water and energy targets.

The Master Plan will revise the LEP sustainability bonus incentive scheme to provide a bonus floor space ratio of 0.25:1 for development with an FSR of less than 1.5:1, or a bonus 0.5:1 for development with an FSR of 1.5:1 or more. for development that exceeds the mandatory measures.



Actions

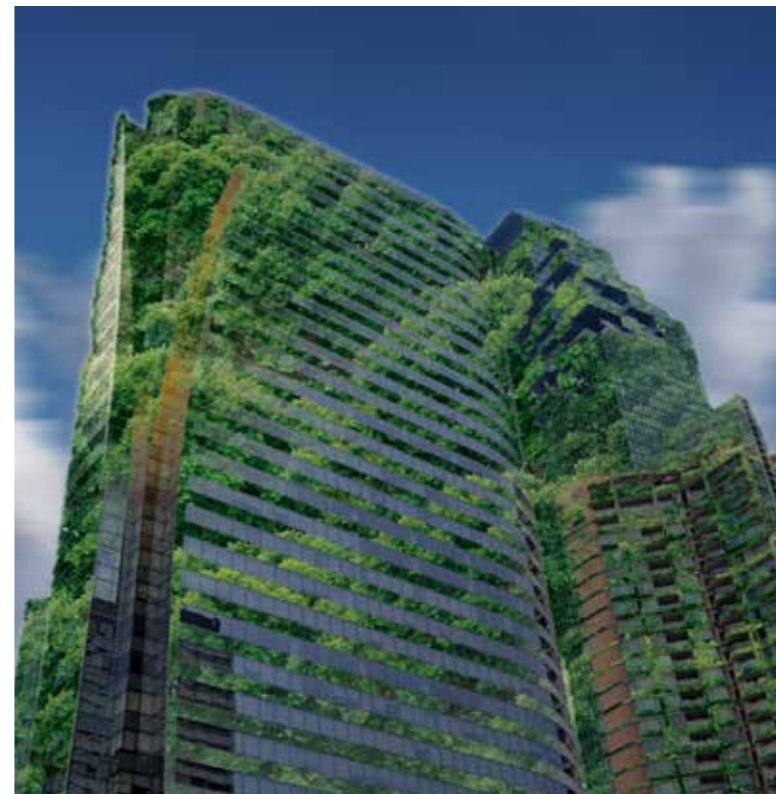
7.5.1 Revise the existing LEP sustainability bonus to make energy and water targets clearer whilst continuing to mandate higher sustainability outcomes above legislated targets including:

- Exceedence of energy and water BASIX targets for residential development
- For commercial development, achieving high energy and water sustainability targets based on industry best practice
- Mandatory electric-only buildings
- 60% of rooftop area to comprise of solar PV panels
- Clear delineation of energy targets between net lettable area and gross lettable area of retail/commercial developments

7.5.2 Develop DCP controls that implement and achieve sustainable outcomes regarding the following:

- Exclusive connection to electricity with opt-out scheme in limited circumstances.
- Reflectivity of surfaces in to the public domain.
- Heat absorption and rejection.
- Energy and water efficiency ratings.
- Use of renewables.
- Relate targets to industry standard measurement tools.
- Specific targets will be relevant to building usage types.

7.5.3 Develop monitoring systems to ensure buildings maintain or improve sustainability outcomes post construction and occupation.





Direction 8

A Centre Proud of its Heritage and Culture

Buildings and places of historical significance will continue to tell the story of our past. Buildings and spaces will be investigated, restored and protected to achieve an appropriate balance between preservation and sympathetic alterations and additions.

Bankstown's multicultural identity will continue to be supported and celebrated. The public domain will contain artwork and activities that express the proud heritage and culture of its community.

What do we know?

- Bankstown is located on the land of the Gwegal, Bidjigal and Dharug people.
- Council's vision for reconciliation is "To create a strong, harmonious and richer community by encouraging our Aboriginal and Torres Strait Islander residents to share their heritage and culture with people from other cultures to ensure all of our different traditions, customs and stories are valued" - Innovate Reconciliation Action Plan (June 2020 - June 2022).
- The city centre is home to a diverse range of heritage items and areas of special character. There are many places that currently have no protection under planning legislation and are at risk of being lost.
- Heritage and historic character can be lost through urban development and requires planning interventions for its protection.

What are we proposing?

Heritage is integral to Bankstown's identity and the connection of people to place. This includes both physical heritage and intangible aspects of heritage such as social heritage, memories and rituals. History told through buildings, spaces, artwork and signage helps to tell the story of Bankstown.

The Master Plan will ensure that the distinctive history of the city is celebrated while it experiences growth and change. This includes embracing Aboriginal and shared heritage.

Planning controls and public realm improvements will work hand-in-hand to showcase Bankstown of the past, present and future. We will conserve heritage conservation items and areas. Alterations and additions to heritage items will complement and not detract from the heritage significance. New development will complement existing heritage items and conservation areas in a modern context.





**Bankstown will be
a city that honours its
unique heritage and culture.
Local Aboriginal culture and
heritage will be celebrated in
the public and private domain
and weaved into contemporary
development through planning
controls and supporting
policies.**

Objective 8.1

Indigenous heritage is protected and valued in the public domain and weaved into contemporary development



The Master Plan celebrates and encourages connection to country through the incorporation of local native materials, and representation of local stories in the design of public and private buildings, landscaping, public spaces, furniture, public art, play spaces, paving materials and embellishments, and infrastructure.

The centre will host permanent installations of artwork, heritage interpretation and indigenous practices help to provide a connection to country, history and culture in contemporary society and entwines these in the urban and community fabric. The use of traditionally used local native materials for facades or features, native vegetation, interpretation and artwork by Aboriginal artists will be encouraged through achievable planning control mechanisms. There is opportunity for temporary celebrations of Aboriginal art and heritage through changes to hoarding policies to make hoardings more dynamic whilst telling the story of our Aboriginal past.

All installations of indigenous artwork must be developed in cooperation with the local Aboriginal community and, where appropriate, should be led by an Aboriginal organisation or business. Where artists are engaged to prepare or design interpretation they should be from an Aboriginal background, and preferably have a traditional connection to the area.

Why is this proposed?

Aboriginal and Torres Strait Islander people are the First Nations people of this land and have strived to retain their culture and identity through the period of colonial and post-colonial settlement.

Bankstown is a place of significance for Gwegal, Bidjigal and Dharug people past and present. Bidjigal had centres in Salt Pan Creek and the current suburb of Bankstown. Meaningfully recognising the importance of traditional lands and Aboriginal people throughout the city is just one way we create a connection to country.

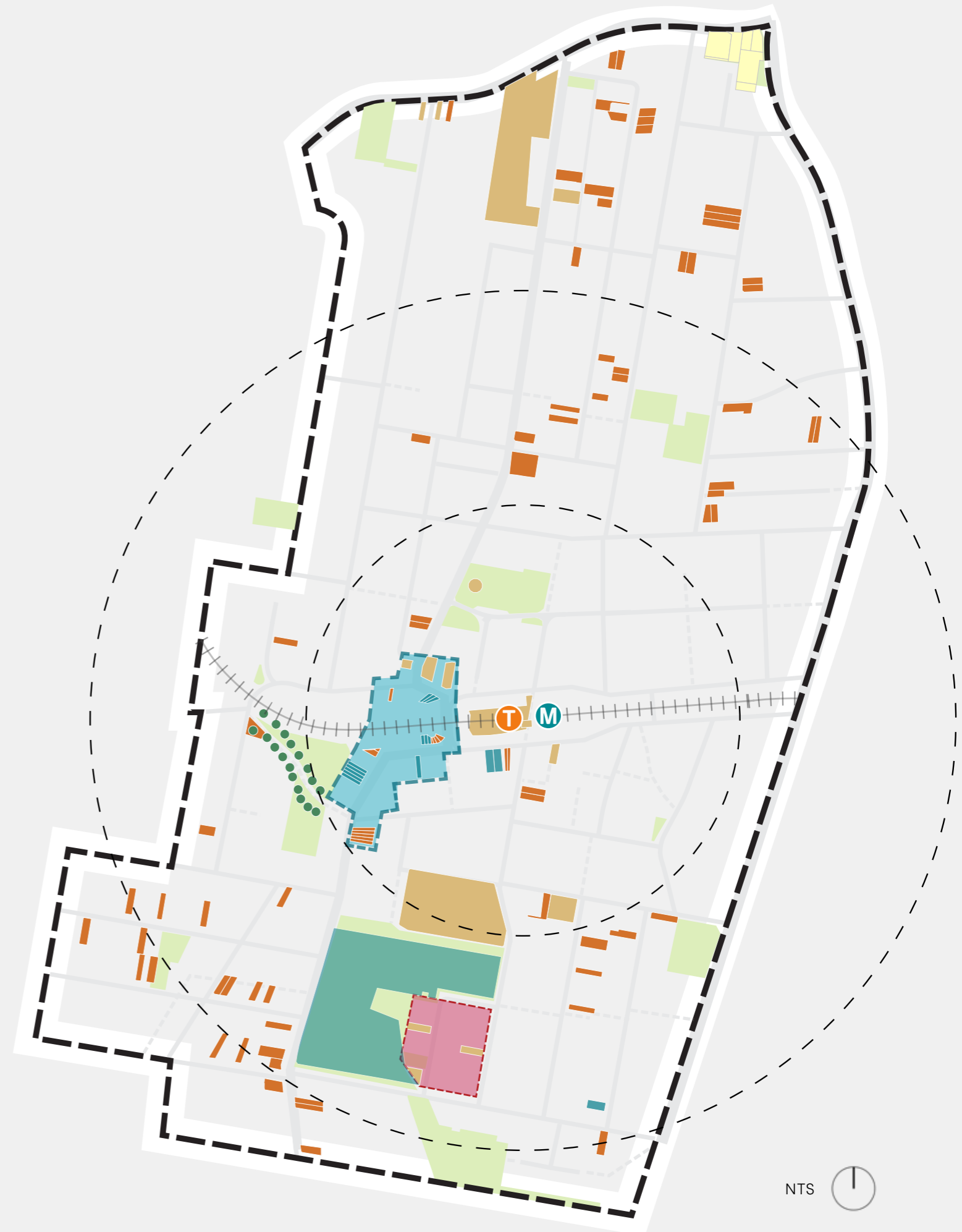
Celebrating this heritage contributes to an understanding and character of a community by providing tangible evidence of its history and identity. This will help to preserve a connection to the past and can provide a point of reference for interpreting the past to future generations.

Actions

- 8.1.1 Collaborate with the local Aboriginal community to develop artworks that can be used on construction hoardings.**
- 8.1.2 In collaboration with local Aboriginal Communities, consider opportunities for the naming of new open spaces, public places or through-site links.**
- 8.1.3 Significant development should integrate Aboriginal Art and/or story telling. This should be considered as part of the Development Control Plan controls for Bankstown City Centre.**

Existing Heritage Items and Areas for Investigation

- Existing Heritage Item (BLEP 2015)
- Site of Archaeological Significance (European)
- Character Buildings (1950's-Earlier)
- Properties being investigated for heritage significance
- Area being investigated for heritage significance
- Cultural Heritage (Saigon Place)
- Heritage Fig Trees
- Analysis Catchment Area
- Public Open Space



NTS

Objective 8.2

Heritage buildings, spaces and streets are protected and honoured as part of the City's historical identity

The Master Plan will protect and interpret European heritage in Bankstown City Centre to help tell the story of the city. Development controls will require preservation and sympathetic restorations to heritage and period facades whilst allowing appropriate built form transitions, interplay and separation of new development to heritage buildings and conservation areas.

Bankstown City Centre has a diverse range of heritage items, which date from 1870s until the 1940s. Places like the St Felix de Valois Pioneer cemetery, shops along Chapel Road and Bankstown Railway Station comprise heritage value.

This Master Plan recommends a number of items for consideration as part of a forthcoming city-wide review of heritage, outlined on the following pages. The following items and areas are considered worthy of investigation for heritage listing under the LEP.

Why is this proposed?

Historical buildings and spaces all have their own story that tell us who we are and where we have come from. They have irreplaceable value and tell us how we have evolved over time. These add to the local character, attraction and identity of the city. Supporting and promoting heritage through the Master Plan will help to make Bankstown a great place to live, work and visit and preserve our history for generations to come. Without heritage protection and conservation, buildings and places of the past will be at risk of disappearing forever.

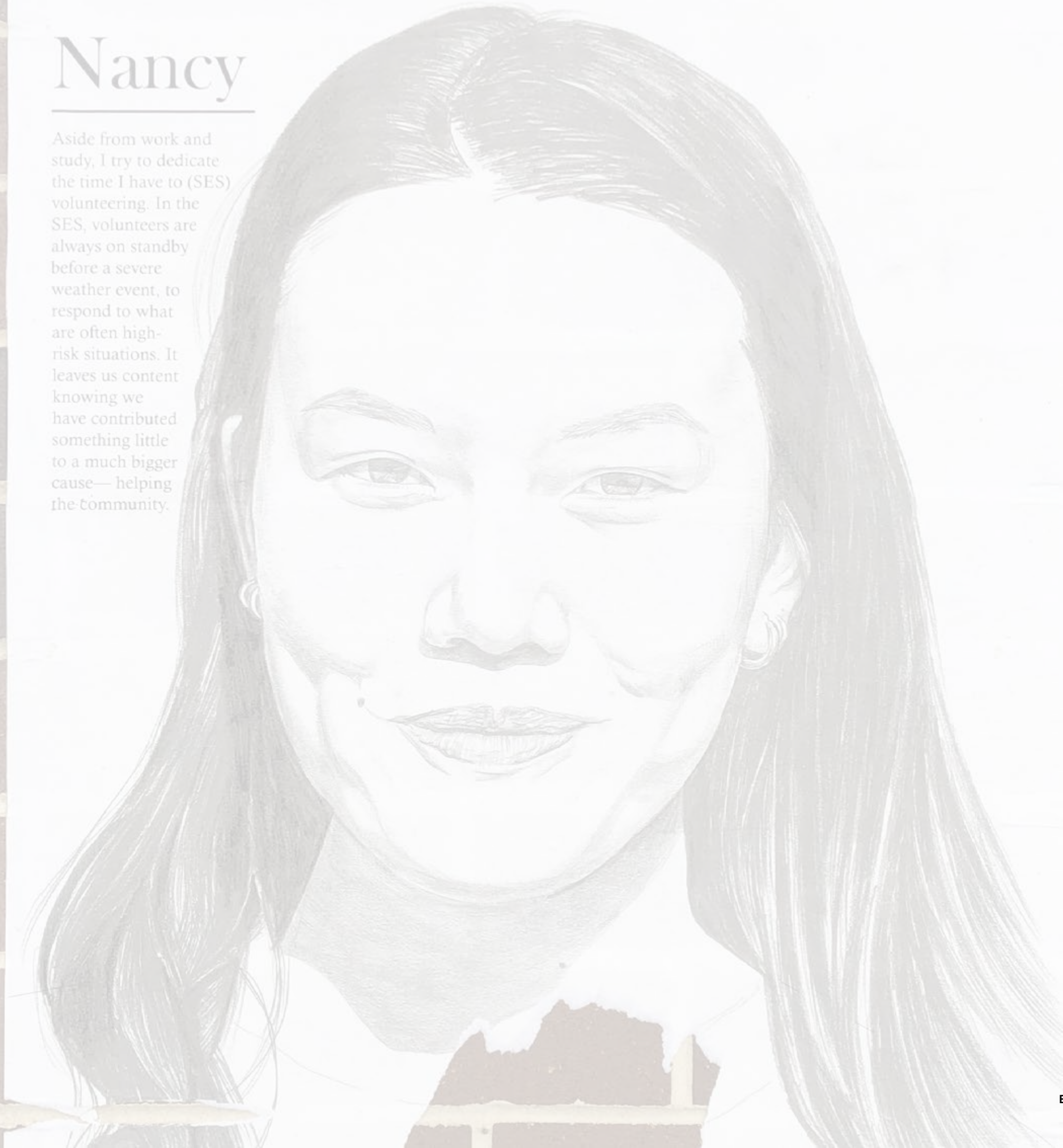
Cities that are rich in history are much loved places. Striking the balance between preserving buildings that tell the story of Bankstown while also welcoming great new places will create a distinct and vibrant city.

Actions

- 8.2.1 Investigate the items identified for potential heritage value for listing as part of the City-wide heritage review.**
- 8.2.2 Investigate a Heritage Conservation Area over properties facing Vimy Street, and properties on the Western side of Restwell Street between Ross Street and Macauley Avenue as part of the City-wide heritage review.**
- 8.2.3 Review and amend current DCP controls to ensure appropriate adaptive reuse and restoration of heritage items and period buildings in heritage conservation areas as part of new development.**
- 8.2.4 Review and amend current LEP and DCP controls to ensure appropriately scaled and designed development can occur within and adjacent to heritage items and conservation areas in Bankstown City Centre, including to the proposed heritage conservation area on Vimy Street.**

Nancy

Aside from work and study, I try to dedicate the time I have to (SES) volunteering. In the SES, volunteers are always on standby before a severe weather event, to respond to what are often high-risk situations. It leaves us content knowing we have contributed something little to a much bigger cause— helping the community.



Proposed items for heritage investigation

Recommended Item 1: Hackett House

Address: 6 Bankstown City Plaza

Description: Constructed in circa 1930 by Thomas and Charlotte Hackett. An Art Deco style commercial building with interesting original detailing remaining on upper façade. Below the awning the shop fronts have been highly modified with little remaining original fabric. A prominent facade within the streetscape.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative



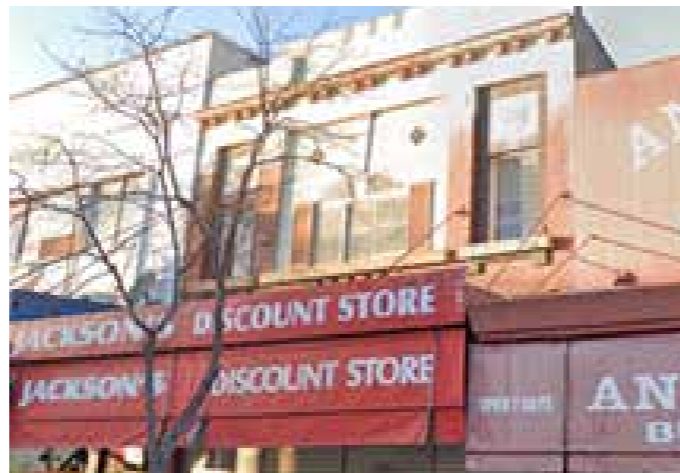
Recommended Item 2: Inter-War Commercial Building

Address: 35 Bankstown City Plaza

Description: An Inter-War commercial building constructed in 1920. There are no substantial changes to the façade above the awning apart from the infilling of the balcony. A good example of this architectural style and of the building stock of Bankstown from this period.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative



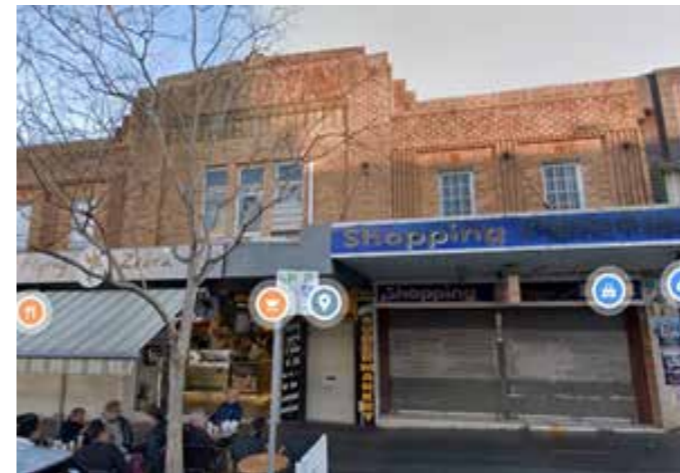
Recommended Item 3: Art Deco Shop

Address: 67 Bankstown City Plaza

Description: Art Deco commercial building. The lower ground beneath awning is highly modified. Some windows have been replaced on the upper storey. However, this building has aesthetic significance for its streetscape presence.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative



Recommended Item 4: Inter-war Free Classical Shops

Address: 93, 94 and 95 Bankstown City Plaza

Description: The three shop fronts at No. 93-95 Bankstown City Plaza should be listed as a group as a good representative example of Inter-War Free Classical shop fronts. The buildings demonstrate the commercial development of the Bankstown commercial precinct in the later stage of its establishment phase. They are well-maintained and intact above the awning. Set on a prominent corner of Bankstown City Plaza, they have high aesthetic value and are prominent within the streetscape.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative



Recommended Item 5: Former Cumberland Hotel

Address: 324 Chapel Road

Description: Built in 1930, the Cumberland Hotel is a fine example of an Inter-War Hotel. The upper façade is highly intact with the exception that the original double-hung sash windows have been replaced. The lower façade below the awning is highly modified. The hotel has been extended to the side and rear.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative



Recommended Item 6: Bankstown Oval (Memorial Reserve)

Address: 195 Chapel Road

Description: The Bankstown Memorial Oval complex was established in 1919 in honour of soldiers who died in World War I. The site has social significance to the local community as a reserve used for public recreation and sporting from 1919.

Significance: Local

Significance Criteria: Historic Social Representative



Recommended Area 7: Inter-War Bungalow

Address: 51 Percy Street

Description: Inter-war Bungalow

Significance: Local

Significance Criteria: Historic, Aesthetic, representative



Recommended Item 8: Avenue of Fig Trees

Address: Olympic Parade within Road Reserve

Description: The trees are visible in the aerial imagery dating to 1971. They have high aesthetic value within the streetscape. These trees are highly valued by the community for their contribution to place.

Significance: Local

Significance Criteria: Aesthetic, Representative



Recommended Area 9: Vimy Street and western side of Restwell Street, between Ross Street and Macauley Avenue

Address: Vimy Street and the western site of Restwell Street, between Ross Street and Macauley Avenue

Description: The streets have War Service Homes Commission estates built in the Inter-War period. The War Service Homes are single-storey bungalows that are constructed of masonry which have been roughcast rendered. The homes are set in a landscaped street with established front gardens.

Significance: Local

Significance Criteria: Historic, Aesthetic, Representative, Rarity



Objective 8.3

Bankstown's multicultural identity is celebrated throughout the centre



The Master Plan will support the expression of the unique cultural identity of many areas across Bankstown through public artwork, activities and festivals.

The face of Bankstown has grown and changed over the years. Today, the centre is unashamedly a cultural and linguistic mosaic with more than half of the community born overseas. This blend of cultures has shaped Bankstown into the distinctive centre it is today.

Community identity is showcased in Bankstown's City Centre - most famously Saigon Place offering an authentic pocket of Vietnam in Australia with locally owned shops, eateries and fresh produce stores.

The Master Plan embraces the many cultures that influence the streetscape of Bankstown. Areas of special character, such as Saigon Place, will continue to tell the story the communities from around the world that have come to call Bankstown home.

Initiatives like art work, activities and festivals that express local identity will continue to support the city's identity.

The Master Plan proposes a 'Cultural Trail' which celebrates Bankstown's unique multicultural identity. This trail can become a key walking route for experiencing the variety of offerings available across the City Centre. Further detail is provided overleaf.

Why is this proposed?

As a source of identity, cultural expression is a valuable factor for empowering local communities and enabling groups to participate fully in social and cultural life. Bankstown's multicultural identity is truly unique. A convergence of vibrant, proud cultures has put the city on the map making the city a magnet for people from within and outside the area. This will continue to be fostered and celebrated to honour the City's cultural identity.

Actions

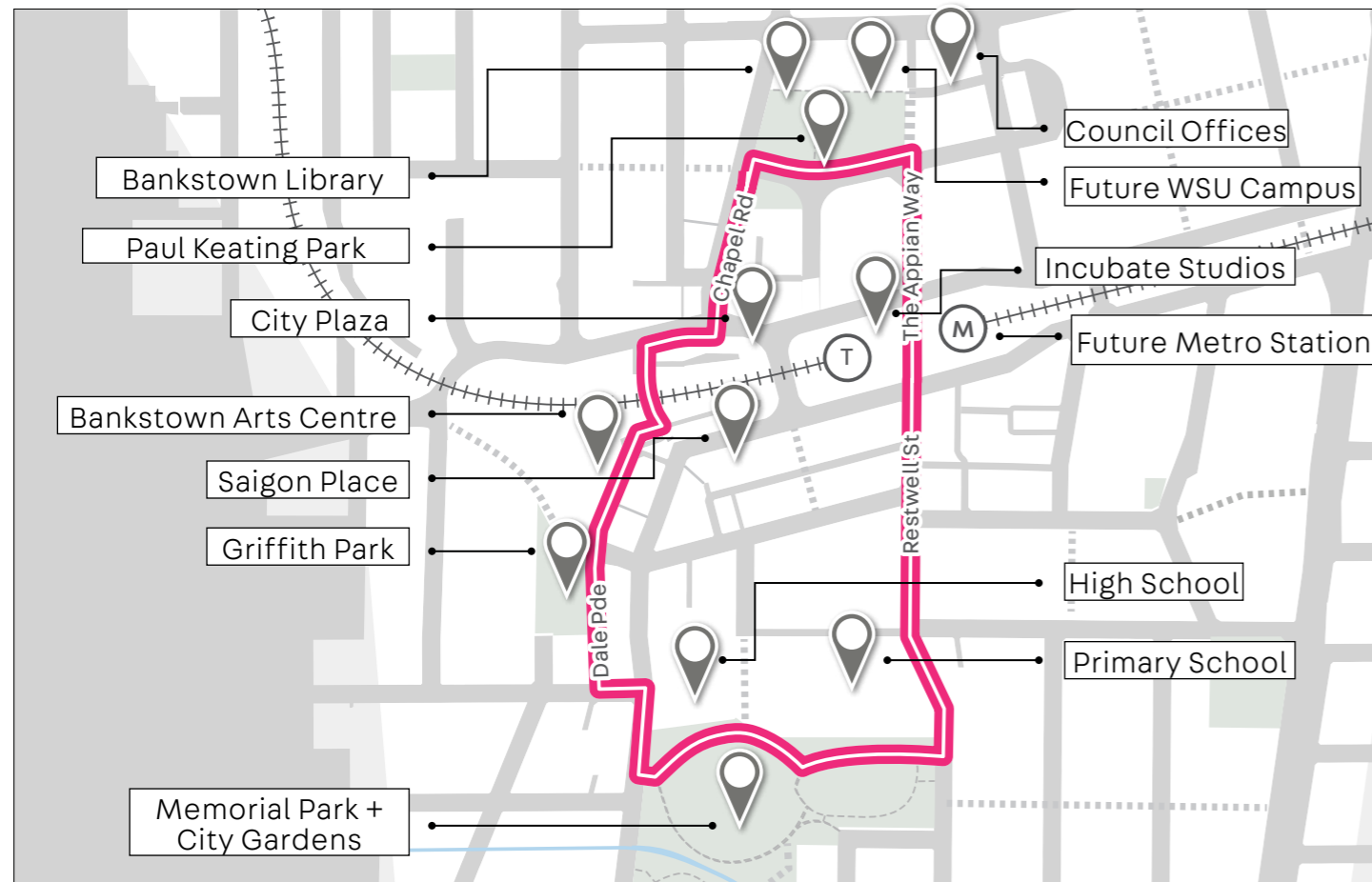
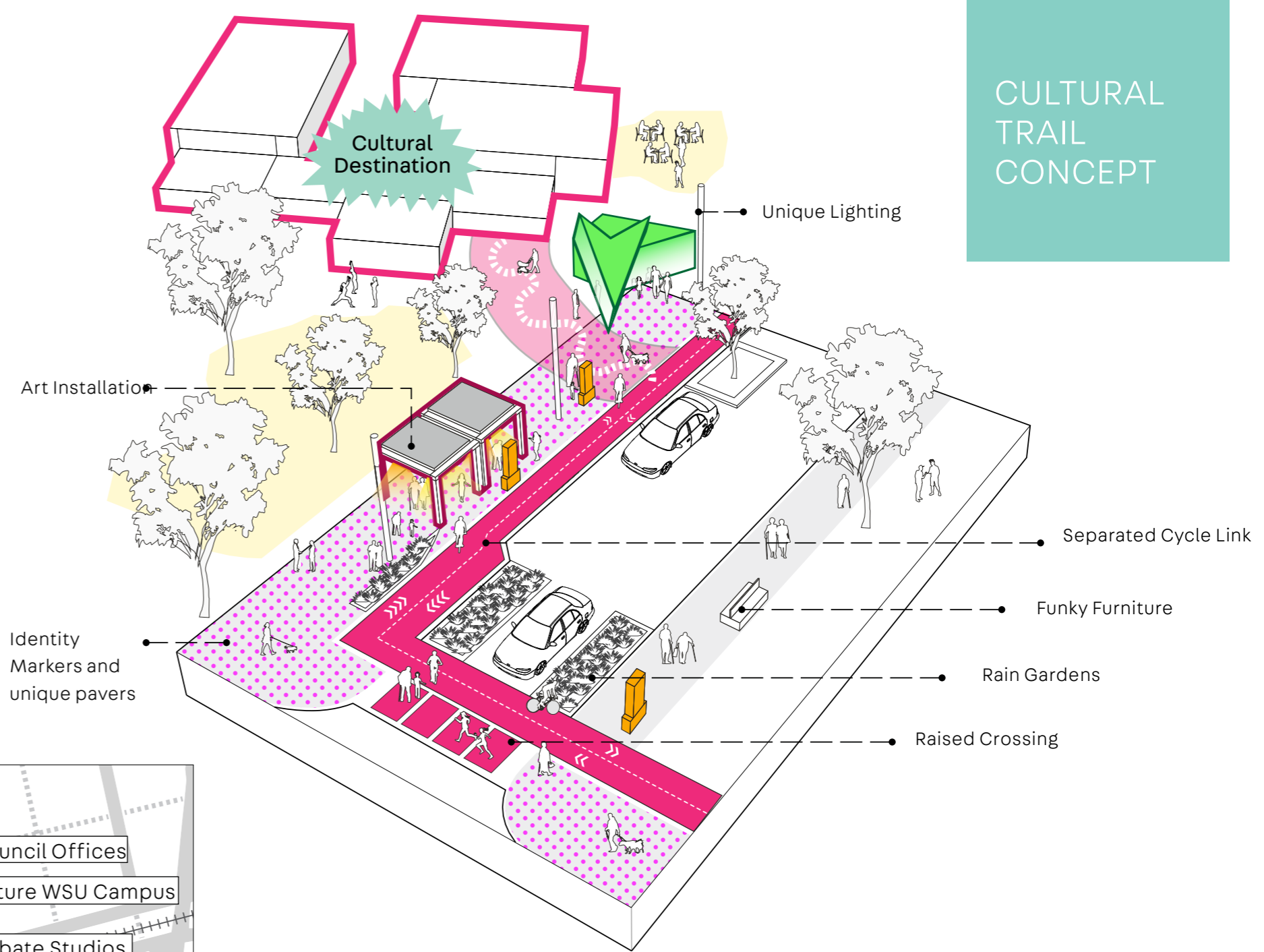
- 8.3.1 Commission, and require through development approval, curated and integrated public art that help to tell the story and express the identity of Bankstown, and/or the subject site.**
- 8.3.2 Require art installations on construction hoardings in the city centre that are of relevance to the subject site or surrounding area and community. This should focus on Aboriginal or multicultural artwork or photography.**
- 8.3.3 Continue to host and support cultural festivals and activities in the City's public and private domains**

Cultural Trail

Multi-Modal Cultural Trail

Embedded in the Master Plan is a 'cultural trail' that links cultural destinations in the CBD. The trail can include special differentiators to help users and visitors with way-finding to different destinations. Techniques include: materiality, unique lighting, signage, art installations, embellished plantings and identity markers. These features can be utilised on the cycle paths and adjacent footpath and become an iconic multi-modal destination unto itself. The multi-modal cultural trail can not only encourage sustainable travel and stormwater management, but can also celebrate and connect Bankstown's unique cultural identity.

CULTURAL TRAIL CONCEPT





Direction 9

A Centre with Housing for All

A diverse population of different backgrounds and needs will call Bankstown home. We will deliver enough homes to meet our targeted population growth by 2036. Implementation of the Affordable Housing Strategy will facilitate the delivery of affordable housing in the centre to reduce housing stress and enable people of low incomes and key workers to live closer to work and transport.

Planning Instruments will mandate a range of diverse housing to suit different needs and lifestyles throughout all stages of life; including affordable housing and housing for students, seniors, people with disabilities, families and singles across a range of land use zones.

What do we know?

- Current planning controls in Bankstown do not have the capacity to accommodate targeted dwelling and population growth by 2036. Increasing housing supply capacity is needed in our planning controls.
- In Bankstown City Centre, 29% of households are in housing stress, with a significantly higher proportion of households in rental stress than mortgage stress (Hill PDA, 2019). Increasing affordable housing supply in the study areas is a key consideration for the master plan.
- Canterbury Bankstown is ageing, with a projected 14.85% increase in the elderly population and residents by 2036 (Hill PDA, 2019). This population will require smaller

and more accessible dwellings within their neighbourhood to support the ageing-in-place process.

- The future relocation of Western Sydney University (partnered with the University of Technology) and TAFE NSW in will result in 18,000 students in the City Centre, in addition to 2,000-3,000 school students in six schools within the study area. Further investment in tertiary and vocational education could bring this figure to 25,000 by 2036. Students are likely to seek affordable accommodation close to university.
- Couples with children are a dominant household type in the LGA so ongoing housing that meets the needs of families is required. In Bankstown City Centre, 31% of households were made up of couples with children in 2016, which is comparable with Greater Sydney at 35.3% (ABS, 2016).
- Residents aged 25 to 34 years old are particularly concentrated around transportation hubs with high density development, including Bankstown City Centre. Planning for young families will be a key consideration for Bankstown City Centre.

What are we proposing?

The Master Plan provides objectives and actions to increase housing supply and affordable housing in new developments to start to close the housing affordability gap for very low, low and low-moderate-income households. The planning system alone is unlikely to be able to address the affordable housing shortage, but an active strategy can be pursued by Council to work towards narrowing it.


The Master Plan will also set guidance on providing for the diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives. This will be achieved through Local Environmental Plan objectives that aim for a range of housing. Development Control Plans controls will provide minimum requirements for unit mixes and universal design controls for people with disabilities and to allow ageing in place.

In the proposed commercial core zone, design controls would need to be implemented to ensure build-to-rent housing is appropriately designed so as to allow its future conversion to employment generating uses.

Housing stress is defined as households earning in the lowest 40% of the Sydney Metropolitan Area paying rent or mortgage repayments greater than 30% of their household income.

Reference: AHURI, Understanding the 30:40 indicator of housing affordability stress



A photograph of modern apartment buildings at sunset. The sky is filled with soft, orange and pink clouds. The buildings have balconies and large windows. In the foreground, there are green plants and a paved area with a bench. A large teal circle is overlaid on the center of the image, containing white text.

**Housing in
Bankstown City Centre
will need to meet the
needs of families, students,
the elderly, key workers
and those with special
housing needs**

Objective 9.1

Increase residential capacity in Bankstown City Centre to meet our targeted population growth by 2036

Bankstown City Centre will become a focus for housing growth in the City. New housing will be appropriately located close to transport, services and amenities. Importantly, housing will need to be of a high quality, include a diversity of typologies, meeting a range of demographic needs and be supported by jobs, services, infrastructure and lifestyle. These are all important factors in considering Bankstown as the right location for increased residential housing capacity.

Bankstown will accommodate the highest amount of dwelling growth in the LGA. Out of the 50,000-dwelling target in Canterbury Bankstown, Bankstown will deliver 12,500 new dwellings by 2036. These will include a mix of small and large apartments, student housing, seniors housing and affordable housing.

Why are we proposing this?

Council's housing strategy seeks to locate housing growth in locations that have the highest transport accessibility and access to services, amenities and infrastructure. The Bankstown City Centre is the most accessible centre in the City, and will have sustained investment in infrastructure in the coming years. A shift in focus for the centre, becoming a health, academic, research and training precinct, will result in increased demand for diverse and high quality housing.

The Housing Strategy undertook a capacity analysis for Bankstown City Centre, finding a significant capacity shortfall in the Bankstown City Centre to meet the potential demand for new housing to 2036, and as such. It recommended a revision to planning controls to increase dwelling delivery capacity in the City Centre, a key action of this Master Plan. The higher housing target for Bankstown City Centre reflects its future role as the highest tier residential, employment and cultural centre within the local government area. It also leverages the supporting infrastructure that will service a larger population base and the desire for Council to enable more people to live closer to services and work and contribute toward its vision of a '30-minute city'. In February 2021, the NSW Government introduced new build-to-rent controls that would permit the development of this type of housing in commercial core zones - proposed in Bankstown City Centre. Whilst this housing typology is supported in principle, it is important that the development of build to rent housing in the commercial

core does not come at the expense of future employment-generating capacity, particularly as institutional development in the commercial core will drive demand for further employment-generating uses over time. This can be achieved through appropriate design controls that ensure build-to-rent in the commercial core can be later converted to other uses such as commercial offices, hotels and the like.

Actions

- 9.1.1 Increase residential dwelling capacity in Bankstown to deliver 12,500 additional homes by 2036 through revisions to land use, height and floor space ratio controls for residential development across sites in the centre.**
- 9.1.2 Develop controls for build-to-rent in the commercial core to ensure ability to be modified into alternate uses over time.**
- 9.1.3 Develop DCP controls that ensure appropriate housing design to accommodate working from home, family housing and high quality housing that makes Bankstown City Centre a desirable place to live.**

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Floor-to-floor height (m)	Ground Floor	First Floor (Commercial)	Upper levels	Lift Core (rooftop level)
Residential	4.4m	NA	3.1m	3m
Commercial	4.4m	3.7m	3.7m	3m
Mixed Use Commercial/ Residential (B4 Zone, Bankstown)	4.4m	3.7m	3.1m	3m

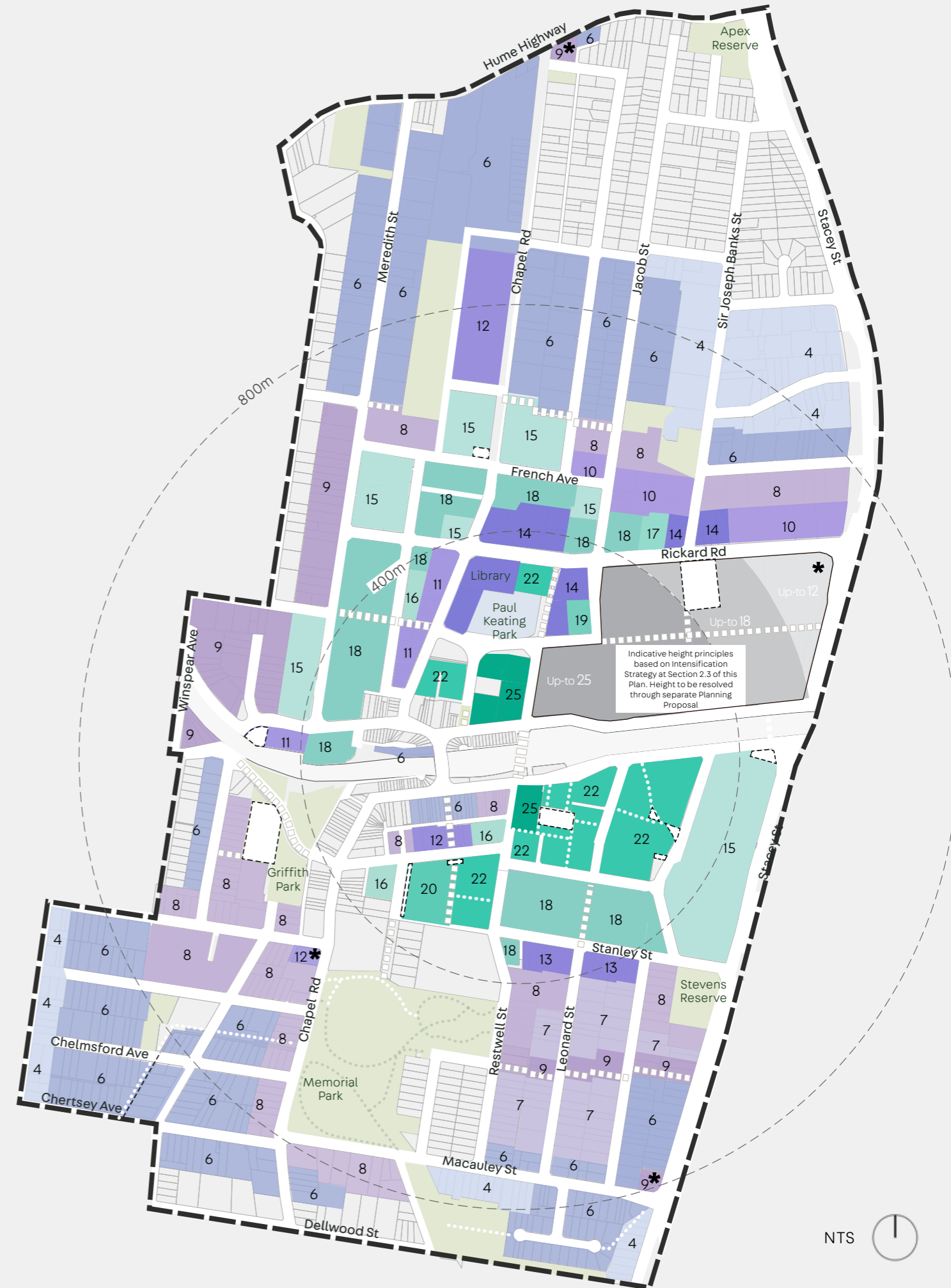
A height map is to be prepared for the Planning Proposal based on the above assumptions

Proposed Building Heights




- Up to 2 storeys
- Up to 4 storeys
- Up to 6 storeys
- Up to 7 storeys
- Up to 8 storeys
- Up to 9 storeys
- Up to 10 storeys
- Up to 11 storeys
- Up to 12 storeys
- Up to 13 storeys
- Up to 14 storeys
- Up to 15 storeys
- Up to 16 storeys
- Up to 17 storeys
- Up to 18 storeys
- Up to 19 storeys
- Up to 20 storeys/Max 108RL
- Up to 22 Storeys/Max 108RL
- Up to 25 Storeys/Max 108RL
- Up to 12 storeys (Subject to a separate Planning Proposal)
- Up to 18 storeys (Subject to a separate Planning Proposal)
- Up to 25 Storeys/Max 108RL (Subject to a separate Planning Proposal)
- * Bold Form - Marker Sites
- Analysis Catchment Area
- Existing open space
- Proposed open space

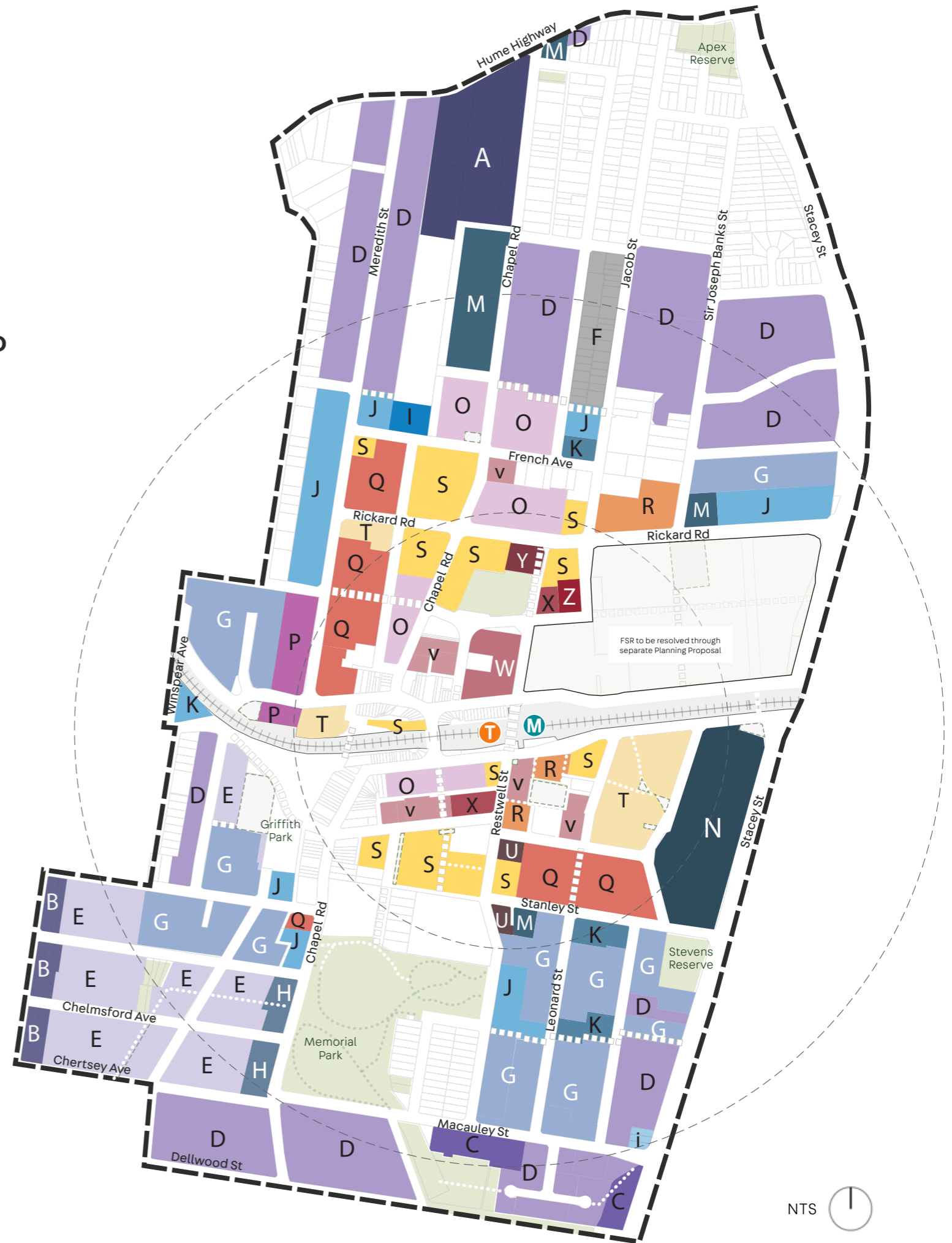
*Height (# of storeys) subject to land Use and floor-to-floor building heights and they are inclusive of all incentives

Building Heights are subject to approval under the Airports (Protection of Airspace) Regulations 1996



Proposed floor space ratio

a	0.4:1
A	1:1
B	1.2:1
C	1.35:1
D	1.5:1
E	1.65:1
F	1.75:1
G	2:1
H	2.15:1
I	2.20:1
i	2.25:1
J	2.5:1
K	2.65:1
M	3:1
N	3.25:1
O	3.5:1
P	3.75:1
Q	4:1
R	4.25:1
S	4.5:1
T	4.75:1
U	5:1
V	5.5:1
W	5.8:1
X	7.5:1
Y	8:1
Z	8.5:1
	Analysis Catchment Area
	Existing open space
	Proposed open space



NTS 

Objective 9.2

Increase affordable housing in Bankstown City Centre

Actions

9.2.1 Introduce an Affordable Housing Contributions Scheme in Bankstown LEP 2015 as part of achieving an incentive height and floor space ratio, requiring new developments to provide 3% of total dwellings as affordable dwellings, or a monetary contribution of \$198 per square metre* of total residential gross floor area to be dedicated to the development of affordable housing.

Developments providing on-site infrastructure and/or substantial proportions of floor space for employment-generating floor space will be exempt from the provision of affordable housing.

Affordable housing includes housing that is affordable for very low, low and moderate-income households as well as catering to the wide range of household types in the LGA including families, couples, seniors, people with disabilities, students, key workers, households in housing stress and the broader residential market.

We are creating an Affordable Housing Contribution Scheme for Bankstown City Centre. It seeks to maximise affordable housing within new development, supported by financial feasibility analysis. Council will enable developments to have access to an incentive height and floor space ratio control if they provide an affordable housing contribution of 3% of total dwellings of a development or a monetary contribution of \$198 per square metre* of the total residential gross floor area of the development. In accordance with Council’s Feasibility Study (Atlas, 2021), this rate is considered financially feasible for developments in Bankstown City Centre.

SEPP 70 is the overarching planning mechanism that allows councils to prepare an affordable housing contribution scheme for certain precincts within their LEPs. Council’s affordable housing contribution scheme will require approval by the Planning Minister to incorporate into its LEP.

Development sites providing infrastructure on-site or providing substantial proportions of the building as employment generating floor space, will not be required to make affordable housing contributions.

Why are we proposing this?

The ongoing loss of affordable dwelling through redevelopment and gentrification, combined with increasing housing costs, is lead to a significant undersupply of affordable accommodation in Bankstown.

The lack of affordable housing detrimentally affects the quality of life of individuals and families. Households are likely to sacrifice other basic necessities to pay for housing. This leads to extreme social disadvantage, declining mental and physical health, rising inequality in cities and forced displacement of existing local communities.

It also has a serious impact on employment growth and economic development. The loss of young families and workers in lower paid service jobs can adversely affect local economies by reducing the local workforce.

Local government’s mandate to take action on affordable housing is enshrined in the Environmental Planning and Assessment Act 1979. Section 5(a)(viii) identifies as an objective of the Act, the “maintenance and provision of affordable housing.” On this basis, local government has a role and an obligation to both preserve and create more affordable housing through policy and planning instruments.

Community Housing Providers (CHPs) are an important sector within the housing market in providing affordable housing. It is important that Council continue working with CHPs to deliver affordable housing for the area.

* Note: Contribution rates will be adjusted on a quarterly basis, being the first days of March, June, September and December, to ensure that the contributions reflect the cost associated with the provision of affordable housing. Rates are adjusted with reference to movements in the median price for strata dwellings in the Canterbury Bankstown LGA. The median strata dwelling price is published quarterly in the NSW Government Rent and Sales Report, Table: Sales Price – Greater Metropolitan Region – Strata. The Rent and Sales Report is available on the NSW Government, Family and Community Services website.

Income category	Income
Very low	Individuals or households earning less than 50% of the NSW or Sydney Median individual or household income
Low	Individuals or households earning more than 50% but less than 80% of the NSW or Sydney Median individual or household income
Moderate	Individuals or households earning more than 80% but less than 120% of the NSW or Sydney Median individual or household income

Objective 9.3

Increase housing diversity to meet the needs of people and all stages of life

Council will provide for a diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives in Bankstown City Centre. Housing will be provided to meet the various needs of different people including:

- Single and family households.
- Housing for Seniors.
- People with disabilities (temporary and permanent).
- Students.

The Master Plan will also ensure quality housing to maximise amenity, safety and security for residents and provide a positive contribution to the area. Council's discussion paper: "Livable Housing Options to make new homes easier to use for everybody, every day at all stages of life" (October, 2019) recognises the importance of aging in place, designing housing for people with disabilities, and the fundamental needs for residents to live in homes that can be designed and adapted to their changing needs through their lifetime.

The Livable Housing Design Guidelines were introduced in 2010 following the National Conference on Universal Housing Design. The Guidelines aim to provide homes that are designed to meet the changing needs of most home occupants throughout their lifetime, including seniors, people with temporary injuries, families with young children, and people with disabilities and their families.

Council's draft consolidated DCP proposes all new homes to achieve universal design under the Livable Housing Design Guidelines (LHDG). It also requires a different mix of tier levels (Silver and Gold) for most residential

accommodation. This ensures a wider choice of homes is available for seniors, people with temporary injuries, families with young children, and people with disabilities and their families.

Bankstown will have an increasing mix of households living in the centre including; family, single and group households. LEP zone objectives will require a mix of dwelling types and sizes to cater for different people. Through the DCP, a proportion of 1, 2 and 3 bedroom units in shop top housing and residential flat buildings will be allocated to cater to households of different sizes. In addition, with flexible working arrangements becoming more prevalent, there will be expectations for more space within apartment developments.

Why are we proposing this?

With Bankstown's increasingly diverse population, there will be a demand for different housing types and sizes; including apartments, multi-dwelling housing, single dwellings, universally designed housing, affordable and student housing and Senior's Housing. Neighbourhoods with a range of housing types and sizes help ensure people can more readily meet their housing needs throughout their lifecycle, remaining in the area where they have existing networks. This mix provides the fundamental human right to have adequate shelter and contributes to the social vibrancy and character that Bankstown is known for. It allows people to live in homes that meet their changing needs and to remain where they want to live.

Actions

9.3.1 Specify the minimum unit mix rate for residential flat buildings and shop top housing with more than 20 dwellings:

- **Studio: 5-10%**
- **1 bedroom: 10-30%**
- **2 bedroom: 40-75%**
- **3+ bedroom: 10-45%**

9.3.2 Require new dwellings that require Development Consent to comply with the Livable Housing Design Guidelines in the DCP for Bankstown City Centre:

- **Residential Flat Buildings and Shop Top Housing: A minimum 20% of new dwellings must achieve the Silver Standard; and a minimum 20% of new dwellings must achieve the Gold Standard. However, it is noted that shop top housing will not deliver dwellings at the ground floor as this would be inconsistent with the LEP definition.**
- **Multi Dwelling Housing and Attached Dwellings: A minimum 20% of new dwellings must achieve the Silver Standard; and a minimum 20% of new dwellings must achieve the Gold Standard.**

9.3.3 Develop LEP and DCP Controls to increase the quality of housing design for a range of housing types which achieves the following:

- **Functional and rational internal design layouts for flexibility of use and quality of experience.**
- **Adequate natural light and ventilation through provision of windows, suitable orientation of rooms and generous floor to ceiling heights in all habitable rooms.**
- **Generous size and dimensions of private open space and landscaping (where practical).**
- **Acoustic and visual privacy through appropriate setbacks, fencing, acoustic attenuation, window orientation and finished floor levels of habitable rooms.**
- **Generous storage areas.**
- **Dwelling sizes appropriate for larger households and to provide flexibility for working from home.**



Direction 10

A Centre with Collaborative Governance

Inter-governmental, private sector and institutional partnerships and public participation will form the basis of Bankstown City Centre's transformation. These partnerships will form collective ideas and share resources through the life of the planning process to create a city that people are proud to work and live in.

The Master Plan will provide a platform for improved governance through a coordinated approach to delivery and ongoing management of services and infrastructure in partnership with the local community, government and non-government organisations.

The Bankstown CBD and Bankstown Airport Place Strategy will be implemented with continued engagement between local, state and federal government agencies, private education and health institutions and local businesses. The planning system will enable organisations, business and institutions to function optimally whilst protecting the public interest.

What do we know?

- The common characteristics of collaborative governance are, among others, policy consensus, community visioning, consensus rule-making, and collaborative network structures
- Collaborative planning can provide policy makers with more effective decision making by ensuring that decisions meet the diverse needs of our citizens and organisations
- Collaborative leadership is crucial for setting and maintaining clear ground rules, building trust, facilitating dialogue, and exploring mutual gains.
- Existing and new partnerships will continue to be important in delivering the vision for Bankstown
- The Bankstown Collaboration Area Governance framework is fundamental to ensuring great city shaping outcomes for the City

What are we proposing?

Visionary, integrated, long term planning and decision making, reflective of community needs and aspirations, will be integral for Bankstown City Centre's transformation. Great places do not happen by accident. They require vision, effective partnerships across the public, governmental and private organisations.

We will continue to provide meaningful community engagement, as guided by our Community Participation Plan, to meet the needs of our residents, workers, students and businesses well into the future. Through diverse community engagement methods, like Community Voice Panels, different people are heard and their needs are incorporated into the planning framework.

Collaboration across all relevant government agencies will continue to be at the forefront of decision-making that works towards a common, agreed outcome and makes better use of resources and funds to maximise benefits to the community.

Council will continue to be involved in the Bankstown CBD and Collaboration Area governance framework to transform Bankstown into a competitive health, education, research and innovation area



A man in a dark suit and a woman in a dark business suit are standing on the wide, stone steps of a grand, classical building. They are facing each other and appear to be in conversation. The woman is holding a folder or tablet. The building features large columns and arched windows. A teal circular graphic is overlaid on the right side of the image, containing white text.

**Collaboration
between Council,
the community,
government agencies
and non-government
organisations is critical
for the coordination of a
thriving and dynamic
City Centre**

Objective 10.1

Develop diverse and strong stakeholder relationships through collaboration with government, institutions and business to deliver positive planning outcomes and realise the benefits of growth

Council will continue to maintain, support and establish proactive partnerships and engagement with government agencies, institutions, advocacy groups and businesses. Through collaboration, we will facilitate co-ordinated planning and ensure the goals for Bankstown City Centre are progressed. We will utilise governance and funding structures to harness and allocate resources to support the implementation of the Bankstown City Centre Master Plan.

The provision of growth and infrastructure in Bankstown requires us to work with a range of agencies, including Transport for NSW, Infrastructure NSW, Sydney Water, Ausgrid, Greater Sydney Commission, Department of Planning, Industry and Environment, NSW Health, NSW Department of Education, Department of Finance, Services and Innovation and the Department of Premier and Cabinet. The Federal Government may also be involved large or nationally significant projects, such as Bankstown Airport.

We will develop partnerships with community infrastructure, health and education providers to encourage joint use of open space and facilities. Council will also work with State Government to ensure adequate funding and delivery mechanisms for infrastructure to support our existing and future population.

Why is this proposed?

In order to deliver the vision for Bankstown City Centre we need to collaborate with others in order to effectively deliver our vision of the centre. Continued and improved collaboration will ensure the following outcomes are achieved for Bankstown City Centre:

- A flourishing economy with increased job opportunities
- Infrastructure is delivered that services the needs of the population
- Conservation and celebration of the City's natural and built assets
- A prominent centre for education and research

Actions

- 10.1.1 Strengthen existing partnerships and identify new partnerships with government agencies, institutions and the private sector including SSROC, neighbouring Councils, State and Federal Government and local business chambers.**
- 10.1.2 Work with the Department of Education, Sydney Catholic Schools and Independent Schools to deliver joint use of open space and facilities .**
- 10.1.3 Work with State Government to ensure the planning framework can adequately deliver required infrastructure to support growth in Bankstown City Centre.**
- 10.1.4 Initiate early engagement with relevant governmental and non-governmental agencies in the development of the planning proposal for Bankstown City Centre to proactively achieve the vision of the master plan.**

Objective 10.2

Continue to deliver equitable community participation in planning matters

Council has a role in enabling our community to take effective action - providing opportunities to have a voice and make positive change to the areas where we live, work, study and play. Council's decision-making process is guided by our Community Participation Plan which ensures that a broad range of perspectives are sought in a structured and transparent manner and our community has a strong voice in decision making.

Community Voice Panels are an innovative and genuine way to engage with the community about the things that matter to them. We will ensure Community Voice Panels bring together a diverse mix of residents, students, workers and business owners to hear ideas, thoughts and feedback as part of the planning process for Bankstown City Centre.

Why is this proposed?

Community engagement is a fundamental requirement to a democratic society when planning centres and neighbourhoods. Responsibility for creating great places does not rest with any one organisation. Meaningful public participation is an important way to make sure we hear the many voices in our community and ensure our planning addresses the needs of our citizens.

Actions

- 10.2.1 Continue to apply the principles and guidelines of the Community Participation Plan in all community engagement in the development of Bankstown City Centre.**
- 10.2.2 Continue to liaise with the Community Voice Panels and Industry through the master planning and planning proposal stages for Bankstown City Centre.**
- 10.2.3 Continue to engage Aboriginal and Torres Strait Islander peoples and the Metropolitan Local Aboriginal Lands Council on land, water and environment management projects in Bankstown City Centre.**

Objective 10.3

Maintain a leadership role in the Bankstown CBD and Airport Collaboration Area

The Bankstown CBD and Bankstown Airport Place Collaboration Area provides an integrated vision for the future of Bankstown CBD and Airport to become a distinctive health, academic, research and training precinct. Council will continue to be involved in the Collaboration Area with government agencies, institutions, businesses and the community to create a regionally significant health, education, research and innovation area. Through this inter-governmental framework, we will continue to inform, coordinate and maximise policy and investment decisions.

Why is this proposed?

Continuing Council's involvement in the Bankstown CBD and Airport Collaboration Area means we are at the heart of collaborative decision making for Bankstown. City planning requires resolution of complex issues. This can be better achieved with better co-ordination and collaboration of ideas and resources. With a whole-of-government approach, Bankstown City Centre will become an attractive centre for innovative jobs, diverse housing and world class education.

Actions

- 10.3.1 Continue to participate in the Bankstown CBD and Bankstown Airport Collaboration Area**
- 10.3.2 Continue to progress the Bankstown CBD and Bankstown Airport Place Strategy in alignment with the Bankstown Master Plan**

Bankstown Collaboration Area Plan



North

-  Notable Streets / Roads
-  Active transport route
-  Links to be investigated
-  Transport investigation
-  Future Transport 2056 (illustrative)
-  Central business district - Health, Academic, Research & Training precinct
-  Vibrant village centre
-  Aviation & technology hub
-  Industrial and bulky goods
-  Industrial areas
-  Regional open space
-  Open space and schools

