

16 December 2019

David Waldren
Vicinity Centres
Office Tower One/1341 Dandenong Road
Chadstone VIC 3148

Dear David,

Re: Master Plan and Preliminary Plan feedback regarding planning and development of the Bankstown Central site

Thank you for presenting Council with a draft master planning package which includes:

1. Overall site master plan for the Bankstown Central site
2. Proposed development of the Target site at the western end of the Bankstown Central site
3. Proposed development of the current bus interchange site at the corner of Rickard Road and Jacob Street.

The comments below provide strategic planning direction to inform Vicinity Centres on Council's vision for the site in the context of the Bankstown City Centre. These comments are guided by:

- Council's endorsed Local Strategic Planning Statement, *Connective City 2036* (endorsed by Council on 10 December 2019);
- Bankstown CBD and Bankstown Airport Place Strategy (endorsed by Council on 10 December 2019); and
- Bankstown Complete Streets.

It is noted that the high level Master Plan presented by Vicinity provides permeability, open space and an employment focused development outcome for the Bankstown Central site which aligns with Council's vision for the Bankstown City Centre. Council has prepared *Bankstown Central Urban Design Principles (Attachment 1)*. These principles will be used to inform Council's master planning of the City Centre. It is recommended that Vicinity Centres consider these principles as part of their master planning and design development of the subject site.

Strategic context

The subject site is located within the Bankstown City Centre. It is located opposite the future Bankstown Metro Station, and is a short walk from the current Bankstown Railway Station. The site encompasses 11 hectares, which is the largest land holding within the centre.

Council's vision for the Bankstown City Centre is to accommodate 25,000 jobs and 25,000 students by 2036. This requires a significant increase in capacity for employment generating floor space and education focused development. The centre's public domain, transport and movement structure is guided by the adopted *Bankstown Complete Streets* project.



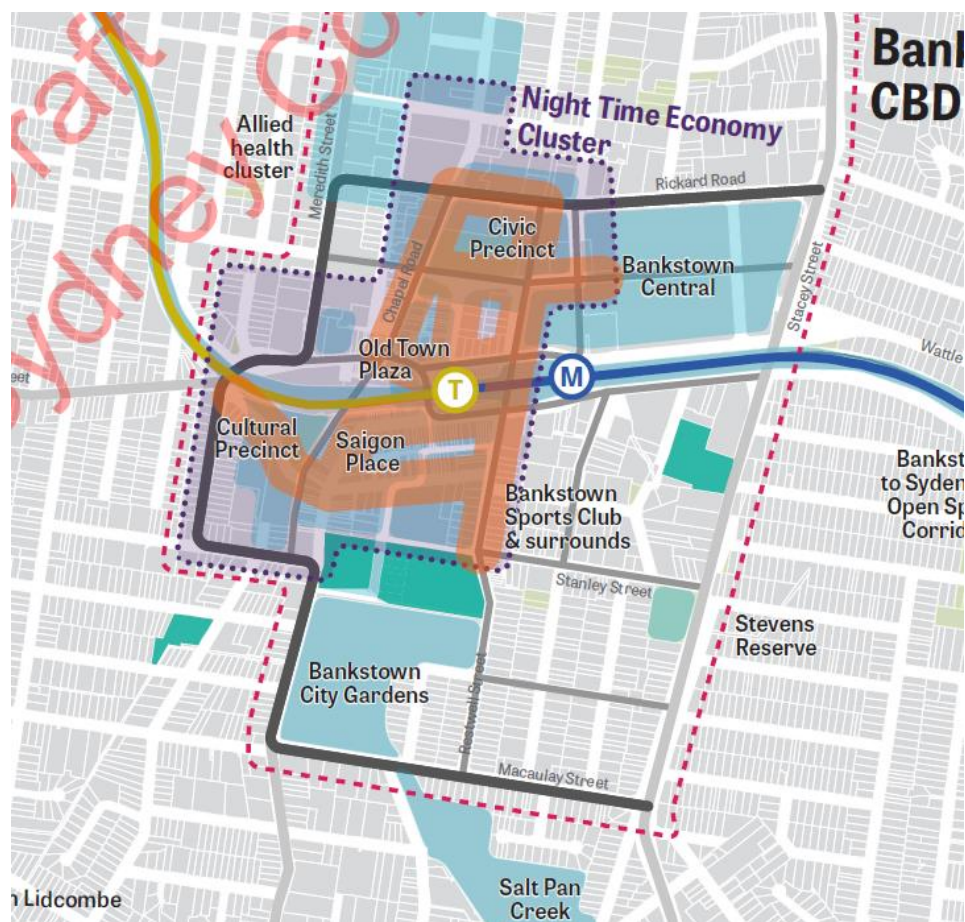
Master Plan

Land use

The proposed master plan notes a mix of commercial, tourist accommodation, student housing, open space and residential accommodation across the site. These uses are consistent with the land use vision for a vibrant, employment focused, mixed use centre in Bankstown. The urban design principles established by Council recommend a commercial focus for the Target site, with at least 40% of the total site's floor space being employment generating. The Master Plan presented shows residential uses on the Target site, together with other non-residential uses. Council is yet to adopt a mechanism for protecting capacity for 25,000 jobs within the City Centre. The LSPS recommends the consideration of a commercial core in the Bankstown City Centre, and also seeks to ensure no net loss of employment generating uses on any site within the Centre.

It is recommended that Vicinity demonstrate an appropriate mechanism to protect and enhance the capacity of employment generating land uses on the site as part of any future Planning Proposal in line with the vision for Bankstown City Centre.

The distribution of land uses should also consider the potential impacts of residential development on a 'night time cluster' illustrated in the Bankstown CBD and Bankstown Airport Place Strategy (refer to extracted image below).





Housing

Master Planning of the site should consider the following housing actions of *Connective City 2036*:

- Test up to 15 per cent of new residential floor space as affordable housing, subject to viability;
- Grow Bankstown to fulfil its role as a regionally significant CBD, including high density residential
- Provide housing typologies that support the role of Bankstown – this includes key worker housing, executive housing, student housing and visitor and tourist accommodation.

Movement

Complete Streets and Council's urban design principles for the site provide a transport, movement and public domain framework for the Bankstown City Centre and this site. This includes the following:

- The extension of Jacob Street to North Terrace as a public street;
- Extension of The Mall as an east-west street to Stacey Street; and
- Provision of a new pedestrian connection from Rickard Road to North Terrace via a new north-south connection and park.

It is recommended that Vicinity consider the provision and principles of the above as part of the master planning of the site and in the detailed design of any development parcels. The above should also be considered with respect to changes to the bus network through the Bankstown City Centre.

Public domain

The below considerations for public domain are recommended based on the site-specific urban design principles and Complete Streets:

- Dedicate to Council a single unencumbered parcel of public open space at least 3,500sqm facing Rickard Road in the first stage of development to ensure it remains open to public use in perpetuity. Surrounding buildings to ensure at least 50% of a consolidated portion of the park receives minimum 4 hours of continuous sunlight between 10am - 3pm on 21 June. The staging for delivery of this park should be considered in the context of the overall staging plan, and the development of the Target and/or Bus Interchange sites.
- Integrate the proposed upgrades to existing streets as shown in the Council adopted Bankstown Complete Streets Plan.

Access and Parking

The site-specific urban design principles and *Connective City 2036* set out the following considerations for access and parking across the site:

- Shift the provision of parking to a 'maximum' rate in the Bankstown City Centre
- Parking should be located underground;



- Parking access and entry points should be as per the site-specific urban design principles; and
- Where it is not possible to provide underground parking, above ground parking should be sleeved.

Built Form

The site-specific urban design principles suggest greater modulation of building height across the site, with taller building elements located close to Bankstown Station, Stacey Street and along North Terrace, with landmark buildings on corner site. It is recommended that existing heights along Rickard Road be retained.

The site-specific urban design principles provide detailed street wall and tower guidance for consideration.

Staging

It is requested that staging and the delivery of any public benefit be clearly articulated in an overall site master plan and future applications.

Target site

In addition to the above comments, it is recommended the following be considered as part of the planning and design of the target site:

- The extension of Jacob Street to North Terrace to match the existing width and alignment of Jacob Street and to provide for buses and bus stopping within the extension.
- Continue to work with Council and Transport for NSW on a solution for bus movement, interchange and layover within the Bankstown City Centre.
- Contribution to or improvements to surrounding public domain areas consistent with Bankstown Complete Streets.
- The site-specific urban design principles provided at **Attachment 1**.

Bus Interchange site

In addition to the above comments, it is recommended the following be considered as part of the planning and design of the target site:

- The proposed land use of commercial and tourist accommodation uses are consistent with Council's vision for enhanced jobs and supporting accommodation within the Bankstown City Centre.
- Contribution to or improvements to surrounding public domain areas consistent with Bankstown Complete Streets. It is noted Complete Streets recommends an east-west link through the site as an extension to The Mall.
- The site-specific urban design principles provided at **Attachment 1**.



We look forward to reviewing your response to the above matters and continuing to discuss the future of the Bankstown Central site with Vicinity Centres. Should you wish to discuss any of the above matters further, please feel free to contact Camille Lattouf, Team Leader City Shaping Projects by email Camille.lattouf@cbc.city.nsw.gov.au or by phone on 97079693.

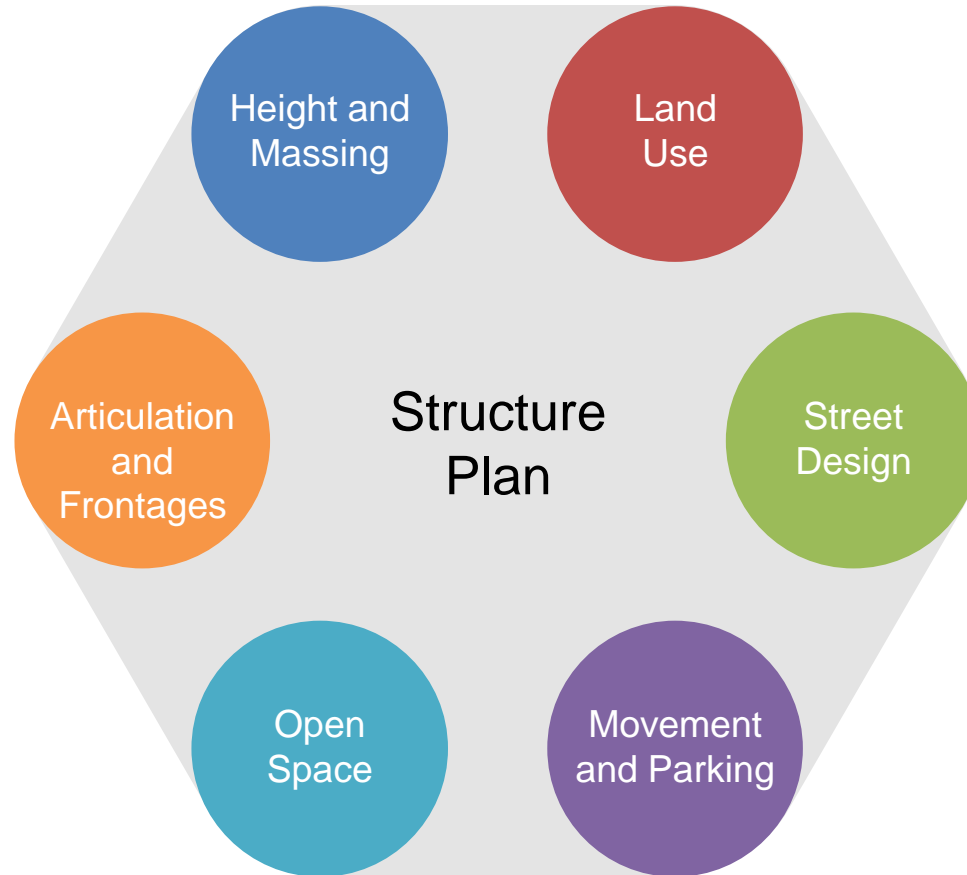
Sincerely,

A handwritten signature in black ink, appearing to read 'Lattouf'.

Camille Lattouf
Team Leader City Shaping Projects

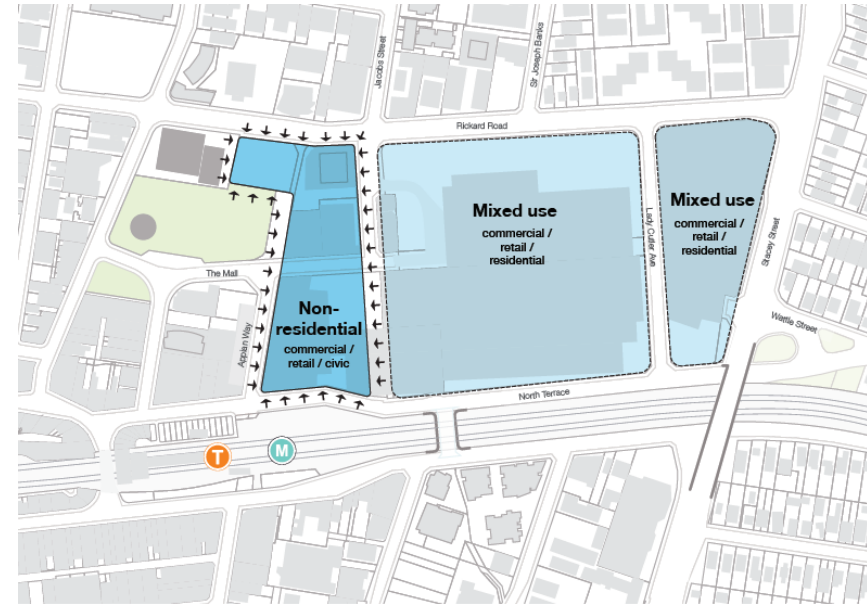
Bankstown Central Urban Design Principles





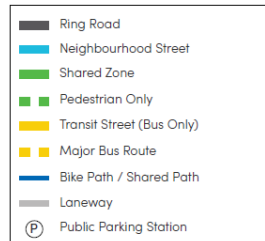
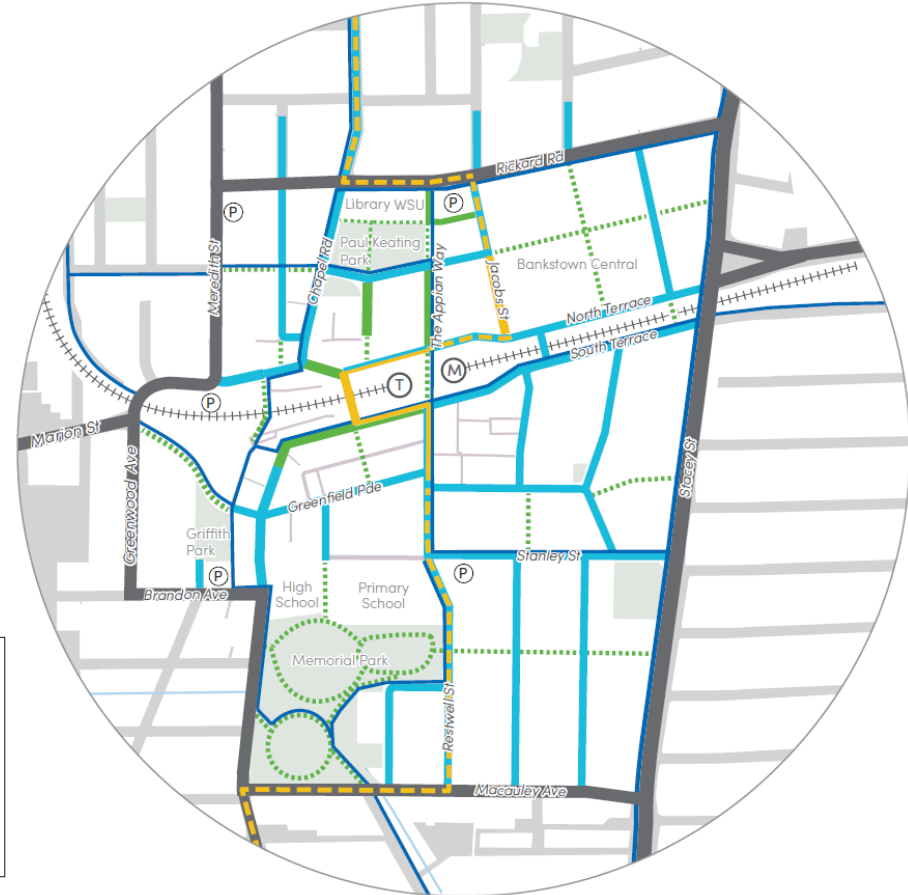
Land Use

- Reinforce Bankstown CBD as a Strategic Health and Education Precinct and assist in achieving employment targets.
- Reinforce Bankstown Central as a sub-regional shopping and leisure destination and support a night time economy.
- Concentrate commercial floorspace into commercial towers around the station for larger tenants rather than dispersed across site.
- Discourage residential development in the blocks closest to the station and between Jacobs Street and Appian Way.
- Residential land use <60% of total site GFA.
- Consider >5% affordable housing.
- Any increase in residential density is to be supported with additional open space and community infrastructure.



Movement

- To be consistent with the Bankstown Complete Streets Plan
- Prioritise pedestrian movement in the CBD, followed by cyclists and public transport
- Vehicles and servicing primarily accessed from edges and discouraged from travelling through the CBD.
- All streets should be designed as equitable and safe spaces with high pedestrian amenity



Street Character



The Appian Way

A shared zone ‘activity spine’ that connects Paul Keating Park, University, Bankstown Central, the Civic Precinct and the Metro Station.



Rickard Road

Part of the ring road providing good access to the edges of the CBD and carparks and providing an attractive tree-lined gateway to the CBD.



Jacobs Street

An active urban street and key bus route.

Street Character



Lady Cutler Ave

An active urban street and providing access to car parks and loading docks.



North Terrace

A tree-lined mixed use street with active frontages.



Stacey Street

A high volume and high exposure boulevard demarking the edge of the CBD with continuous street trees, public art and high quality building frontages to enhance the image of Bankstown.

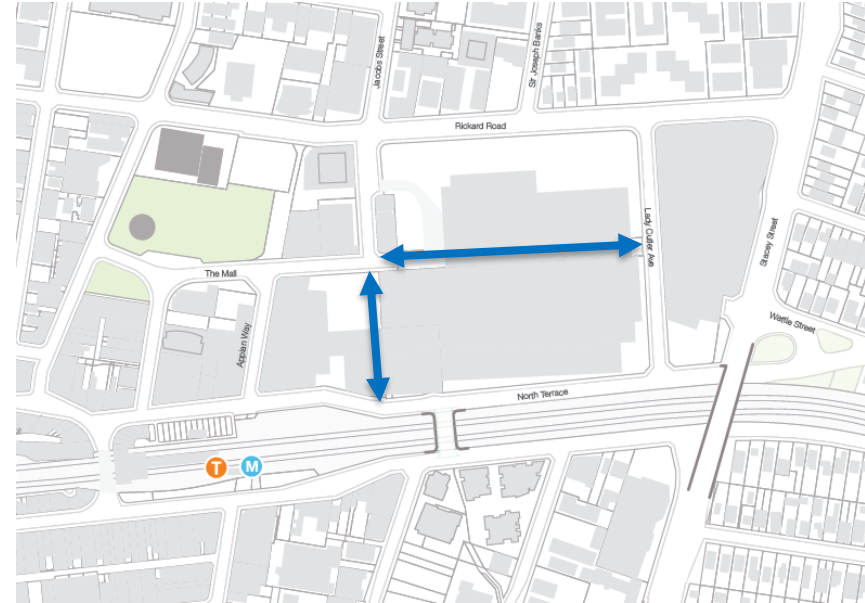
New Streets

The Mall extended east

- Pedestrian prioritised/ limited vehicular access
- Min 20m wide
- Open to sky
- Dedicated to Council or public right-of-way

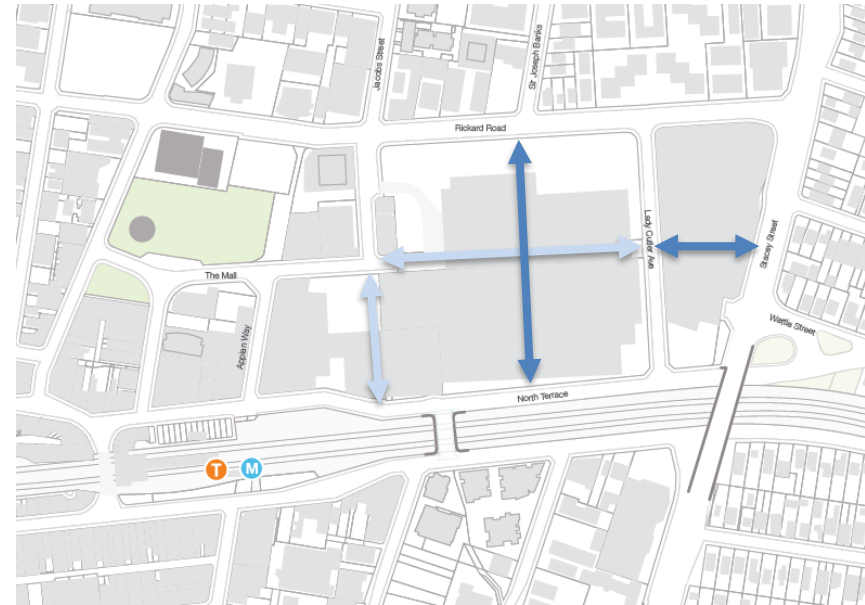
Jacobs Street extended to North Terrace

- Key bus route
- Min 20m wide
- Dedicated to Council.



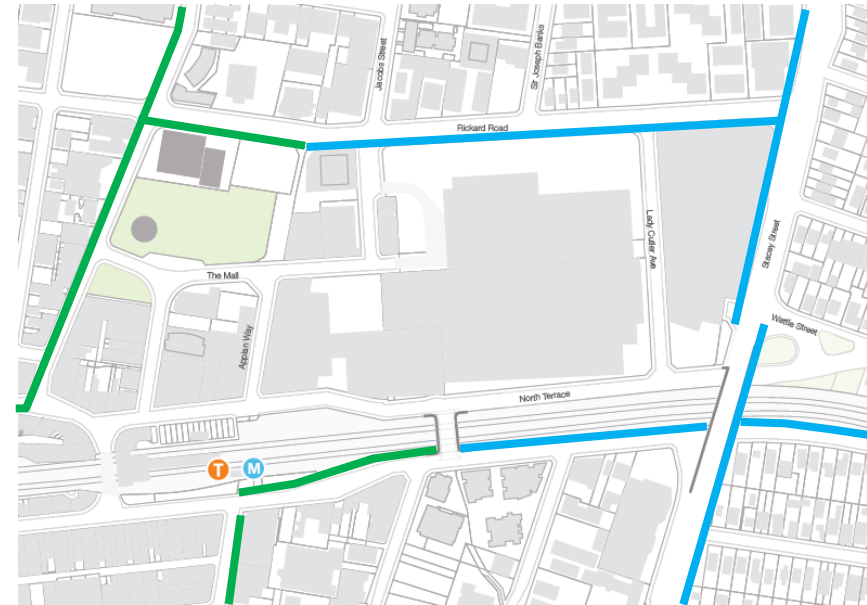
Pedestrians

- New public pedestrian connection from Rickard Road to North Terrace.
- New public pedestrian connection from the The Mall to Stacey Street (incorporates change in levels)



Cyclists

- Setbacks to Rickard Road and Stacey St for shared path.
- Provide secure bike parking and end of trip facilities for visitors, staff and residents

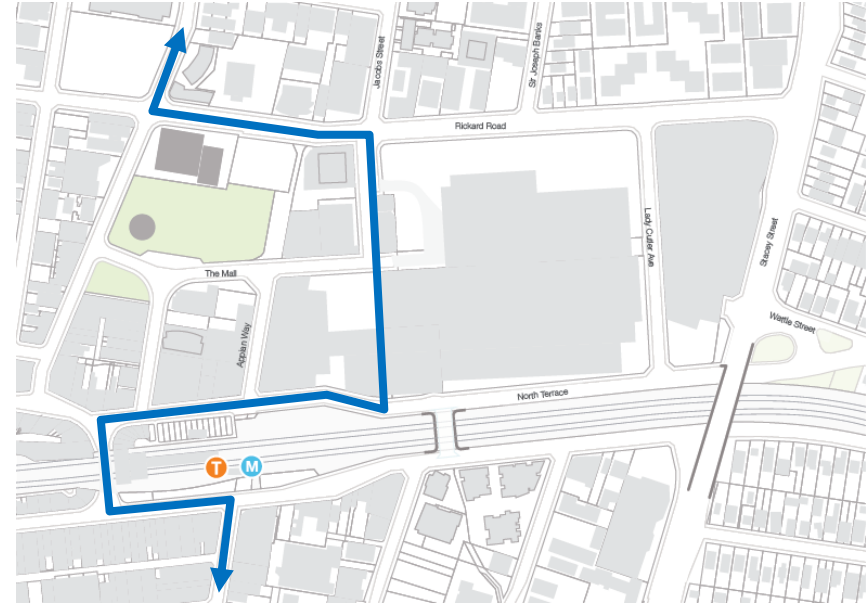


— Separated bike path

— Shared path

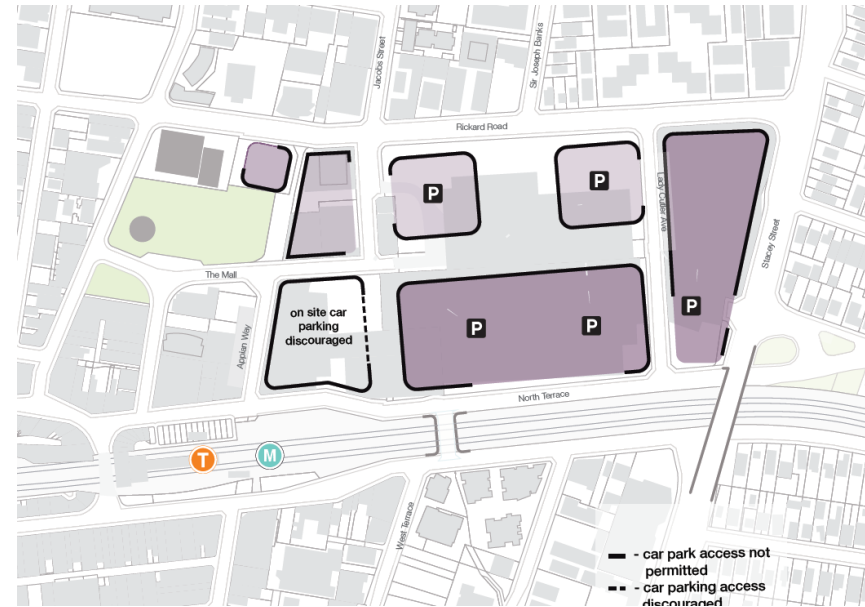
Public Transport

- Bus services should avoid The Appian Way and use Jacobs Street instead.
- Access to public transport facilities should be at street level. Pedestrian bridges and tunnels are discouraged.
- Bus layover should be located away from high pedestrian activity areas.
- Short and long term bus planning to be agreed as part of Stage 1.



Car parking and Servicing

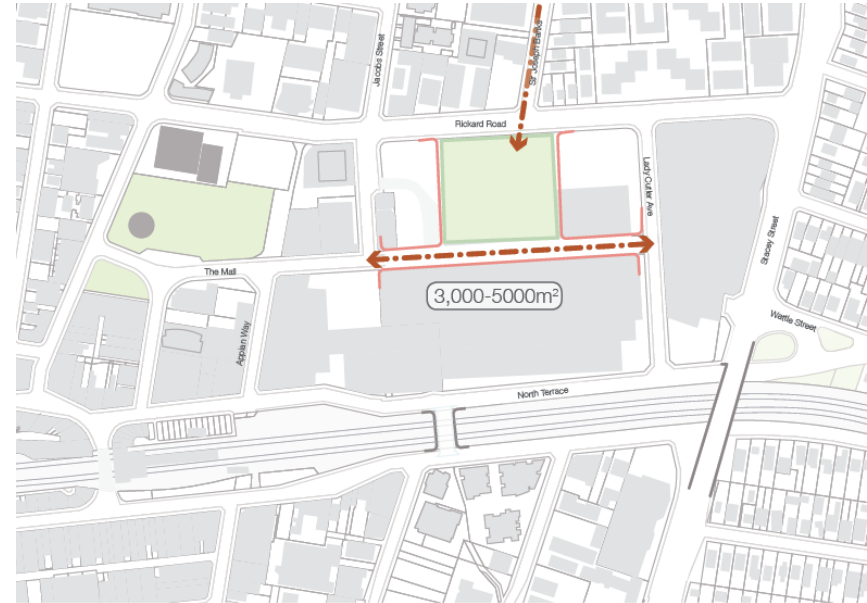
- No minimum car parking requirements for all land uses within 400m of the station and potential parking maximums.
- Reduced car parking requirements for all land uses within 800m of the station.
- Car parking and loading access limited to Stacey St, North Tce and Lady Cutler Ave to discourage traffic through the CBD.
- All parking in basements. Combine basements to limit the number of street entries required.
- Any above-ground parking to be sleeved with development (no direct frontage to streets/ public spaces) and designed to be re-purposed at a later date.
- Cater for ride hailing, AVs and electric charging infrastructure on streets and basements



Open Space

Provide a new open space:

- 3,000 – 5,000sqm on Rickard Road
 - Turf, soft landscaping, tree planting and Tier 1 playground
 - Unencumbered by infrastructure (including easements and basement car parking) and drainage infrastructure
 - Dedicated to Council in the first stage of development.
 - At least 50% of a consolidated portion receives more than 4 hours of direct sunlight between 10am - 3pm on 21 June
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- Provide an urban plaza adjoining park/ east-west link suitable for events, managed by Vicinity.



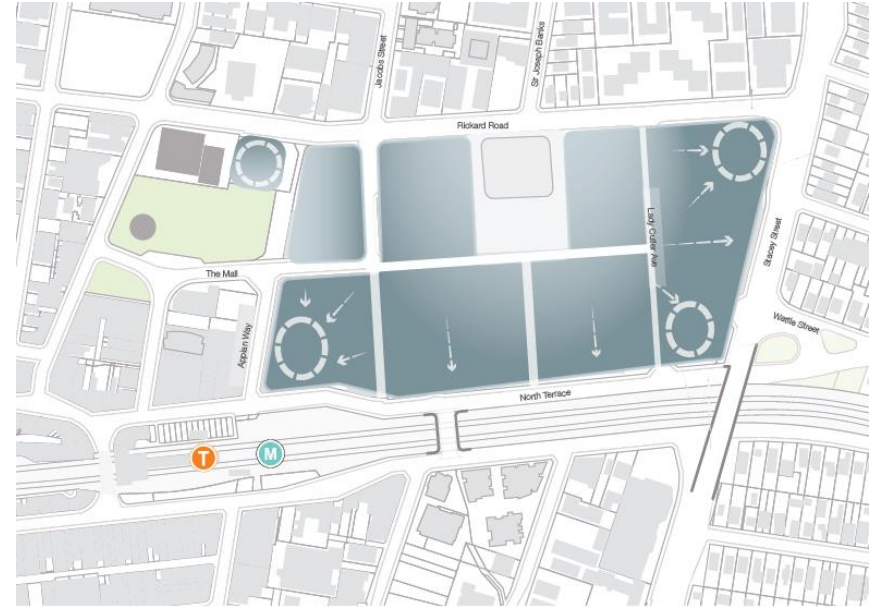
Public Domain

- Generous street trees and soft landscaping to ameliorate the impacts of the urban heat island affect and climate change.
- Existing mature trees of significance to be retained as far as possible
- Deep soil zones provided on each development block in communal open space areas
- Encourage the celebration of water through the CBD through the potential daylighting of buried creeks, rain gardens, WSUD and use of water features.



Building Height

- Greatest heights located near the station, North Terrace and Stacey Street with landmark buildings on corner sites as identified.
- No change to existing heights on Rickard Road (35m).
- Requirements for wind modelling and amelioration measures to prevent wind down drafts into the streets, public open spaces and communal areas.



Street Wall

- Street wall around Paul Keating Park and The Appian Way to match the parapet height of the existing Library (approx. 4 storeys)
- Street wall to Rickard Road 4 - 6 storeys
- Street walls in the remainder of the site 6 - 8 storeys
- Buildings above the street wall to be set back 8m



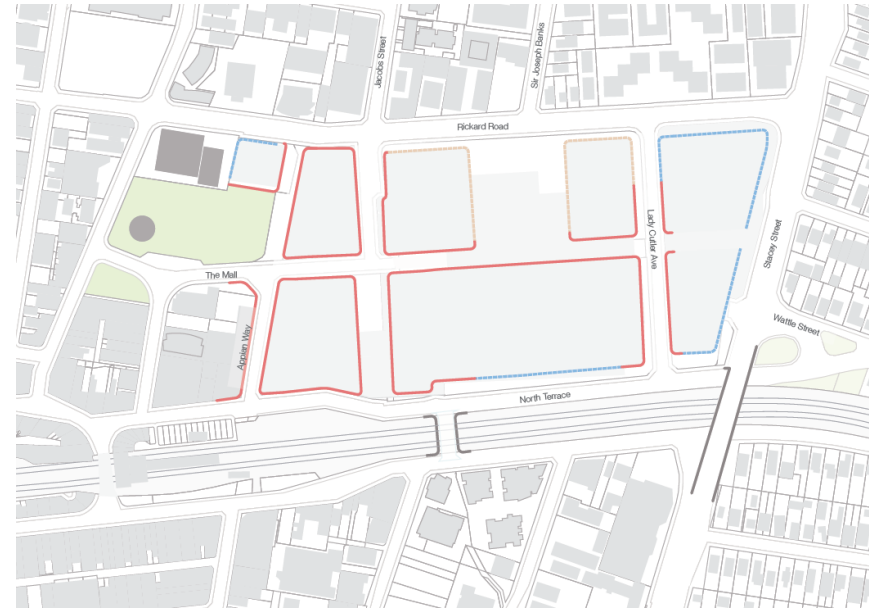
Building Articulation

- 36m building separation for residential buildings over 12 storeys to improve access to sky and solar amenity.
- 20m building separation for commercial buildings over 12 storeys to preserve views to sky from the public domain and regional views across and through the centre.
- Buildings to be articulated to create a composition of individual buildings rather than large blocks.
- No building above the street wall more than 45m in length
- Buildings longer than 30m to be articulated with recesses and setbacks.
- Residential towers maximum GFA floorplate of 900m²
- Commercial towers maximum GFA floorplate of 1,200m²



Ground Floor Frontage

- All frontages:
 - ground floor same level as footpath
 - minimum 3m continuous awnings
 - maximum 1 driveway per block
- Primary Frontages – commercial/ retail, 80% active frontage
- Secondary Frontages – commercial/ retail, 50% active frontage
- Tertiary frontages – residential/ commercial/ retail



- Primary Frontage
- Secondary Frontage
- Tertiary Frontage

Structure Plan

