

An aerial night-time rendering of a city development. The foreground and middle ground are filled with modern, multi-story buildings of various heights and designs, some with illuminated facades. A river or canal flows along the right side of the development. In the background, a large, flat area, possibly a beach or a large park, is visible under a dark sky. The overall scene is lit with warm, yellowish light from the buildings and streets, contrasting with the cool blue tones of the night sky and water.

PLANNING PROPOSAL BANKSTOWN CENTRAL SHOPPING CENTRE, BANKSTOWN

MARCH 2022
P0006525
FINAL
PREPARED FOR VICINITY CENTRES

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EXECUTIVE SUMMARY

OVERVIEW

This planning proposal has been prepared by Urbis Pty Ltd on behalf of Vicinity Centres PM Pty Ltd (**the proponent**). It is to initiate an amendment to the *Bankstown Local Environmental Plan 2015* (BLEP 2015) with respect to Bankstown Central Shopping Centre site located at 1 North Terrace, Bankstown (**the site**).

The intended outcome of this planning proposal is to:

- Establish a site-specific height of buildings control, enabling the different precincts to have the following maximum building heights:
 - Rickard Road Precinct North: Part 50m/ Part 70m
 - Rickard Road Precinct South: 67m
 - Town Centre Precinct: 86m
 - North Terrace Precinct: 83m
 - Stacey Street Precinct: Part 55m / 46m / 35m
- Establish a site-specific floor space ratio (FSR) control, enabling the different precincts to have the following maximum FSRs:
 - Rickard Road Precinct: 3.4:1
 - Town Centre Precinct: 7:1
 - North Terrace Precinct: 3.8:1
 - Stacey Street Precinct: 3:1
 - The overall FSR of the site will be 3.923:1
- Amend the 'Special Provisions Map Sheet SPV_005' such that Bankstown Central will no longer be sited within 'Area 3', meaning that Clause 6.9 of the Bankstown Local Environmental Plan 2015 will no longer apply to the site in term of the restrictions on development within the B4 zone.

This planning proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Department of Planning's '*Local Environmental Plan Making Guideline*' (December 2021).

INTENDED DEVELOPMENT OUTCOME

The intended outcome of this planning proposal is to facilitate the redevelopment of the site for a range of uses consistent with the intended future development character of Bankstown CBD as set out in NSW planning policy. To inform the assessment of this planning proposal, a concept masterplan has been prepared by FJMT. This sets out a range of potential future uses and building typologies to inform and verify the proposed height and FSR controls.

It is noted that this concept masterplan assumes a particular mix of uses and building typologies for the purposes of assessing the merits of the planning proposal. As the development timeline to achieve the quantum of development envisaged by the concept masterplan is long (40+ years) it is recognised that the building typology and use mix may change and evolve over time to respond to market conditions.

The assumed mix provided for in the concept masterplan informing the planning proposal comprises the following:

- Relocation of the bus interchange and layover from within the site on an interim basis.

- Reconfiguration of the existing shopping centre layout to accommodate the proposed additions. This results in a significant upgrade to the retail experience for customers and visitors to the centre.
- Development of approximately nineteen (19) towers containing a mixture of uses across the site.
- Provision of open spaces such as a City Park and Garden Boulevard acting as places of recreation and through site links which will be activated and contribute to placemaking and the night-time economy.

The key assumptions informing the concept masterplan are addressed in **Table 1**.

Table 1 – Key Assumptions informing the indicative concept proposal

Land Use	Gross Floor Area (GFA)	Assumed Accommodation Yield
New public open space	10,615 sqm	N/A
Childcare	891 sqm	N/A
New Retail	15,041 sqm	N/A
Retail (retained from current provision)	91,090 sqm	N/A
Commercial	119,117 sqm	N/A
Hotel	17,957 sqm	439 Hotel Rooms
Residential	128,525 sqm	1255 Apartments
Residential (Student Accommodation)	18,976 sqm	694 Student Accommodation Rooms
Serviced Apartments	5,742 sqm	89 Serviced Apartments

Overall, the proposal will enable the redevelopment and renewal of a significant landholding in the centre of Bankstown CBD for a range of uses commensurate with the intended future role of Bankstown as a key Strategic Centre, and a future Health and Education Innovation Precinct. These uses will be well serviced by existing and planned mass transit infrastructure. Furthermore, the proposal will support the renewal of an aging retail asset in a manner that will better serve the local community and regional catchment of Bankstown Central. The proposal is consistent with Government Policy which supports higher density in existing centres with public transport connections.

The proposal is also consistent with the Bankstown City Centre Masterplan which was adopted by Council in 2021 and is now progressing as a planning proposal.

The planning proposal for, primarily, increased building height will help realise a range of benefits to the Bankstown CBD and local community. These are summarised as follows:

- Incentivising the redevelopment of this significant landholding in the centre of the Bankstown CBD and attracting investment to the locality.
- Encouraging densification of uses, through taller building forms than currently available, in close proximity to the existing Bankstown Railway Station, future Metro station and relocated bus interchange, in a manner that will facilitate patronage of these transport services.
- The creation of a true mixed-use precinct, including retail, commercial, hotel, residential, health and student accommodation offerings that will complement the location of the Western Sydney University Campus (Bankstown) and Bankstown Hospital relocation, both in close proximity to the subject site.
- The significant improvement in the public domain in the heart of the CBD, including the provision of significant areas of publicly accessible open spaces.

- The proposal responds to the State planning policies which seek to capitalise on existing infrastructure by concentrating development densities that maximise access to existing and planned upgrades to key public transport links.
- The proposal will respond positively to the Greater Sydney Commission and NSW Department of Planning's identification of Bankstown CBD as a Health and Education Innovation Precinct.
- The proposed Bankstown Central Concept Masterplan will provide an estimated additional population of 12,970 residents, visitors and workers each day into the Bankstown Central site.
- Future open space provision on the site will total 10,615sqm with a large central space of approximately 5,000sqm.
- This new population will inject \$88 million additional retail spending each year which will support retail businesses within the local economy.
- The anticipated non-residential floorspace will generate in the order of 10,215 additional jobs to the Bankstown CBD.
- The proposal will provide an estimated additional 136 new local businesses onto the site.
- The new community will be catered for by the existing Bankstown – Lidcombe Hospital.
- Future childcare facilities are capable of being accommodated on site to cater for prospective demand.
- The proposal is unlikely to generate demand for an additional primary or high school.

PLANNING OUTCOMES

The planning outcomes sought by this Planning Proposal will result in the change to the Bankstown LEP 2015 to reflect the following:

- A varied height control across the site, enabling the different precincts to have the following maximum building heights:
 - Rickard Road Precinct North: Part 50m/ Part 70m
 - Rickard Road Precinct South: 67m
 - Town Centre Precinct: 86m
 - North Terrace Precinct: 83m
 - Stacey Street Precinct: Part 55m / 46m / 35m
- A Floor Space Ratio allocation of 3.923:1 across the entirety of the site, however each of the different precincts will have the following maximum FSRs:
 - Rickard Road Precinct: 3.4:1
 - Town Centre Precinct: 7:1
 - North Terrace Precinct: 3.8:1
 - Stacey Street Precinct: 3:1
- Amending the active frontages requirement under Clause 6.9 to remove the site from 'Area 3' on the special provisions map thereby ensuring the restrictions on development in the B4 zone do not apply to the site; and
- Retention of the B4 mixed use zoning across the entirety of the site.

The Planning Proposal is supported by a draft Site-Specific Development Control Plan which is included at Appendix A. This sets out the intended:

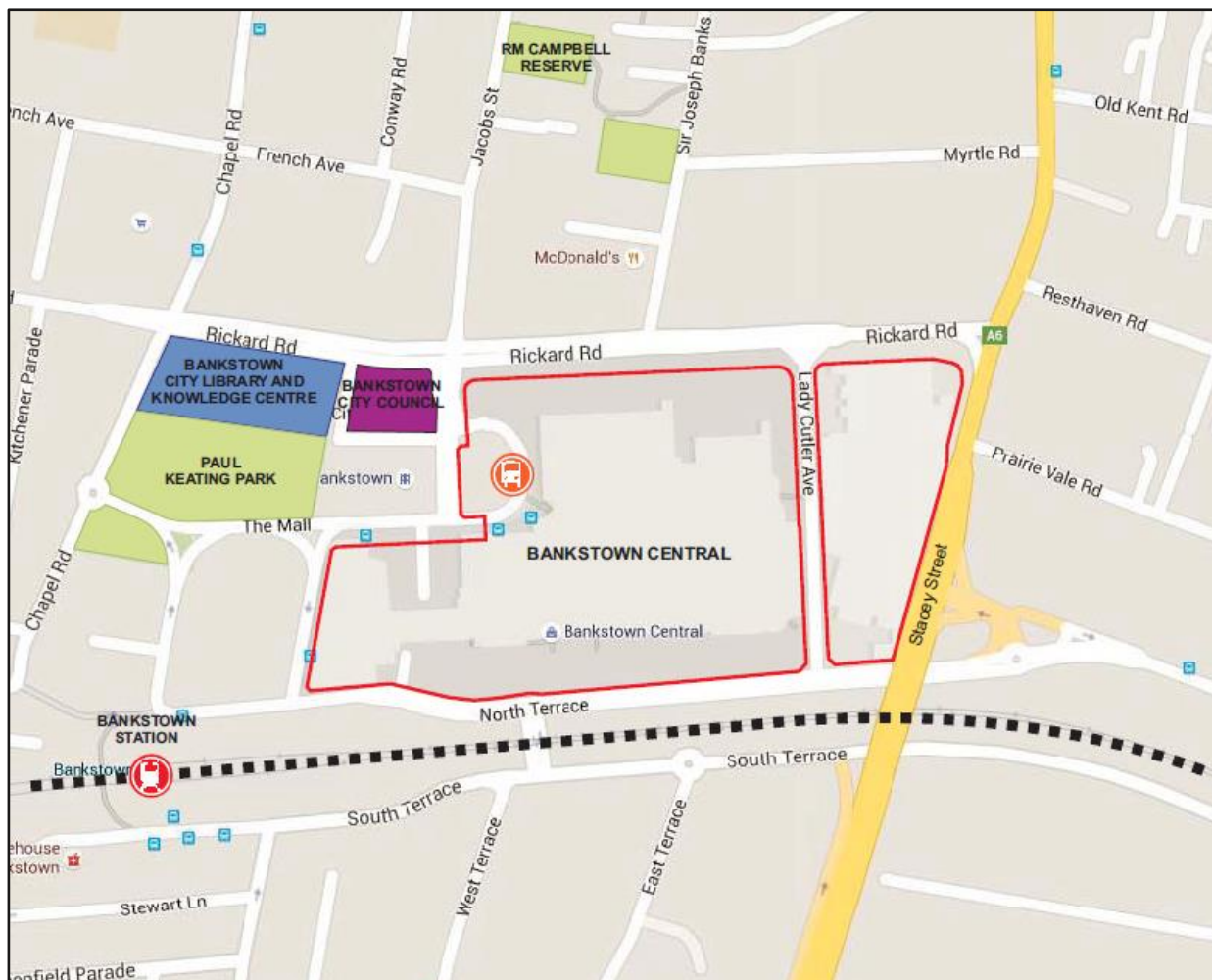
- Site specific development objectives; and
- Site specific detailed development controls.

1. INTRODUCTION

This Planning Proposal has been prepared by Urbis on behalf of Vicinity Centres PM Pty Ltd (the “Proponent”) requesting the preparation of a Local Environmental Plan (LEP) amendment (Planning Proposal) and accompanying site specific DCP for the Bankstown Central Shopping Centre site located at 1 North Terrace, Bankstown, NSW 2200 (the Site).

Figure 1 shows the location and extent of the Bankstown Central Shopping Centre site.

Figure 1 – Bankstown Central Site shown outlined in red



Source: Urbis

The current principal planning instrument for the subject site is *Bankstown Local Environmental Plan 2015* (BLEP). Under BLEP the entire site is zoned B4 Mixed Use. This zoning currently permits *Boarding Houses* (student accommodation), *Commercial premises*, *Health Services Facility*, *Hotel or motel accommodation*, *Residential flat buildings* and *Shop top housing* amongst other uses.

The Greater Sydney Commission's South District Plan outlines that Bankstown is a Strategic Centre, where high levels of growth, both commercial and residential, along with public transport improvements are to be encouraged and supported. This is reinforced by other significant NSW Government policies to stimulate and encourage urban renewal, additional housing and employment growth. The Sydney Metro City & Southwest Project will upgrade and convert stations to Metro standards including Bankstown Station, providing improved transport services to Liverpool and the Sydney CBD. Furthermore, the proposal also aligns with Vision and Directions of the Bankstown City Centre Masterplan.

This broader planning strategy for Bankstown has informed Vicinity's decision to undertake considerable planning, design and market investigations to explore further opportunities at this key site, Bankstown Central, in order to help deliver on the strategic initiatives for Bankstown CBD. To this end, Vicinity has

undertaken a series of discussions with Canterbury-Bankstown Council to discuss various opportunities for future redevelopment on the site.

This report has been prepared to assist Canterbury Bankstown Council (Council) in the preparation of a Planning Proposal for an amendment to the *Bankstown Local Environmental Plan 2015* (BLEP) pertaining to

- the Height of Buildings Map.
- the Floor Space Ratio (FSR) Map; and
- the Special Provisions Map

as they apply to the land, in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

A summary of the changes sought to Bankstown LEP in order to realise the potential for redevelopment of this site and support the redefining of Bankstown CBD is set out in **Table 2** below.

Table 2 – Proposed Development Parameters

Control	Existing LEP Provision	Proposed Amendment
Zoning	B4 Mixed Use	B4 Mixed Use (no change)
Height of Building	Part 35m / Part 41m	<p>The site will have different heights permissible across each of the different precincts. This will enable the following maximum building heights:</p> <ul style="list-style-type: none"> ▪ Rickard Road Precinct North: Part 50m / 70m ▪ Rickard Road Precinct South: 67m ▪ Town Centre Precinct: 86m ▪ North Terrace Precinct: 83m ▪ Stacey Street Precinct: Part 55m / 46m / 35m
FSR	3:1 (as mapped), plus 0.5:1 sustainability bonus via clause 4.4A	<p>The overall FSR of the site will be 3.923:1. However, each of the different precincts will have the following maximum FSR:</p> <ul style="list-style-type: none"> ▪ Rickard Road Precinct: 3.4:1 ▪ Town Centre Precinct: 7:1 ▪ North Terrace Precinct: 3.8:1 ▪ Stacey Street Precinct: 3:1 <p>The sustainability bonus will no longer be available for the site following the implementation of these controls. However, given the scheme is capable of meeting the requirements under Cl4.4A, this proposal is only seeking an uplift in FSR of 0.423:1</p>

Control	Existing LEP Provision	Proposed Amendment
Restrictions on development in Zone B4 Mixed Use Clause 6.9	Development consent must not be granted to the erection of a building, unless the consent authority is satisfied that the ground floor and first floor of the building are to be used for the purposes of commercial premises or other non-residential purposes after the erection or change of use.	The mapping to this clause is proposed to be amended such that the site is not captured by the restrictions on development in the B4 Zone under this policy.

The increased building heights and rationalised FSR are proposed on the basis of extensive urban design analysis for the site.

The proposed amendments to the BLEP will facilitate development which:

- Recognises the site's strategic location within a close proximity to the Bankstown Metro Station which provides opportunities for significant jobs provision close to public transport, employment areas and Bankstown CBD.
- Based on the concept masterplan, will generate an additional 10,215 jobs, which will contribute a substantial 49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036.
- Will accommodate an estimated 12,970 new residents, visitors and workers each day, who will spend an estimated \$88 million on retail each year upon completion of the proposed development.
- Enables the planned redevelopment of the Bankstown Central Shopping Centre to accommodate future Commercial, Residential, Medical, Student Accommodation, Serviced Apartments, Hotel, Retail, and Childcare uses at this key location to continue to provide a wide range of services, facilities and employment opportunities to the surrounding catchment and greater community.
- Sets building heights that respond to the height limits proposed within the Bankstown City Centre Masterplan, whilst also being consistent with the aeronautical advice provided in connection with Bankstown Airport.
- Allows for densification of uses close to the Railway and future Metro stations.
- Proposes development densities that can be safely and efficiently accommodated within the existing transportation network, including the road network.
- Provides opportunities for improvement in the wider public domain, including improved provision of publicly accessible open space, improved building interfaces with the public domain, and the delivery of State and local government place policies for the CBD.

1.1. REPORT STRUCTURE

The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Environment (DPE) including the *Local Environmental Plan Making Guideline* (2021). It includes the following:

- Description of the subject site and its context;
- An overview of the strategic context of the site;
- A summary of the local planning controls;
- An overview of the key elements of the Planning Proposal;
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provision of the proposal;
- Justification for the proposal;

- Mapping to accompany the proposal;
- Description of the community consultation process expected to occur regarding the proposal; and
- An approximate project timeline.

1.2. SUPPORTING INFORMATION

The Planning Proposal is supported by the following documentation:

- Concept Design and Urban Design Report prepared by FJMT (**Appendix A**).
- Bankstown Central Revised Transport Impact Assessment by GTA (now Stantec) (**Appendix B**).
- Preliminary Aeronautical Height Assessment prepared by Landroum & Brown (**Appendix C**).
- Community Needs Analysis prepared by Urbis (**Appendix D**)
- Economic Analysis prepared by Urbis (**Appendix E**)
- Updated LEP Mapping prepared by Urbis (**Appendix F**)
- Landscape Masterplan prepared by Urbis (**Appendix G**)
- Site Specific Development Control Plan prepared by Urbis (**Appendix H**)
- Record of Feedback from Council – 16th December 2019 (**Appendix I**)
- Bankstown Central Revised PP Diagrams (**Appendix J**)
- Bankstown Central Market Depth Assessment (**Appendix K**)
- Bankstown Central Retail Development Potential Assessment (**Appendix L**)
- Vicinity Centres Letter of Offer (**Appendix M**)
- Vicinity Centres Statement of Intent for Affordable Housing (**Appendix N**)

2. THE SITE BANKSTOWN CENTRAL

2.1. REGIONAL CONTEXT

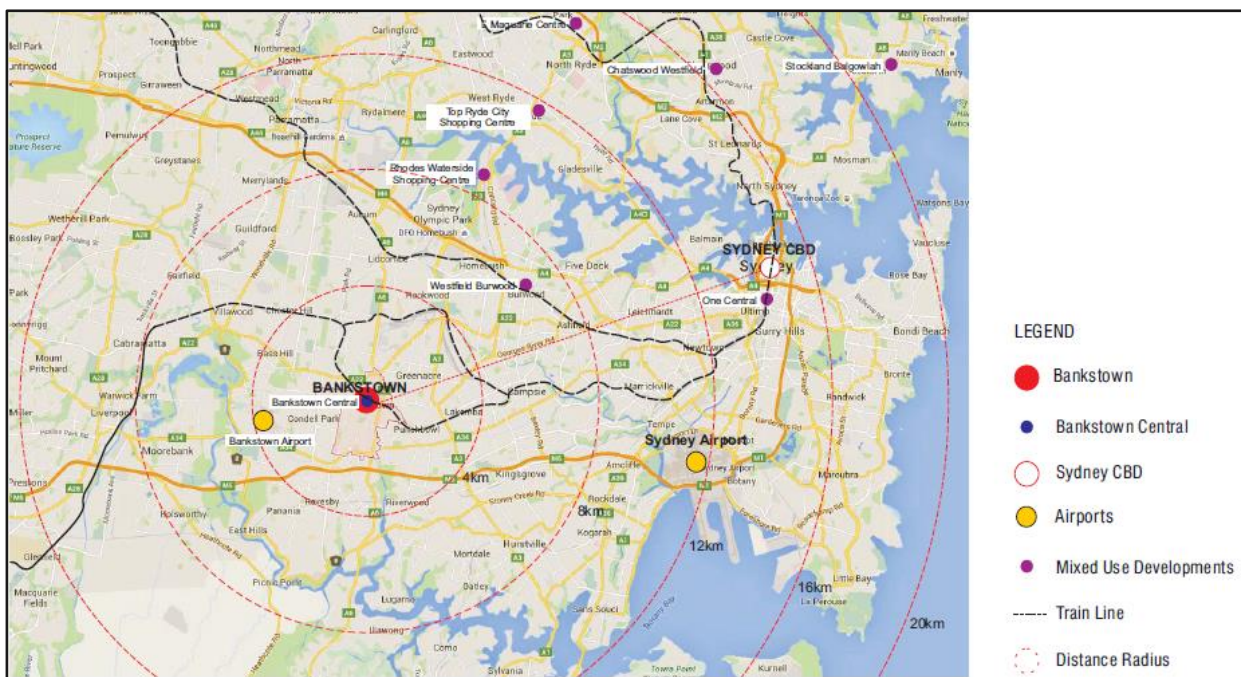
Bankstown Central Shopping Centre is located at the heart of Bankstown CBD in the City of Canterbury Bankstown Local Government Area (LGA). Bankstown is a mixed-use centre in south-western Sydney that plays a regional role in providing employment opportunities and services for the wider population.

Canterbury Bankstown Council is located within the South District, which also includes Georges River and Sutherland Councils.

The site is located approximately 16km south west of the Sydney CBD, approximately 10km east of the Liverpool City Centre and the Parramatta CBD is located approximately 10km north.

Bankstown's location, in the context of the Sydney Metropolitan Area is illustrated in the map provided at **Figure 2**.

Figure 2 – Regional Context of the site



Source: Urbis

2.2. LOCAL CONTEXT

Bankstown Central Shopping Centre forms a significant landholding at the centre of Bankstown CBD, adjacent to Bankstown railway station and the future Bankstown Metro Station. The land use character of Bankstown CBD currently presents a mix of retail offering within the Shopping Centre, the civic precinct to the west, newly constructed mixed-use commercial/residential buildings and older low-density housing stock to the north.

Bankstown is dissected east-west by the Railway Line and north-south by Stacey Street which separates the current land uses consisting of:

Transport

- Bankstown railway station – located approximately 20m south of the site, linking Bankstown to four primary employment districts; Macquarie Park, Chatswood, North Sydney, and Sydney CBD. The station will be upgraded to a Metro Station as part of the Sydney Metro City & Southwest Project.

Civic

- Bankstown Civic Centre.
- Bankstown Court House.

Community

- Bankstown City Library and Knowledge Centre.
- Paul Keating Park.
- Bankstown Sports Club.
- Bankstown Memorial Park.
- Bankstown RSL.

Commercial

- Commercial/retail strip fronting South Terrace.
- Commercial uses scattered within a 300m radius of Bankstown Station.

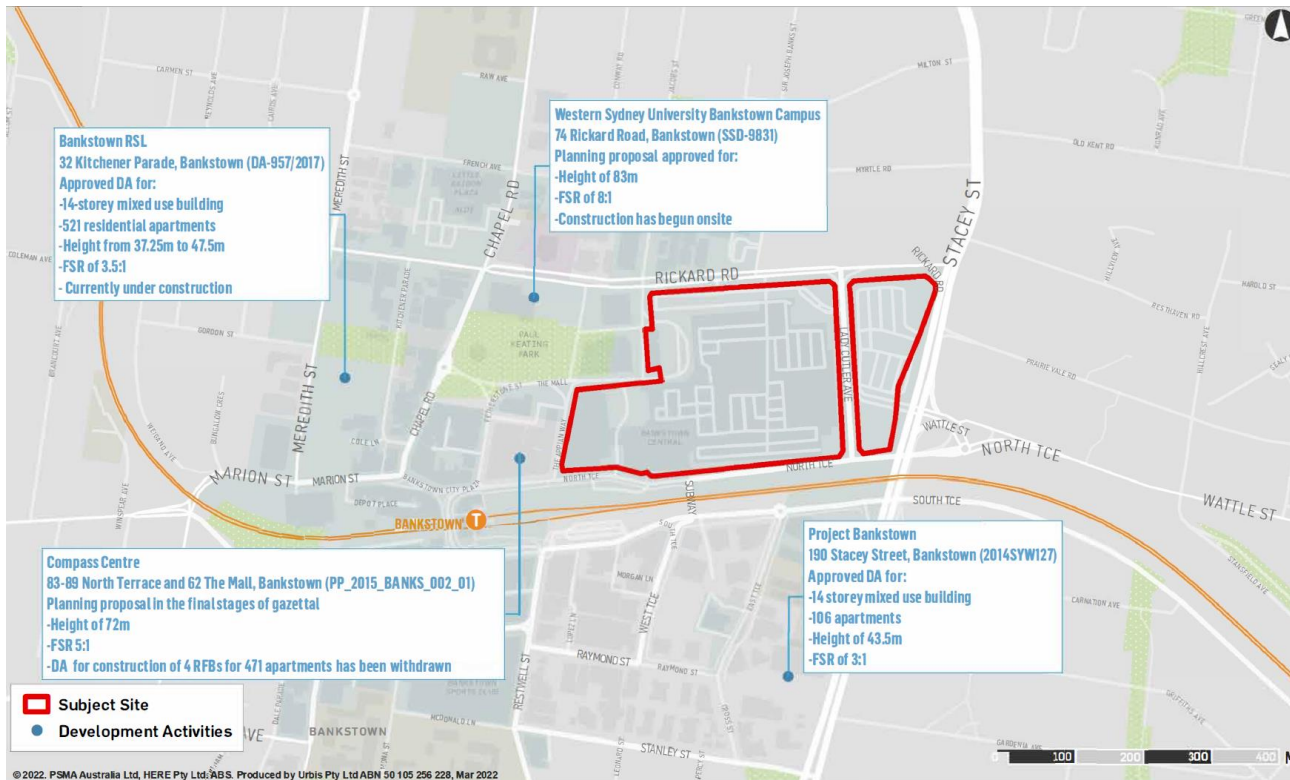
2.3. FUTURE DEVELOPMENT IN BANKSTOWN CBD

Bankstown Central is immediately surrounded by the following current development sites:

- To the north is the Western Sydney University Bankstown Campus, which had a planning proposal under assessment for an 83 metre building height (PANS OPS of 108.1m applies at that location) and a Floor Space Ratio of 8:1. A State Significant Development application has been approved by the NSW Department of Planning and Environment (DPE) and construction of the University campus has begun.
- To the south is Project Bankstown located at 190 Stacey Street. A development consent has been issued on this site for a 14-storey mixed use development comprising of 106 residential units and commercial units. The built form outcome will be 43.5 metres in height with an FSR of 3:1.
- To the west is Compass Centre located at 83-99 North Terrace. The site is subject to planning proposal in the final stages of gazettal. The proposal seeks building height of 72 metres (PANS OPS of 108.1m applies at that location) and a floor space ratio of 5:1. A development application was also lodged for the construction of four residential flat buildings containing 471 apartments, but has subsequently been withdrawn.
- Further to the west is the Bankstown RSL Club located at 32 Kitchener Parade. Development consent has been issued on this site for a 14-storey mixed use development comprising of 521 residential apartments and other uses. The Height ranges across the site from 37.25m to 47.5m, with an FSR of 3.5:1 and is currently under construction.

Development activity which is occurring within a close proximity is outlined in **Figure 3**.

Figure 3 – Development activity occurring within a close proximity.



2.4. THE SITE

Bankstown Central comprises two large land parcels to the east and west of Lady Cutler Avenue, totalling 114,073m² in area and is bound by the following streets, as shown in the aerial and site location plan provided at **Figure 4** below.

- To the north: Rickard Road.
- To the east: Stacy Street.
- To the west: Jacobs Street, The Mall, The Appian Way.
- To the south: North Terrace.

Figure 4 – Site Aerial



Source: Nearmap

The legal description of the site comprises the following lots and deposited plans as set out in **Table 3**.

Table 3 – Bankstown Central Subject Site Details

Lot	Deposited Plan	Lot	Deposited Plan
1	795649	89A	405477
45	618721	1	237386
1	1289891	23	1117290
11	746201	26	1142237
1	128989	31	1142236
22	1117290	18	1117290

2.5. SITE DETAILS AND EXISTING DEVELOPMENT

Bankstown Central is a regional shopping centre originally constructed in 1966. The existing centre constitutes a 2-3 level development with associated car parking, loading facilities and landscaped areas. Bankstown Central accommodates Myer, Big W, Kmart, Coles (opening November 2022), Woolworths and Dan Murphys, in addition to approximately 260 specialty stores including a food court.

Images of the existing development on the site are shown at **Figure 5**.

Figure 5 – Existing Site Photographs



Picture 1 – View of Centre from Junction of Appian Way and North Terrace

Source: Google Earth



Picture 2 – View northwards along Lady Cutler Avenue

Source: Google Earth



Picture 3 – View Westwards along Rickard Avenue

Source: Google Earth



Picture 4 – View eastwards along The Mall towards the bus interchange and centre entrance

Source: Google Earth

The site has a cross fall of approximately 14m from north (Rickard Road) to the south (North Terrace).

2.6. EXISTING ACCESS ARRANGEMENTS

2.6.1. Pedestrian Access

Main pedestrian entrances are provided to the site via The Appian Way, through the bus interchange accessed from Jacobs Street and at Lady Cutler Avenue on both the eastern and western sides of the Centre. Pedestrian access is also via the car parking structures.

2.6.2. Vehicular Access and Parking

Vehicular access is provided from the following streets surrounding the site:

Rickard Road frontage

- Access to an at-grade car park is provided from Rickard Road. This entry also provides access to rooftop parking. A vehicular exit is provided approximately 50m east along Rickard Road.
- At-grade access is also provided from The Mall.

Lady Cutler Avenue frontage

- An entry and exit point to at grade parking at the western portion of the centre is provided from Lady Cutler Avenue.
- An entry and exit point to basement parking at the eastern portion of the centre is provided from Lady Cutler Avenue.

Stacey Street frontage

- A signalised intersection along Stacey Street provides access to parking areas on the eastern portion of the centre.

North Terrace frontage

- Two entry points are provided to the above ground parking adjacent to North Terrace.

Jacobs Street frontage

- An entry point to the at-grade car park is provided from Jacobs Street.

2.7. SITE SURROUNDS

Bankstown Central is immediately surrounded by the following:

- To the north of the site are Rickard Road and The Mall. On the opposite side of Rickard Road are low scale commercial uses and McDonald's, located at the corner of Rickard Road and Sir Joseph Banks Street. Further north is low to medium density residential uses.
- To the east of the site is Stacey Street. The opposite side of Stacey Street is predominantly characterised by low density residential uses.
- To the south of the site is North Terrace. On the opposite side of North Terrace is the railway line including Bankstown Station to the south west. Further south is Bankstown Plaza, including a number of low scale commercial tenancies fronting South Terrace and medium high-rise residential development.
- To the west of the site is Jacobs Street and The Appian Way. On the opposite side of Jacobs Street is Bankstown Civic Centre - currently the tallest building in Bankstown at 50m and Hoyts Cinema. Paul Keating Park and the Bankstown Library are located to the west of the site.

2.8. OPPORTUNITIES AND CONSTRAINTS

As with most urban redevelopment sites, the subject land is influenced by a wide variety of opportunities and constraints which have been considered in the site analysis and concept masterplan and are documented in detail below.

2.8.1. Key Opportunities

One of the key opportunities on the site is the ability to utilise Transport Orientated Development (TOD) principles. TOD is a planning concept that promotes high quality, medium to high-density mixed-use development within a ten-minute walk of established or planned rail and bus way stations (approximately an 800m radius). This principle is further realised and identified as a significant opportunity for the site by the Bankstown Metro Station integration due for completion in 2024.

The attributes and opportunities presented by the site that can be utilised through the proposal are set out in **Table 4** below.

Table 4 – Key Site Opportunities

Key Site Opportunities	The Proposal
Fine grain precinct	<p>The site can accommodate a fine grain street and access network which can support compact high-density development that provides connections to the Bankstown Train Station and future Metro Station.</p> <p>The provision of streets, lanes and arcades through the large land holding will offer alternative pedestrian and cycling routes which will provide greater site permeability than the existing large uninterrupted street block.</p> <p>The site can accommodate effective connections to the existing and cultural centres which surround the site.</p>
Density	<p>The site can support a high development density given its proximity to public transport options, access to established services, capacity of the surrounding road network and nearby complementary land uses.</p>
Housing Variety	<p>The proposal will increase student housing, hotel uses, serviced apartments and residential housing availability and choice within the area. Vicinity Centres seeks to provide residential accommodation in a leasehold arrangement, such as 'build to rent' (rather than 'build to sell') which will further diversify the residential accommodation offer on the site and in the locality.</p>
Mixed Use Development	<p>Mixed use development will make efficient use of existing services and infrastructure in this strategic location.</p> <p>The proposal provides the opportunity to develop new student housing and residential dwellings a build to rent typology which will help meet housing targets and reduce the need for land release on the metropolitan fringe.</p> <p>It will also provide an opportunity to strengthen the retail and commercial offer into the future to maintain Bankstown Central as a key shopping and employment destination within the South District.</p>
Accessibility and Connectivity	<p>Pedestrian access from the site to transport and key facilities and services within Bankstown is enabled through the ease of access to the Bankstown railway station, which will undergo construction and integration with the Metro link which is due for completion in 2024. This provides a number of opportunities to provide TOD high density development outcomes.</p>

Key Site Opportunities	The Proposal
	<p>With the construction of the Bankstown Metro Station there is the opportunity to integrate the existing bus network with the metro station. Having the bus interchange within or close by to the station provides a more convenient and accessible transport network.</p> <p>The surrounding centre has a wide range of community and civic facilities, including the Bankstown Library Centre, the Council offices located around Paul Keating Park, the Bankstown Arts Centre, Bankstown Memorial Oval sporting facilities and the Bankstown RSL.</p> <p>The site's location is in close proximity to Southern Sydney Institute of TAFE – Bankstown and a number of high schools and private secondary schools.</p> <p>The Western Sydney University Bankstown Campus is currently under construction and will be located adjacent. Bankstown Hospital is also located within the surrounding context of the site.</p>
Public Domain	<p>The concept masterplan envisages the introduction of Commercial, Residential, Student Accommodation, Serviced Apartments, Hotel and Childcare activities onto the site and ensures its retail function can continue to be strengthened into the future.</p> <p>In combination, these uses will increase pedestrian activity on the site and on surrounding streets, contributing to the vibrancy of the public domain. The redevelopment of the site has the potential to act as a catalyst for public domain improvements in Bankstown, both Proponent and Council led, to provide for varied and attractive places that offer opportunities for meeting and gathering in public places.</p> <p>Overall, the site presents the opportunity to upgrade and increase vibrancy in and around the Bankstown Station Precinct area by increasing population densities and creating opportunities for public interaction through the integration of different user demographics such as workers, shoppers, students and residents of all ages.</p> <p>The proposal seeks to provide open spaces such as a City Park and a Garden Boulevard acting as through site links and places of recreation which will be activated and contribute to placemaking and the night-time economy.</p>
Connection to surrounding land uses	<p>The proposal will contribute to the rejuvenation of the Bankstown CBD in conjunction with other nearby development proposals including the adjacent Compass Centre.</p> <p>The proposal will facilitate improvements to the residential interface to Rickard Road and to the public domain interface at the closest point to the railway station.</p> <p>The proposal will also allow the Western Sydney University Bankstown Campus students and other members of the community to utilise the centre through the public domain improvements which will improve connectivity throughout the site.</p>

Key Site Opportunities	The Proposal
Sydney Metro City & Southwest	<p>The Sydney Metro City & Southwest will upgrade and convert all 11 stations between Sydenham and Bankstown to Metro Standards. Bankstown Station will undergo integration into the metro link. Bankstown Central site is a key location in which to leverage off the metro upgrades.</p> <p>The proximity to the train station provides this site with a strategically supported basis for the accommodation of high-density mixed-use development which strengthens the existing retail component to achieve additional housing and jobs around the station to support future growth.</p> <p>The significance of the site presents the opportunity to be a key catalyst in the transformation of Bankstown CBD, centres around the Bankstown Metro Station.</p>

2.8.2. Key Constraints

The key physical constraints which have been analysed and addressed in the preparation of the masterplan concept for the site are set out in **Table 5**.

Table 5 – Key Site Constraints

Key Site Constraints	The Proposal
Staged redevelopment	<p>Due to the ongoing operation of the shopping centre retail components, the redevelopment of the centre must occur in stages to maintain operation.</p> <p>The site also has structural constraints and existing retail lease contracts which influence the design and will ultimately inform the staging of future redevelopment.</p>
Topography	The topography of the site changes in elevation by 14m from the highest point which occurs on the north east corner of the site at the intersection of Rickard Road and Stacey Street. The lowest corner is at the North Terrace and The Appian Way.
Flooding	The site is affected by flooding in the western portion of the site which is already developed. Specific responses to flooding will be required around the Mall and the Appian Way at the DA Stage.
Views	The need to provide for a built form which appropriately responds to the existing views from the surrounding Bankstown town centre and the surrounding low scale residential areas.
Solar Access	The need to protect solar access to existing surrounding residential development and provide appropriate levels of solar access to the proposed residential towers.
Bus Movements	Bus movements to the interchange located on the site hinder pedestrian movement on site to the Bankstown Train Station.
Vehicular Access	Vehicular movement to and from the site is constrained by the existing vehicle access points and the capacity of the surrounding road network. The proposal also presents an opportunity to re-consider the site access arrangements,

Key Site Constraints	The Proposal
	<p>including separating vehicle access points for land uses and rationalising vehicle access for the site.</p> <p>Access under the railway line to the south presents a constraint.</p>
Pedestrian Access	<p>Many of the pedestrian access points are currently underutilised, inaccessible and not easily identifiable given the quality of the existing public domain environment and the existing street interface. This is also identified as an opportunity to make significant improvements to the surrounding public domain.</p>
Noise	<p>Residential development is required to respond to noise which comes primarily from high volumes of traffic on the surrounding streets and the existing railway line to the south.</p>
Height Plane	<p>The 2019 Draft Bankstown Airport Masterplan indicates that the site is located in the RL108.2m zone shown on the PANS-OPS map.</p> <p>The PANS-OPS height plane provides limitations on building heights across the site. The proposed Maximum Building Heights have been modelled in accordance with the PANS-OPS height plane to ensure they will not adversely affect the safety and regularity of the Bankstown Airport operations. This also aligns with the approach taken to heights of buildings in the CBD within the Draft Bankstown City Centre Masterplan.</p> <p>A Preliminary Height Assessment has been undertaken by Landroum and Brown Worldwide of the proposed redevelopment in relation to the Sydney Region Obstacle Limitation Surfaces (OLS), Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surfaces and Radar Terrain Clearance Chart (RTCC). This assessment is attached at Appendix C.</p>
Protection of the Retail Asset	<p>Due to the shopping centre's existing retail areas, there are limited locations to locate commercial and residential buildings on the site. Accordingly, future development can be accommodated around the perimeter of the site which requires an increase in height to support both investment in additional commercial, residential and other uses at the site.</p>

3. EXISTING PLANNING FRAMEWORK

The principal Local Environmental Planning Instrument currently applying to the site is *Bankstown Local Environmental Plan 2015* (BLEP). The key local planning controls relevant to the Planning Proposal application are listed below:

3.1.1. Zoning

The site is zoned B4 Mixed use. The objectives of the zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To maintain the role of the Bankstown CBD as a major metropolitan centre.*

The following land uses are permissible with the consent of Council:

Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Oyster aquaculture; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing; Tank-based aquaculture;

The uses sought by the Planning Proposal are permissible with consent in the zone.

3.1.2. Height of Buildings

Clause 4.3 of the LEP provides the maximum building heights for the site as:

- 35m on the eastern section of the site (annotated V1).
- 41m on the corner of The Appian Way, North Terrace and The Mall (annotated W).

Figure 6 – Bankstown LEP Maximum Building Height Map (subject shown in red)



Clause 5.6 of the LEP provides that additional height may be granted by Council for the incorporation of a high quality designed and integrated architectural roof feature.

3.1.3. Floor Space Ratio (FSR)

Clause 4.4 of the LEP provides a maximum 3:1 FSR across the site, as shown on **Figure 7** below (annotated V).

Figure 7 – Bankstown LEP: Maximum FSR Map (subject shown in red)



Clause 4.4A of the LEP provides that a bonus 0.5:1 FSR is applicable to development on the site where certain energy and water targets are met. This may result in a total maximum FSR across the site of 3:1.

3.1.4. Restriction on Development in Zone B4 Mixed Use

Clause 6.9 of the LEP states that development consent must not be granted to the erection of a building, or a change of use of a building, unless the consent authority is satisfied that the ground floor and first floor of the building are to be used for the purposes of commercial premises or other non-residential purposes.

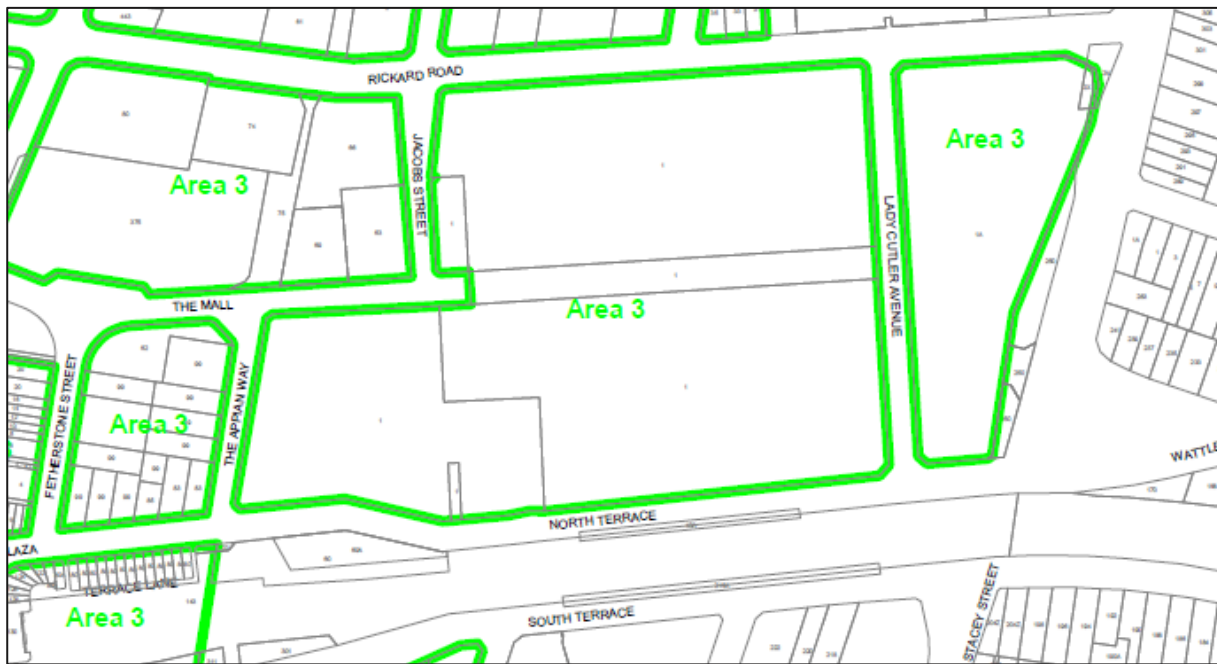
The objectives of this control are:

- To reinforce the status of the Bankstown CBD as the major centre for Bankstown and a place for employment,
- To encourage the economic growth of the Bankstown CBD by having commercial floor space in the commercial core,
- To promote active street frontages in the commercial core.

The LEP map Special Provisions Map Sheet SPV_005, as shown in **Figure 8**, demonstrates the frontages where this Clause applies to the subject site. The relevant subclause which affects future development at the site is CI 6.9 (3) which states that:

“Development consent must not be granted to the erection of a building, or a change of use of a building, on land to which this clause applies unless the consent authority is satisfied that the ground floor and first floor of the building are to be used for the purposes of commercial premises or other non-residential purposes after the erection or change of use.”

Figure 8 – LEP Special Provisions Map



4. PRE-PLANNING PROPOSAL MEETINGS

Vicinity Centres, along with its project team, have been in discussions with Council since 2017 regarding a possible redevelopment scheme and Planning Proposal for Bankstown Central Shopping Centre. Various iterations of a masterplan concept have been developed and presented to Council staff.

This includes a key pre-lodgement meeting where Vicinity and its project team met with senior staff in Council's City Planning team on 13 December 2019 regarding the subject planning proposal. The proponent discussed the proposed Master Plan, the redevelopment potential and opportunities for the site.

Council provided written feedback regarding the masterplan concept, in light of Council's planning and development aspirations at the time for Bankstown CBD. The key elements are discussed in Table 6.

Table 6 – Pre-Planning Proposal discussions

Council Comment (Summarised)	Response
<p><i>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:</i></p> <ul style="list-style-type: none"> ▪ Council's endorsed Local Strategic Planning Statement, <i>Connective City 2036</i> (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. 	<p>This planning proposal has addressed the:</p> <ul style="list-style-type: none"> ▪ Local Strategic Planning Statement, <i>Connective City 2036</i> ▪ Bankstown CBD and Bankstown Airport Place Strategy ▪ Bankstown Complete Streets. <p>These documents are discussed in Sections 5 & 10.</p>
<p><i>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.</i></p> <p><i>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.</i></p>	<p>The proposal generates a high level of permeability and open space provision and has a high employment focus which is aligned to Council's intentions for the mixed-use site.</p> <p>The proposal has considered the Bankstown Central Urban Design Principles which is discussed in Section 5 & 10.</p>
<p>Strategic context</p> <p><i>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.</i></p> <p><i>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</i></p>	<p>The proposal leverages the site's proximity to Bankstown Train Station and the future Bankstown Metro Station.</p> <p>The proposal seeks to provide commercial and student accommodation land uses and floor space which will provide opportunities for job provision.</p> <p>The proposal would provide an assumed 106,000 sqm of commercial office space which will help contribute to the creation of 8,437 jobs within the</p>

Council Comment (Summarised)	Response
<p><i>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.</i></p>	<p>site. Which will contribute a substantial 49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036.</p> <p>The masterplan concept would further provide an assumed 1,664 bed student housing facility which will directly support the anticipated student population generated by the currently proposed Western Sydney University campus.</p> <p>The masterplan concept has been prepared in consideration of the adopted Bankstown Complete Streets project.</p>
<p>Master Plan</p> <p><i>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.</i></p> <p><i>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.</i></p>	<p>The Proposal seeks to provide above and beyond the recommended 40% non-residential floor space, which is documented in the masterplan concept at Appendix A. The proposal seeks to provide approximately 50% employment generating land uses within the Town Centre Precinct and circa 40% across the whole site.</p> <p>It is considered that current market demand is not sufficiently high to achieve 100% non-residential floorspace in the south western corner of the site (Stage 1 & 2). Development in this precinct should allow a range of uses to maximise short term development opportunity and to create a catalyst for future investment in Bankstown CBD.</p> <p>Creating a mixed-use precinct in the south western corner of the site will not detract from the anticipated future jobs generation on the site, given the strong retail and commercial floor space yields anticipated.</p> <p>Further, it is Vicinity's intention that residential accommodation to be provided on the site will be in a leasehold (build to rent) format, which ensures buildings are held in long term single ownership and can be redeveloped or repurposed should market conditions drive demand for further commercial floorspace.</p>
<p>Housing</p> <p><i>Master Planning of the site should consider the following housing actions of Connective City 2036:</i></p> <ul style="list-style-type: none"> ▪ <i>Test up to 15 per cent of new residential floor space as affordable housing, subject to viability;</i> 	<p>The provision of affordable housing will be completed at the individual DA stage which will be subject to market conditions and viability.</p> <p>A Statement of Intent on affordable housing has been provided by Vicinity to Council (Appendix N) which identifies that Vicinity and the Co-owners of the site will explore opportunities for the delivery</p>

Council Comment (Summarised)	Response
<ul style="list-style-type: none"> ▪ <i>Grow Bankstown to fulfil its role as a regionally significant CBD, including high density residential</i> ▪ <i>Provide housing typologies that support the role of Bankstown – this includes key worker housing, executive housing, student housing and visitor and tourist accommodation.</i> 	<p>of affordable housing when the residential uses are brought forward as part of a detailed masterplan.</p> <p>The proposal seeks to grow Bankstown into a regionally significant centre and destination within Greater Sydney and the South District.</p> <p>The proposal seeks to provide a wide variety of housing typologies such as student housing, serviced and residential apartments in a build to rent format. The provision of these typologies will support the identified future role of Bankstown and will diversify housing opportunities from traditional market housing.</p>
<p>Movement</p> <p><i>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:</i></p> <ul style="list-style-type: none"> ▪ <i>The extension of Jacob Street to North Terrace as a public street;</i> ▪ <i>Extension of The Mall as an east-west street to Stacey Street; and</i> ▪ <i>Provision of a new pedestrian connection from Rickard Road to North Terrace via a new north-south connection and park.</i> <p><i>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.</i></p>	<p>The proposal provides for an extension of Jacobs Street to North Terrace as a public street.</p> <p>The masterplan concept does not provide for an 'open to the sky' 20m wide extension of The Mall through to Lady Cutler Avenue and Stacey Street. However, it provides alternative opportunities for cross site linkages, including an internalised east-west pedestrian link extending from The Mall to Lady Cutler Avenue.</p> <p>The masterplan concept provides a pedestrianised Garden Boulevard running between Jacobs Street and Lady Cutler Ave which provides connections to Stacey Street.</p> <p>The masterplan concept also incorporates a new green open space along Rickard Road which creates a connection through the existing Shopping Centre to North Terrace.</p> <p>Pedestrian connections will also be provided north-south and east-west through the retail shopping centre which will be resolved through specific DA design resolution.</p>
<p>Public domain</p> <p><i>The below considerations for public domain are recommended based on the site-specific urban design principles and Complete Streets:</i></p> <ul style="list-style-type: none"> ▪ <i>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</i> 	<p>The proposal includes a City Park which is approximately 5000sqm in area, fronting Rickard Road.</p> <p>The proposal will allow for at least 50% of the city park and fun park receiving minimum 4 hours of direct sunlight between 10am - 3 pm on 21 June.</p>

Council Comment (Summarised)	Response
<p><i>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.</i></p> <ul style="list-style-type: none"> ▪ <i>Integrate the proposed upgrades to existing streets as shown in the Council adopted Bankstown Complete Streets Plan.</i> 	<p>Dedication of the City Park will be subject to future discussions with Council post gazettal of this Planning Proposal.</p> <p>The proposal has considered the adopted Bankstown Complete Streets Plan. Detailed Street improvements will be subject to individual DAs.</p>
<p>Access and Parking</p> <p><i>The site-specific urban design principles and Connective City 2036 set out the following considerations for access and parking across the site:</i></p> <ul style="list-style-type: none"> ▪ <i>Shift the provision of parking to a 'maximum' rate in the Bankstown City Centre</i> ▪ <i>Parking should be located underground;</i> ▪ <i>Parking access and entry points should be as per the site-specific urban design principles; and</i> ▪ <i>Where it is not possible to provide underground parking, above ground parking should be sleeved.</i> 	<p>The proposal commits to the provision of additional car parking on site. Parking provision and location will be subject to future DAs.</p>
<p>Built Form</p> <p><i>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.</i></p> <p><i>The site-specific urban design principles provide detailed street wall and tower guidance for consideration.</i></p>	<p>The masterplan concept has located the highest density towards Bankstown Station and along North Terrace, with two landmark corner buildings proposed along Stacey Street.</p> <p>The urban design principles have been considered as part of the design process.</p> <p>The subject planning proposal will not detract from achievement of this principle.</p>
<p>Staging</p> <p><i>It is requested that staging and the delivery of any public benefit be clearly articulated in an overall site master plan and future applications.</i></p>	<p>The masterplan concept details how the 11ha site is envisaged to be developed in stages. Public benefit provision will be subject of future discussions with Council and future Development Applications.</p>
<p>Target site</p> <p><i>In addition to the above comments, it is recommended the following be considered as part of the planning and design of the target site:</i></p>	<p>The masterplan concept provides for the extension of Jacobs Street through to North Terrace in order to support both an interim and long-term bus movement solution through the CBD. Vicinity has been in discussions with</p>

Council Comment (Summarised)	Response
<ul style="list-style-type: none"> ▪ <i>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.</i> ▪ <i>Continue to work with Council and Transport for NSW on a solution for bus movement, interchange and layover within the Bankstown City Centre.</i> 	<p>TfNSW and bus operators about the relocation of the bus interchange from Vicinity's landholding.</p> <p>These matters will be considered during detailed design and future discussions with Council and Transport for NSW.</p>

Since this key pre-lodgement meeting in December 2019 and the following lodgement of the Planning Proposal, Vicinity and their project team have responded to numerous Council queries and requests to modify the Concept Scheme. This is set out further in Chapter 12 of this report.

This process has involved two years of discussions with the Planning, Urban Design and Traffic Teams at Council to evolve the scheme such that it could be supported by Council Officers and reported to the Local Planning Panel in March 2022, where panel member unanimously voted in favour of the recommendation for the proposal to proceed to Gateway determination.

5. PLANNING POLICIES INFORMING THIS PLANNING PROPOSAL

5.1. THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The *Environmental Planning and Assessment Act 1979* (the Act) is the principal planning legislation within NSW and sets out the structure of environmental planning and assessment within the State. It contains a range of 'Objects' of the Act at Clause 1.3, which are as follows:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (d) to promote the delivery and maintenance of affordable housing,*
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) to promote good design and amenity of the built environment,*
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) to provide increased opportunity for community participation in environmental planning and assessment.*

This Planning Proposal will assist in achieving the above through enabling the redevelopment and renewal of a significant landholding in the centre of Bankstown CBD, into a new mixed-use precinct with a diversity of uses, including retail, commercial, residential and new open space.

Ultimately this Planning Proposal will facilitate a scheme that will serve to enhance the social and economic welfare of the community; facilitate future ecologically sustainable development; allow the future delivery of affordable housing (subject to market conditions and viability); promote good design and amenity within the built environment; promote the proper construction of buildings; and allow for community participation in the proposal when it is exhibited following the grant of Gateway approval.

As such, this proposal would accord with Objects of the Act (a), (b), (c), (d), (g), (h) and (j).

5.2. GREATER SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES

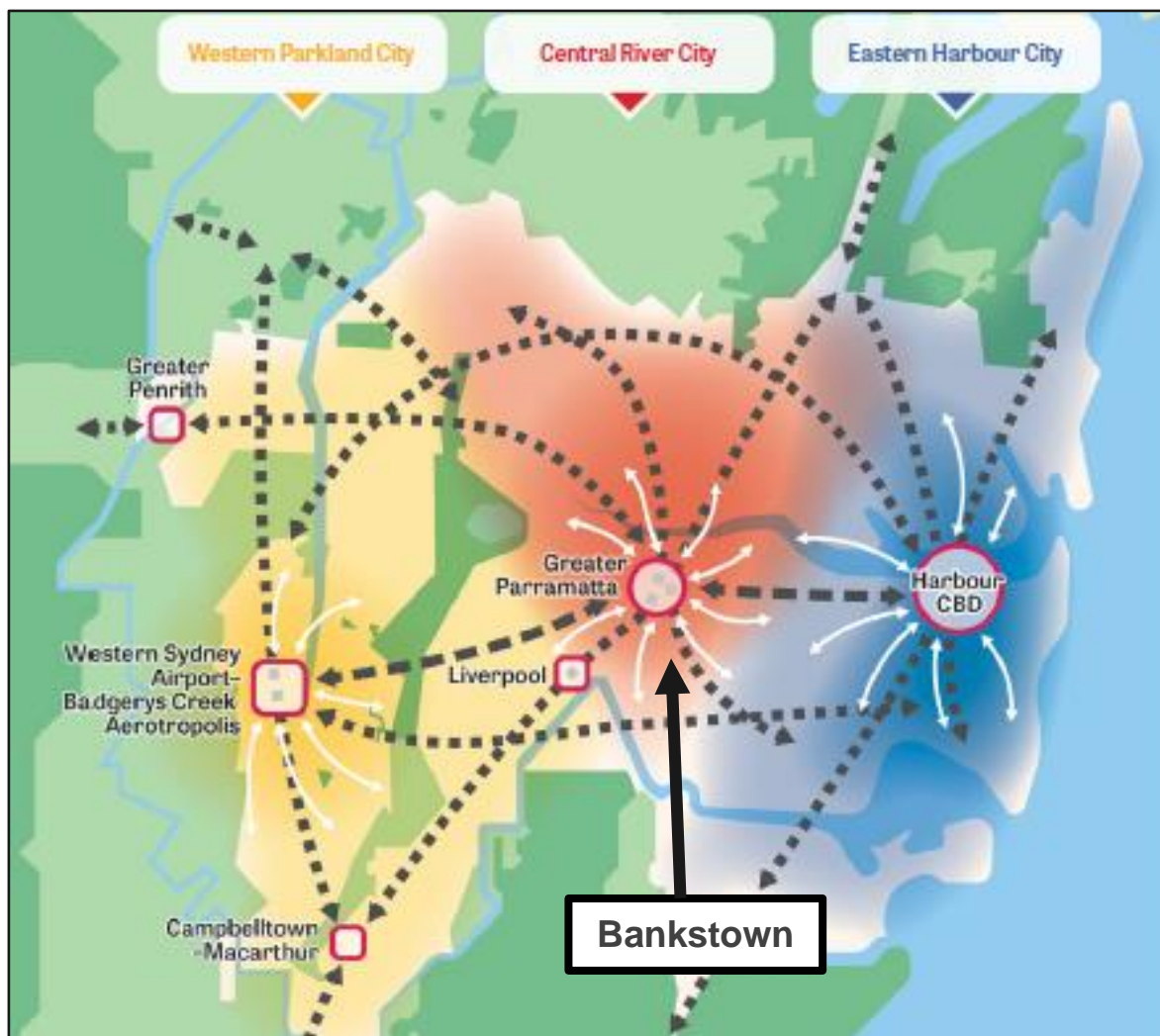
The Greater Sydney Region Plan – A Metropolis of Three Cities (the Plan) was published by the Greater Sydney Commission (GSC) in March 2018. The Plan outlines how Greater Sydney will manage growth and change and guide infrastructure delivery to 2056.

The Plan sets the vision and strategy for Greater Sydney, to be implemented at a local Council level through supporting District Plans. The Plan sets out key themes, directions and objectives to achieve the identified vision, with further strategies in place to achieve the objectives.

The vision for the future of Greater Sydney outlines the opportunity to rebalance the city into a metropolis of three unique and connected cities; a 'Western Parkland City' west of the M7, a 'Central River City' with Greater Parramatta at its heart and an Eastern Harbour City focussed around the Sydney CBD and coastal areas. This vision of the three cities is illustrated in **Figure 9**.

The Plan has been prepared in conjunction with the *NSW Government's Future Transport 2056 Strategy* and informs Infrastructure NSW's State Infrastructure Strategy providing full integration of land use, transport and infrastructure planning.

Figure 9 – Three Cities Vision of Greater Sydney



Source: Greater Sydney Commission

Bankstown is within the South District and the Plan identifies Bankstown as a Strategic Centre within the Centres Hierarchy. This identification outlines that Bankstown will accommodate high levels private sector investment and development to ensure that they will grow and evolve into the future to support the growing NSW Economy.

Bankstown is also identified as a Health and Education Precinct. These precincts form parts of centres and include hospitals, universities and medical institutions thus enabling them to become more connected to the Community. There are significant productivity benefits for growing health and education precincts to promote internationally competitiveness, job creation and economic growth which will benefit the community. Education is the largest export service industry in NSW and continues to grow.

Overall, the Bankstown Strategic Centre will act as a key area for major employment opportunities and as a key area for urban renewal. The Plan is supported the South District Plan which is discussed below.

5.3. SOUTH DISTRICT PLAN

The South District Plan is one of the supporting District plans for Greater Sydney Region Plan and is a 20-year plan to manage growth in context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The South District Plan provides the strategic direction at a more granular level for Georges River Council, Sutherland Council and Canterbury Bankstown Council.

It has informed Canterbury Bankstown Council's local strategic planning statement and will also inform the current round of amendments to its Local Environmental Plans. The District Plan is also a matter for consideration in the assessment of proponent led planning proposals.

The key elements of the South District plan of relevance to Bankstown Central are set out below.

- The District is expected to grow in population by 204,100 persons by the year 2036 representing a growth in population of 27 percent. In the District the greatest increase in population is expected in the Canterbury-Bankstown Local Government Area, where 70 percent of new residents will be accommodated, this translates into an additional 142,450 people by the year 2036;
- To accommodate this population growth the District is expected to accommodate an additional 83,500 dwellings by the year 2036. This anticipated growth in housing will be concentrated around existing centres with good transport connections such as Bankstown.
- The District has a 20-year housing target which equates to the average annual supply of 4,175 dwellings per year highlighting the significant need for additional dwellings to be completed annually.
- Canterbury-Bankstown LGA has a 0-5 year housing supply target of 13,250 dwellings.
- The Sydney Metro City & Southwest (Metro) will create significant opportunities for Bankstown centre and its urban form and public realm to be expanded and improved.
- The Metro will connect Bankstown to the Sydney CBD, Chatswood and Macquarie Park which will strengthen links between the Eastern Economic Corridor allowing for growths in GDP.
- This investment in public transport has the potential to stimulate further economic growth opportunities and job attraction to the Bankstown CBD.
- Bankstown currently has a 2016 estimate of 12,100 jobs which is expected to grow to a 2036 baseline target of 17,000 and a 2036 higher target of 25,000 jobs is expected.
- Investment and the redevelopment of strategic sites to provide opportunities for innovative forms of sustainable development. Bankstown Central is specifically identified within the plan and it is outlined that the centre performs intense place functions with highly significant local pedestrian movements.
- Furthermore, Bankstown is identified as a key retail centre which is highly accessible and provides existing interchanges for bus and rail networks.

Figure 10 overlays the location of Bankstown Central Shopping Centre over the Bankstown Strategic Centre.

Figure 10 – Bankstown Strategic Centre (Bankstown Central Indicated in red)



Source: Greater Sydney Commission

5.4. COLLABORATION AREAS

The Greater Sydney Commission (GSC) was tasked with facilitating the Collaboration Area process for identified centres within the Greater Sydney Region Plan. Collaboration areas are place based processes led by the Greater Sydney Commission to address complex issues which require stakeholder solutions. The process for the Collaboration Area was undertaken through the identification and aligning the activities and investment of government and stakeholders based on evidence, to deliver liveability, productivity and sustainability outcomes. Bankstown CBD and Bankstown Airport is identified as a Collaboration Area within the Region Plan. In respect to this precinct, the Collaboration Area process was intended to facilitate is the coordinated approach to planning for a highly productive, economically vibrant and highly liveable centre

which can leverage off the planned infrastructure and initiatives already underway which focus on the potential for a health and education precinct.

The GSC published its *Draft Bankstown CBD and Airport Place Strategy* for endorsement by Canterbury Bankstown Council on 10 December 2019. This Collaboration Area and Place Strategy was developed over a period of 12-18 months and involved input from within the NSW Government and agencies, the City of Canterbury Bankstown Council and major landowners, including Vicinity. The strategy establishes a vision for the Bankstown CBD based on the collective vision of the participants, and also reflects the objectives of the Greater Sydney Region Plan and the South District Plan.

Bankstown CBD is a destination in its own right that serves the regional catchment of people within smaller precincts. Bankstown Central is specifically identified within the Place Strategy as a smaller precinct:

Bankstown Central is a shopping centre with more than 260 shops and 85,000sqm of retail floor space. Without any outward-facing shops or services there is little movement or activity.

The relevant shared objectives for the Bankstown CBD and Bankstown Airport Collaboration Area are:

- *Well connected to the rest of Greater Sydney via mass transit links*
- *A place where people can easily choose to walk or cycle*
- *An incubator for entrepreneurial culture where technology and innovation are embraced*
- *Known for its distinctive culture, diversity and arts*
- *liveable, socially connected, inclusive and healthy.*

The key areas of the Collaboration Area of relevance to the Proposal area are outlined below:

- In 2016, the Collaboration Area was home to approximately 37,300 jobs, with 12,100 in Bankstown CBD.
- The agglomeration of high-value, knowledge intensive jobs near others can benefit different parts of the economy.
- Part of the Site is identified as in a night-time economy cluster and key active streets provision. New housing is required to support centres in their economic growth potential and to further create opportunities for renewal and investment.
- Part of the site is identified for a through site link, which the proposal is providing in the form of Garden Boulevard which is 2,880sqm in size.
- The proposal is aligned to this intent as it seeks the provision of commercial and residential uses which will support this vision. The proposal has further considered detailed street activity and initiatives to support the night-time economy and vibrancy of streets.

Bankstown has a key liveability priority being:

- *Priority 3 Match Bankstown's growth with investment in high urban amenity*

The proposal seeks to leverage off the location and investment in public transport through the provision of a redeveloped site which has high levels of amenity for workers, students, residents and the community.

Bankstown Central is specifically identified in:

14.2 Movement and Place – significant areas with the Collaboration Area and actions

Bankstown Central -Bankstown Central is the preeminent retail destination retail destination in the region and Bankstown CBD's eastern anchor. It offers a diversity of retail, hospitality, entertainment and commercial uses. It will contribute towards Bankstown's urban experience by engaging with the surrounding streets and offer finer grain shopfronts.

There is the identified opportunity for the bus layovers:

14.3 Bankstown CBD bus infrastructure, routing and layover planning principles

The following consideration is outlined:

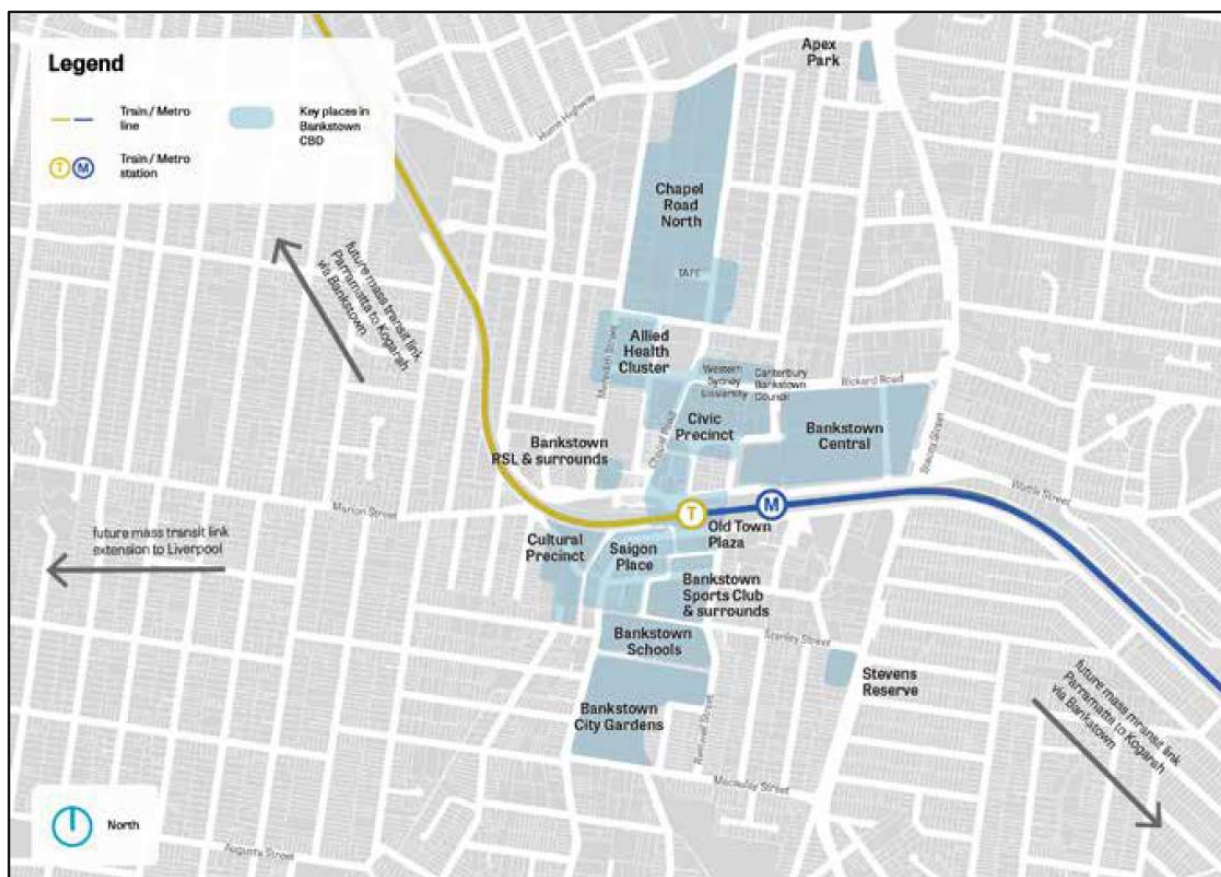
Where possible, layovers should be located out of urban centres. If located in the centre, they should avoid pedestrian areas or active frontages

The proposal is aligned to this consideration as it is intended that the Bus stop and Layover is relocated to the southern side of the Bankstown Train Station which is consistent with Council's intentions and strategies.

The next phase of the Collaboration Area will inform the next phase of strategic planning and policy making.

Figure 11 outlines Bankstown Central location with the CBD Collaboration Area.

Figure 11 – Bankstown CBD Key places



Source: Greater Sydney Commission

5.5. LOCAL STRATEGIC PLANNING STATEMENT

In March 2018, amendments to the Environmental Planning and Assessment Act 1979 (EP&A Act) introduced new requirements for all councils to prepare and make Local Strategic Planning Statements (LSPS). A LSPS provides the reasoning for any future changes to Council's planning controls and is intended to shape and inform Council's Local Environmental Plan (LEP) and development control plan (DCP) which will evolve over time. The LSPS is required to set out:

- The 20-year vision for land use in the local area;
- The special characteristics which contribute to local identity;
- Shared community values to be maintained and enhanced; and
- How growth and change will be managed into the future.

Canterbury Bankstown Council's LSPS has been named "*Connective City 2036*" and was formally adopted by Council in March 2020. It is the first consolidated vision for the Canterbury-Bankstown Area since the council amalgamation 2016. It guides growth and creates opportunities for living, working, access and movement. The LSPS is supported by a number of technical studies including a Housing strategy which confirms the LGA has the following benchmark for additional dwellings which aligns with the GSC targets:

- 12,500 additional dwellings by 2021;

- 25,000 additional dwellings by 2026; and
- 50,000 additional dwellings by 2036.

The LSPS indicates that the greatest capacity for new dwellings exists in shop top housing and higher density forms of development within Bankstown City Centre. It also sets a range of principles for housing in the city which this proposal accords with, including:

- Locate 80% of new housing within walking distance of mass transit / trains stations.
- Promote a mixture of uses in centres that support the functioning of everyday life, including employment, recreation, civic, commercial, health and educational requirements.
- Grow Bankstown to fulfil its role as a regionally significant city centre.
- Increase housing supply within centres along the Sydney Metro Southwest Corridor.
- Provide housing choice to suit each life stage, including a range of typologies.

This Planning Proposal will allow for the appropriate commercial and residential development to occur at the Bankstown Central site to help facilitate a growing and regionally significant CBD supported by retail, urban services, educational facilities and public transport.

The LSPS is further supported Employment Lands Strategy which identifies baseline job targets. In 2016, 111,034 jobs were identified in the LGA. The forecast growth for Growth with intervention using high growth scenarios is the following:

- 30,989 additional forecast jobs to 2026;
- 44,215 additional forecast jobs to 2036.

The Strategy also provided specific forecast for the Bankstown LGA including:

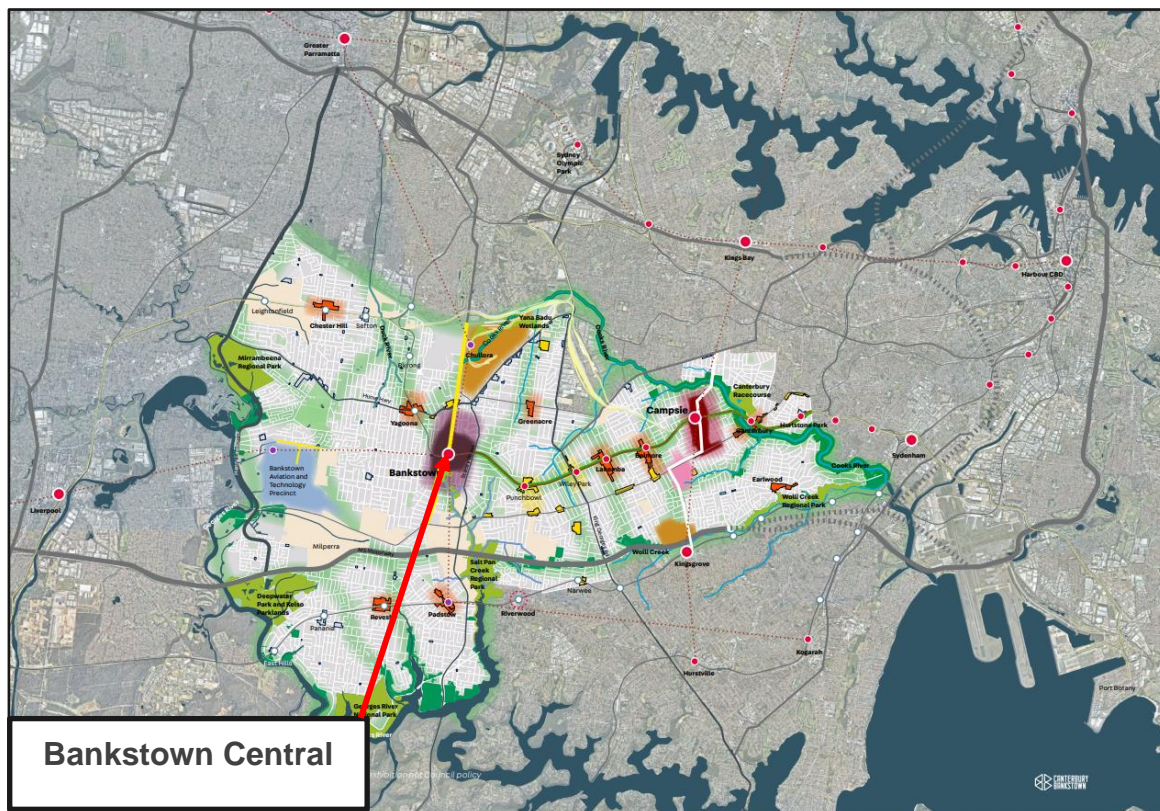
- 12,100 jobs in Bankstown at 2016 (note 9% of these jobs are currently at Bankstown Central);
- 17,000 baseline targets for additional jobs for Bankstown in 2036; and
- 25,000 high growth targets for additional jobs for Bankstown in 2036.

The proposal seeks to provide commercial land uses and floor space which will contribute to the provision of additional jobs and economic growth within the Bankstown CBD which will ultimately lead to greater contribution to economic output of this strategic centre benefitting the NSW Economy.

Overall, the proposal is consistent the vision and objectives of the LSPS, as it will provide additional dwellings in Bankstown which are aligned with the dwelling targets of the Greater Sydney Region Plan and supporting South District Plan.

The structure plan of the LSPS is provided in **Figure 12**.

Figure 12 – Structure Plan



Source: Canterbury Bankstown Council

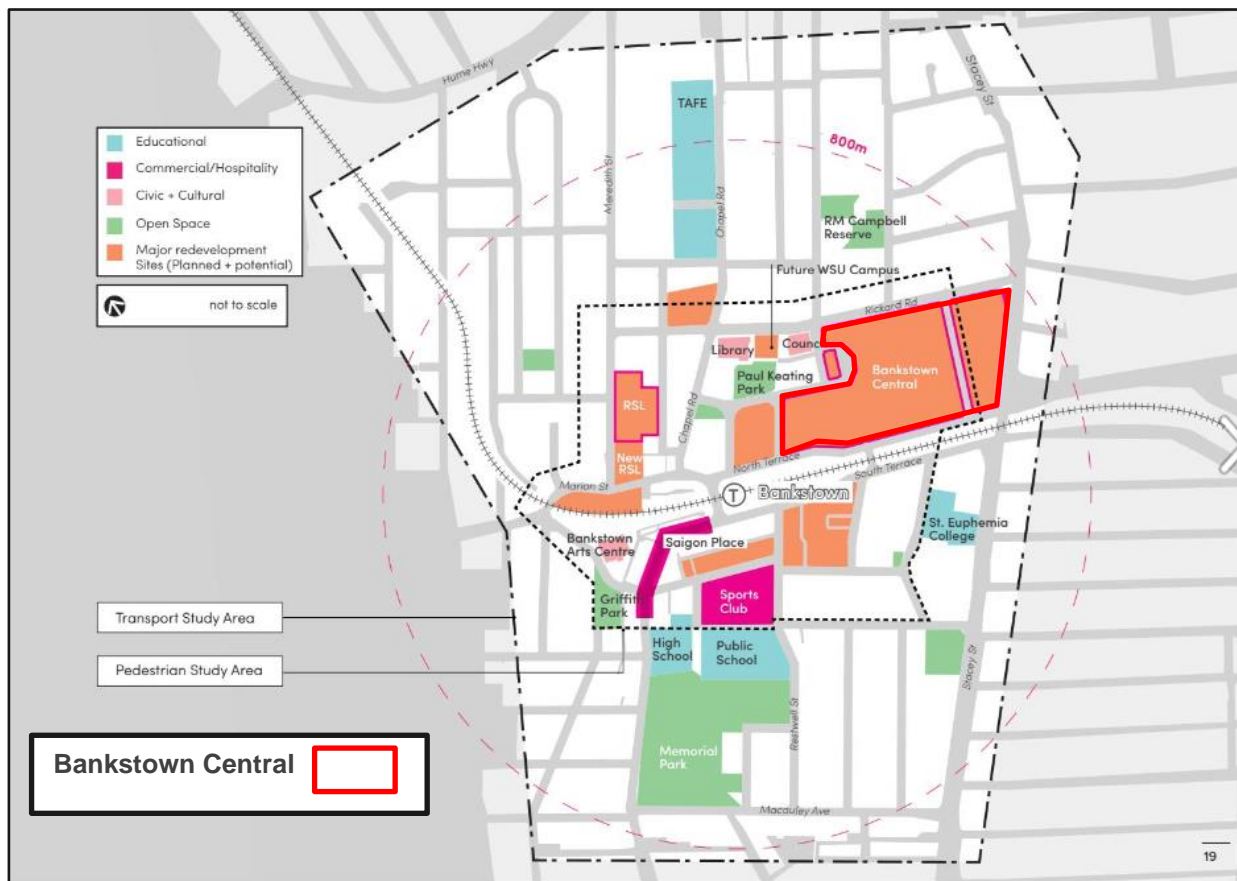
5.6. CANTERBURY-BANKSTOWN COUNCIL STRATEGIC PLANNING REVIEWS

5.6.1. Bankstown Complete Streets CBD Transport and Place Plan

A Bankstown Complete Streets CBD Transport and Place Plan (Plan) was adopted by Council in October 2019. The Plan outlines an integrated transport and streetscape strategy which over the next twenty years intends to cater for a doubling in the number of jobs, students and residents within Bankstown. The Complete Streets Place Plan was driven by Council's intention to create an accessible and appealing street and public domain network that integrates with the location of the planned Bankstown Metro Station.

The Plan identifies issues within the existing street layout network within Bankstown CBD and opportunities to provide better street layout outcomes to increase permeability around the CBD. **Figure 13** outlines that Bankstown Central is identified as a key site for major redevelopment.

Figure 13 – Bankstown Complete Streets Study Area



Source: Canterbury-Bankstown Council

Table 7 sets out the key principles of the Complete Streets Plan as they apply to Bankstown Central Shopping Centre.

Table 7 – Bankstown Complete Streets

Principles (Summarised)	Masterplan Concept
Future Pedestrian Network <ul style="list-style-type: none"> New & improved pedestrian and cyclist-only links are proposed to run from: <ul style="list-style-type: none"> Rickard Road to North Terrace. Jacobs Street to Stacey Street. 	<p>The masterplan concept incorporates a new 5,000sqm park along Rickard Road which creates a connection through the existing Shopping Centre to North Terrace.</p> <p>The masterplan concept provides a pedestrianised Garden Boulevard running between Jacobs Street and Lady Cutler Ave which provides connections to Stacey Street.</p> <p>Further north-south and east-west pedestrian connections will be delivered as part of the DA phase.</p>
Future Public Transport Network <ul style="list-style-type: none"> Relocation of the existing bus stops and lay over to the south side of the railway. 	<p>The masterplan concept seeks relocated bus stops and layover facilitates to assist with bus movements through the Bankstown CBD. The new southern bus layover is noted, and Vicinity has proposed an interim location for the bus layover on their land adjacent to the Jacobs Street. However, this is not the long-term solution for buses in the CBD, and this has been</p>

Principles (Summarised)	Masterplan Concept
	made clear to Council by Vicinity. The location of any long-term bus layover or station will need to be agreed by Council and TfNSW, but based on transport planning principles, it is Vicinity's position that the final location for the interchange should <u>not</u> be located within Vicinity's landholding, however future bus stops could be accommodated on the future Jacobs Street extension.
Concept Design <ul style="list-style-type: none"> ▪ Rickard Road East; ▪ The Mall; ▪ The Appian Way; ▪ Jacobs Street; ▪ Lady Cutler Avenue; ▪ North Terrace West; and ▪ North Terrace East; 	Future DAs will, where necessary and appropriate, incorporate detailed street improvement and street planting works in consistence with the relevant plans to ensure the best possible outcome for the site and surrounding road network.

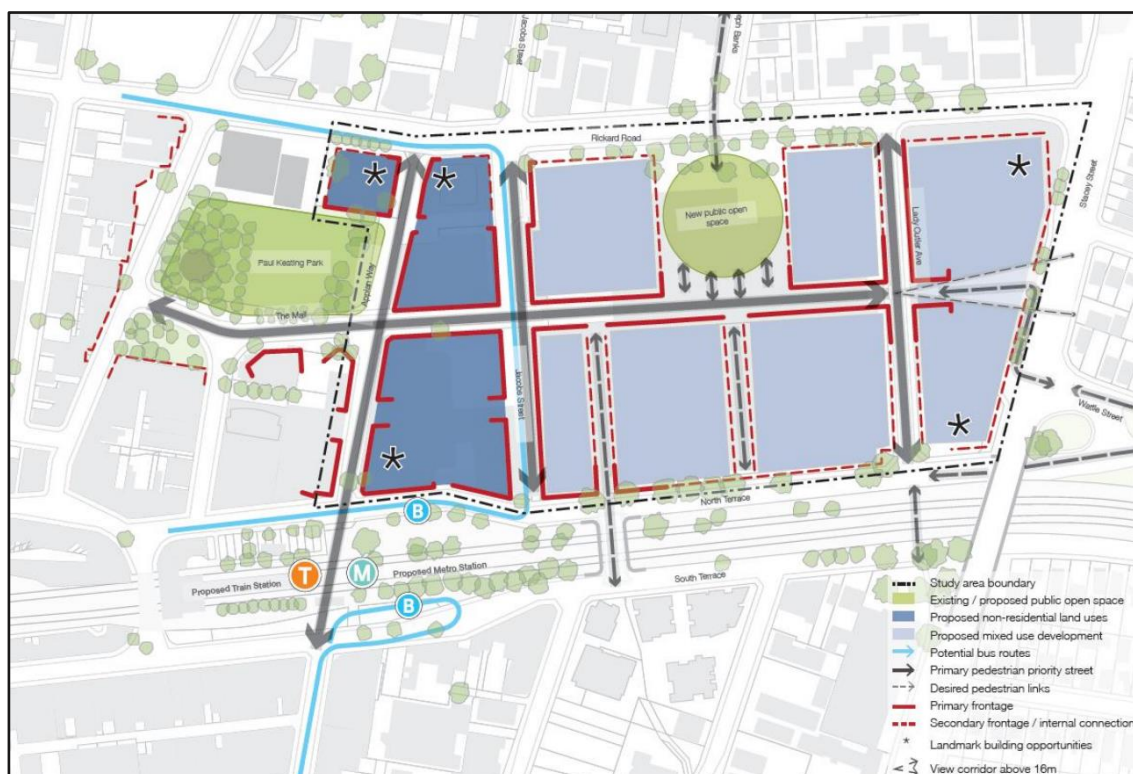
Overall the proposal is generally consistent with the vision and objectives of the Complete Streets Plan. Detailed street improvements and layouts will need to be considered by Council and Vicinity at the future DA stage.

5.6.2. Bankstown Central Urban Design Principles

Canterbury Bankstown Council has undertaken an urban design review of key sites within the Bankstown CBD, in order to inform a coordinated approach to CBD place making and the Bankstown City Centre Masterplan. While this report is not formal Council Policy nor part of the current planning scheme for the Centre, Vicinity has assessed the current proposal against a number of key principles. Bankstown Central has been identified as a key site for future redevelopment by Council and a structure plan has been prepared with the intention to inform future land use planning and development decisions in respect of the site.

Figure 14 outlines Councils proposed structure plan for the site and surrounds.

Figure 14 – Council's Bankstown Central Structure Plan



Source: Canterbury Bankstown Council

The key principles covered by the plan are grouped into the following categories:

- Land Use;
- Movement;
- Street Character;
- New Streets;
- Pedestrians;
- Cyclists;
- Public Transport;
- Car Parking and Servicing;
- Open Space;
- Public Domain;
- Building Height;
- Street Walls;
- Building Articulation; and
- Ground Floor Frontage.

The above principles outline Council's intention for the long-term development of Bankstown Central, essentially to 'knit' this large land holding back into the street network of the Bankstown CBD. In summary, the implications for Bankstown CBD and Bankstown Central are outlined below:

- Land uses are aligned with achieving employment targets.

- Bankstown Central is specifically identified for redevelopment inclusive of further height and floor space provision.
- Pedestrian and cycling movements are prioritised through and around the site.
- Street character is aligned with the *Bankstown Complete Streets CBD Transport and Place Plan*.
- New Streets are proposed through an extension to The Mall to the east and Jacobs Street extended to North Terrace.
- The existing bus stop and layover is proposed to be moved to the south of Bankstown Train Station.
- An area of public open space, in the order of 5,000sqm in area, with an easement over the park is to be provided at the north of the site fronting Rickard Road.
- Public Domain improvements are to be provided in the form of landscaping and planting.
- Building heights in their greatest points are to be provided near the station, North Terrace and Stacey Street with landmark buildings on corner sites.
- Street wall heights and building articulation principles are outlined.
- Ground floor frontages are identified across the site.

The key elements of this plan, as they apply to Bankstown Central Shopping Centre are addressed in .

Table 8 below, a full assessment is provided in **Section 10.2**.

Table 8 –Bankstown Central Urban Design Principles

Principle	Proposal
Movement	
<ul style="list-style-type: none"> ▪ <i>To be consistent with the Bankstown Complete Streets Plan</i> 	The proposal where appropriate at the Planning Proposal stage is consistent with the Bankstown Complete Streets Plan.
New Streets	
<ul style="list-style-type: none"> ▪ The Mall extended east. ▪ Jacobs Street extended to North Terrace. 	<p>The masterplan concept does however provide for the 20m wide extension of The Mall through to Lady Cutler Avenue and Stacey Street. The proposal has provided a Garden Boulevard running between Jacobs Street and Lady Cutler Ave for pedestrian access, open to the sky, east west across the site. Further, an internalised east-west pedestrian link is provided through the existing Centre, extending from The Mall to Lady Cutler Avenue.</p> <p>Further refinements of the pedestrian permeability though the site will be undertaken at the detailed DA stage.</p> <p>The proposal has incorporated an extension to Jacobs Street which will be a shared way with active frontages and tree planting. The land for the new road on Jacobs Street will be dedicated to Council at an appropriate point in time. However, the new road will ultimately be constructed by others.</p>
Pedestrians	The proposal has provided a City Park which borders Rickard Road and acts as a pedestrian

Principle	Proposal
<ul style="list-style-type: none"> ▪ <i>New public pedestrian connection from Rickard Road to North Terrace.</i> ▪ <i>New public pedestrian connection from The Mall to Stacey Street (incorporates change in levels)</i> 	<p>connection through the existing Centre to the North Terrace.</p> <p>There is an existing pedestrian connection through the Centre from The Mall to Stacey Street. The proposal seeks to promote traffic calming initiatives and prioritise pedestrian movement along Lady Cutler Ave which will enhance the quality and vitality of the street.</p> <p>An east west pedestrian connection will be provided via the anticipated Garden Boulevard, and also provided via an internalised pedestrian link through the retained retail shopping centre</p>
<p>Open Space</p> <p>Provide a new open space:</p> <ul style="list-style-type: none"> ▪ <i>3,000 –5,000sqm on Rickard Road</i> 	<p>The concept masterplan incorporates a City Park along Rickard Road incorporating a playground and Urban Plaza. The proposed City Park is approx. 5,000sqm in size. Further open spaces on the site including the Garden Boulevard, play and gathering spaces and will total approximately 2,880 sqm in area.</p> <p>Overall, the proposal will provide 10,615sqm of new open space on site.</p> <p>Open space development details will be further addressed in Development Application stages post Planning Proposal.</p>
<p>Building Height</p> <ul style="list-style-type: none"> ▪ <i>Greatest heights located near the station, North Terrace and Stacey Street with landmark buildings on corner sites as identified.</i> ▪ <i>No change to existing heights on Rickard Road (35m).</i> ▪ <i>Requirements for wind modelling and amelioration measures to prevent wind down drafts into the streets, public open spaces and communal areas.</i> 	<p>The masterplan proposes 5 distinct precincts, creating varied building heights across the site. The maximum building heights proposed are as follows:</p> <ul style="list-style-type: none"> ▪ Rickard Road Precinct North: Part 50m / Part 70m ▪ Rickard Road Precinct South: 67m ▪ Town Centre Precinct: 86m ▪ North Terrace Precinct: 83m ▪ Stacey Street Precinct: Part 55m / 46m / 35m <p>It is noted, the masterplan concept locates the greatest building heights near the proposed Metro Station at North Terrace and Stacey Street within key corner sites. The overall planning proposal seeks a blanket maximum height of RL 108.2.</p> <p>Wind requirements will be addressed in the DA Stage, but the DCP provides for podium and tower</p>

Principle	Proposal
	building forms which will go some way to ameliorating wind effects on pedestrian comfort.
Street Wall <ul style="list-style-type: none"> ▪ <i>Street wall around Paul Keating Park and The Appian Way to match the parapet height of the existing Library (approx. 4 storeys)</i> ▪ <i>Street wall to Rickard Road 4 -6 storeys</i> ▪ <i>Street walls in the remainder of the site 6 -8 storeys</i> ▪ <i>Buildings above the street wall to be set back 8m</i> 	<p>The draft DCP provides for a street wall height of 2-4 storeys fronting Appian Way, and 1-6 storeys fronting The Mall.</p> <p>The proposed street wall height for Rickard Road is between 2-8 storeys.</p> <p>Street walls in the remainder of the site are between 1-8 storeys.</p> <p>The proposed buildings are setback between 3-6m above the street wall.</p>
Building Articulation <ul style="list-style-type: none"> ▪ <i>36m building separation for residential buildings over 12 storeys to improve access to sky and solar amenity.</i> ▪ <i>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.</i> ▪ <i>Buildings to be articulated to create a composition of individual buildings rather than large blocks.</i> ▪ <i>No building above the street wall more than 45m in length</i> ▪ <i>Buildings longer than 30m to be articulated with recesses and setbacks.</i> ▪ <i>Residential towers maximum GFA floorplate of 900m²</i> ▪ <i>Commercial towers maximum GFA floorplate of 1,200m²</i> 	<p>The concept proposal has provided the following building separation details:</p> <ul style="list-style-type: none"> ▪ 6m for commercial to commercial ▪ 9m for commercial to Hotel ▪ 12m for commercial to residential ▪ 12m for hotel to hotel ▪ As provided in the apartment design guide for residential to residential (including student housing) <p>Building articulation will further be addressed during the DA Stage.</p>

Overall, in summary the Council led Urban Design Principles for Bankstown Central are generally consistent with the subject proposal.

5.6.3. Bankstown City Centre Masterplan

The Bankstown City Centre Masterplan (Masterplan) was adopted by Council at its Ordinary Meeting of September 2021 and is now progressing as a Planning Proposal. The aim of the Masterplan is to improve the quality of development in Bankstown and create a place the community can be proud of. The Masterplan seeks to develop mechanisms to improve the quality and sustainability of the city centre, implement the actions of Bankstown Complete Streets and create a great place for the community.

It identifies six intensification principles informing built form recommendations across the CBD. These intensification principles are supported by Vicinity in that they are a logical and evidence-based approach to master planning for the CBD.

Vicinity has also used these core principles to inform the concept design supporting the Planning Proposal and believes that the concept design is therefore highly consistent with the Masterplan principles as described below.

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

The majority of the Bankstown Central site is located within 800m of the metro station. The Planning Proposal concept identifies taller building forms close to the metro station location, and shorter forms tapering away as the site moves further away from the station hub.

- *Density within close proximity of existing and proposed open spaces*

The Bankstown Central site is located close to the public open space at Paul Keating Park and is intended to provide one of the very few new areas of publicly accessible open spaces within the CBD. The entire Bankstown Central site is shown in the Masterplan as being 'very suited for intensification / within 200m' of open space.

- *Building heights under 108RL maximum height (airport constraints)*

All proposed building heights informing the Planning Proposal concept sit below RL 108.

- *Building heights peak at the metro station and transition to low scale neighbourhoods*

The building heights proposed in the concept informing the Planning Proposal are tallest proximate to the metro station location, and taper to the north and east in a manner consistent with this principle.

- *Building height to limit overshadowing on existing and proposed open space*

The building forms and heights identified have been informed by overshadowing analysis to both open space and nearby residential flat buildings.

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

Bankstown Central is not identified as a low-density area subject to maintenance of existing built form controls.

One of the key principles of the Masterplan is for key sites to include delivery of 50% employment generating floor space in the Town Centre Precinct. The proposal adopts this requirement and also proposes 40% employment generating floor space across the site. As such, the Planning Proposal has the potential to supply 60% of Council's target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the Masterplan.

The Masterplan also illustrates the extension of The Mall through to Lady Cutler Avenue, as first identified in Complete Streets. Vicinity re-affirms its position set out in previous correspondence and discussions with Council that it does not support the provision of the 'open to the sky' through links in the way shown by Council in the CBD Masterplan or within Complete Streets.

This 'open to the sky' through site link does not factor in the operation of the existing shopping centre at the site, nor the significant impact upon the viability of the centre it would cause. Notwithstanding this, Vicinity's Planning Proposal demonstrates how pedestrian connectivity can be achieved east-west through the retail centre, achieving Council's objective and design principles in this regard.

6. MASTERPLAN CONCEPT

This subject Planning Proposal is informed by an Urban Design Report and masterplan concept scheme prepared by FJMT (**Appendix A**) which analyses the development opportunities for the site and provides an indication of the likely future redevelopment across the entire landholding.

The development concept outlines one way in which the site may be developed in order to ensure viability of the existing retail asset whilst delivering on the planning objectives and outcomes identified for Bankstown CBD.

The proposal is not looking to lock in a specific design response for the site, however it is intended that future DAs which will follow the Planning Proposal will be generally consistent with a further worked up detailed masterplan. The current masterplan concept contains generic building forms and assumed uses and yields which will be refined during the future DA stage/s.

The masterplan concept has been prepared in consideration of the structural capacity and age of the existing buildings on site. There are several major tenancies within Bankstown Central which have existing leasing arrangements which preclude immediate or even longer-term redevelopment of that area within the existing centre. These elements have been key considerations of the masterplan concept scheme.

Due to the changing nature of the development market and the staging of the ultimate development outcome over a 20-plus year period the proposed mix of land uses is subject to change resultant on the market conditions at the time of DA.

The following 14 Planning principles have been developed by FJMT in response to the site and its future redevelopment:

- **Place & Identity** - *A revitalised Bankstown centre integrates the creation of the strong address and unique identity evolving from Bankstown's history and culture. To reinforce the indigenous sense of place and identity.*
- **Mixed Use** - *To provide a mixed-use urban area with flexibility to respond to the different current needs, the changes in markets and a range of future uses.*
- **Permeability** - *To enhance the effectiveness and density of connections in this area and improve the accessibility of the urban precincts. To offer clear pathways, permeable boundaries and clarity of wayfinding.*
- **Public Transport** - *To encourage and support the integrated public transport system including the railway and bus and balance the provision of parking.*
- **Pedestrian & Bike Priority** - *The enhancement of the pedestrian networks and the bike route are prioritised in the masterplan. It aims to provide convenient, continuous, safe pedestrian paths and shared zone with shade and facilities.*
- **Public Open Space** - *To provide variety of open space to facilitate a range of social needs for all ages and all cultures and to evolve the open space networks in the Bankstown CBD.*
- **Landscape** - *The featured landscape will demonstrate the local character and identity and also respond to the topographic context.*
- **Amenity & Wellbeing** - *The principle is to create a welcoming, amenable, and healthy precinct with sufficient sunlight, natural ventilation, greenery streets, quality open space and minimum the urban heat impact.*
- **Built Form & Streetscape** - *To transfer the large retail building into fine grain urban blocks to support Bankstown CBD to be an exemplar of strategic centre. Promotion of design excellence and activation of the streets will be applied in the plan to create an attractive and vibrant precinct.*
- **Sustainability** - *Significantly reduce the long-term footprint of the development by implementing innovative technologies. Create the resilience and safe places for communities and improve the amenity to shape better communities.*
- **Water Sensitive Urban Design** - *Integrate Water Sensitive Urban Design into the infrastructure and landscape in the Bankstown centre to solve the flooding issue and provide better urban environment.*

- **Environmental Impacts** - *Reduce and mitigate the impact of the redevelopment to the local communities and nature. Improve the living condition and amenity by providing quality open spaces and amenities.*
- **Lay of the land** - *The natural context and topography is embraced to create a layered network of ground planes. Integrated landscape and built form solution will be designed in the site as well as the barrier free pathways and movements through the precincts.*
- **Staging** - *The whole site development is constrained by the existing retail buildings and the lease of the tenants. The staging is related to the building condition, lease expiry and the market condition. The masterplan proposal focuses on the stage 1 development.*

6.1. MASTERPLAN ELEMENTS

The proposed Bankstown Masterplan Concept informing this planning proposal incorporates a number of urban design elements including:

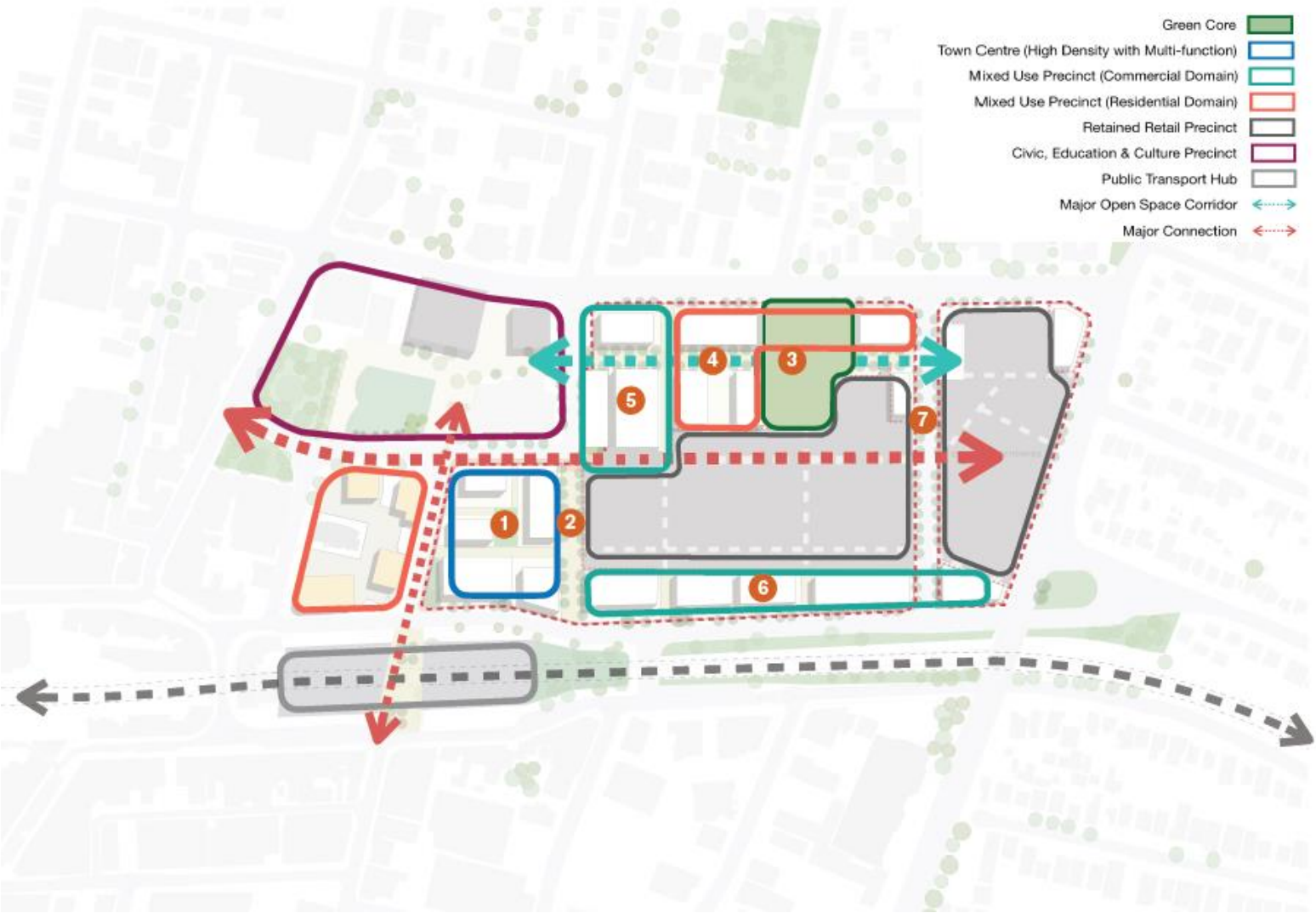
- **Town Centre** which will:
 - Accommodate the employment growth which is envisaged for the site by NSW Government policy documents and recent Council strategies;
 - Provide for the integration of multiple urban functions and associated infrastructure;
 - Contribute to the activation of streets; and
 - Establish connections to the railway station.
- **City Park** which will be a new major open space in the site and within the Bankstown CBD.
- **Jacobs Street Extension** which will be a shared bus and pedestrian way with the high priority of pedestrian permeability and amenity, significant tree planting, canopy cover and active street frontages where achievable.
- **South Mixed-Use Precinct** which facilitate both the employment and population growth on site.
- **North Mixed Use Precinct** which will be a highly liveable urban environment. A Garden Boulevard and Jacobs Street Food precinct will be further provided within this precinct greatly enhancing amenity.
- **Lady Cutler Ave** will undergo traffic calming initiatives which will prioritise pedestrians which will enhance the quality and vitality of the street.
- **Relocation of the Bus Interchange** to an off-site location, with the cooperation of the bus authorities will provide an opportunity for significant public domain improvement and contribute to increased functionality of the CBD.

Within the Urban Design Framework illustrated in **Figure 15** below, the numbering refers to the following:

- 1 - Town Centre
- 2 - Jacob's St Extension
- 3 – City Park
- 4 - Garden Boulevard
- 5 – North Mixed-Use Precinct
- 6 – South Mixed-Use Precinct
- 7 – Lady Cutler Avenue

Figure 15 outlines the Urban Design Framework for the site.

Figure 15 – Urban Design Framework



Source: FJMT

Figure 16 outlines the Bankstown Central Masterplan.

Figure 16 – Bankstown Central Masterplan



Source: FJMT

Figure 17 outlines the indicative perspective of the Garden Boulevard and City Park.

Figure 17 – Indicative Perspective of Garden Boulevard and City Park.



Source: FJMT

Figure 18 outlines the open space network which is included in the proposal.

Figure 18 – Open space Layout



Source: Urbis

The assumed mix of land uses for the proposal are as follows:

- Commercial;
- Residential (likely in leasehold tenure, such as 'build to rent');
- Student Accommodation (Residential);
- Serviced Apartments;
- Hotel;
- Retail; and
- Childcare.

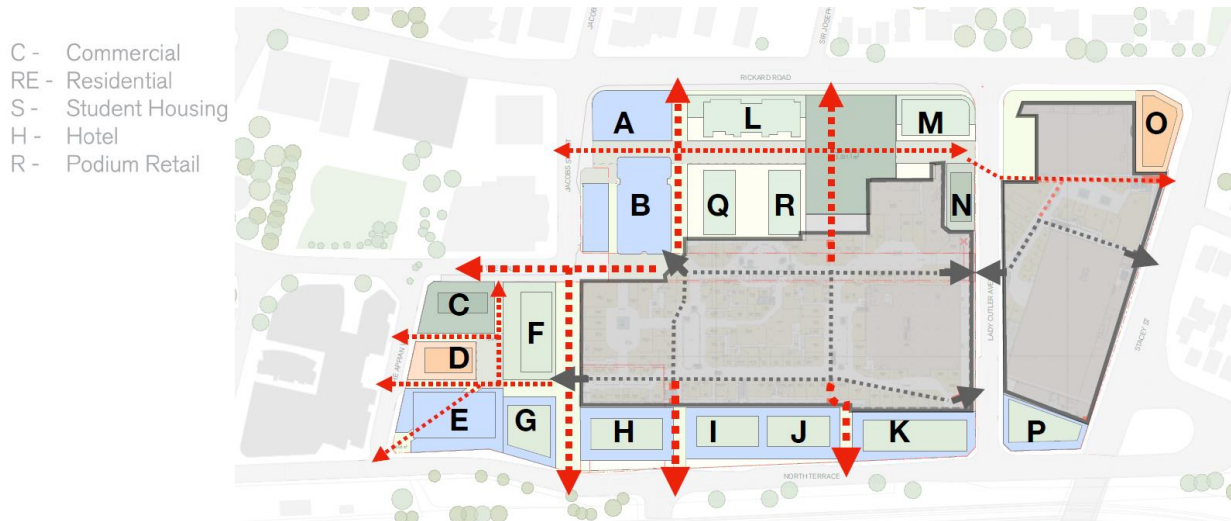
The key features of the indicative masterplan concept include:

- Relocation of the bus interchange and layover from within the site to North Terrace but providing for a bus connection for bus stops through the site via the Jacobs Street extension to North Terrace.
- Reconfiguration of the existing shopping centre layout to accommodate the proposed additions. This results in a significant upgrade to the retail experience for customers and visitors to the centre.
- Development of approximately nineteen (19) towers containing a mixture of uses in specific locations across the site. Their locations are generally as follows:
 - One (1) multi-storey commercial and residential tower including a retail podium (Building O) located in the north eastern corner of the site. With a street frontage along Stacey Street and Rickard Road.
 - One (1) multi-storey commercial and residential tower including a retail podium (Building P) located in the south eastern corner of the site. With frontages along Stacey Street, North Terrace and Lady Cutler Ave.
 - Six (6) multi-storey commercial and residential towers including a retail podiums (Building E, G, H, I, J, K and P) located along the southern border of the site. With frontages along Lady Cutler Ave, North Terrace and The Appian Way.
 - One (1) multi-storey hotel and serviced apartments including a retail podium (Building D) located on the western border of the site. With a street frontage along The Appian Way.
 - One (1) multi-storey student housing tower including a retail podium (Building C) located on the western corner of the site. With street frontages to The Appian Way and The Mall.
 - One (1) multi-storey residential tower including a retail podium (Building F) located on the north western corner of the site. With a street frontage to The Mall.
 - Two (3) multi-storey commercial towers including a retail podium (Buildings A,B & Pavilion building) located on the northern corner of the site. With street frontages along Jacobs Street and Rickard Road.
 - Two (2) multi-storey residential towers including a retail podium (Building L & M) located on the northern border of the site. With a street frontage to Rickard Road.
 - Two (2) multi-storey residential towers including a retail podiums (Building Q & R) located internally within the northern portion of the site.
 - One (1) multi-storey student housing tower including a retail podium (Building N) located internally within the north eastern portion of the site. With a Street frontage to Lady Cutler Ave.
- Provision for approximately 158,686sqm of new employment generating floorspace in the form of commercial buildings, student accommodation, serviced apartments, hotels and childcare, anticipated to generate 10,215 new jobs for Bankstown CBD.
- Provision for 694 student accommodation beds to support housing choice for students of the proposed Western Sydney University Bankstown Campus.
- Provision for future childcare centres to cater for likely future demand.

- Inclusion of a large publicly accessible open space to the north of the site fronting Rickard Road, of approximately 5,000sqm in area, being the City Park.
- Incorporation of other open space typologies on the site including a Garden Boulevard of 2,880 sqm and recreational spaces overall providing 10,615 sqm of new public open space.
- Improved through site linkages in a north-south and east-west direction, to ensure accessibility through the site – in a configuration open to the sky and protected from the weather.

This proposed layout is outlined in the **Figure 19**.

Figure 19 – Indicative building layout on site.



Source: FJMT

It is noted that the masterplan concept detailed above is indicative and does not intend to lock-in design or building uses. It has been used to demonstrate how the site may develop, and to inform the future building height and yield for the site.

The future masterplan concept which informs the Planning Proposal demonstrates that the site can be developed within the parameters sought by this Planning Proposal to:

- Provide a range of commercial and residential housing options, along with a range of other uses as part of a truly mixed-use redevelopment.
- Deliver appropriately sized and supported retail and commercial space for the Bankstown market.
- Provide public domain / publicly accessible areas that cater for the needs of the existing and future communities, and which encourage improved walkability and vibrancy.
- Encourage uses which operate during evening and early morning hours in activity centres, such as cafes and restaurants, cinemas, community facilities.
- Improve the patronage of public transport services and the integration of public transport services by developing high-density housing proximate to existing transport infrastructure.

Given the size of the site, the current development constraints and the quantum of development contemplated by the masterplan concept, its delivery will be achieved in stages over approximately 30 years.

The staged delivery is anticipated to ensure:

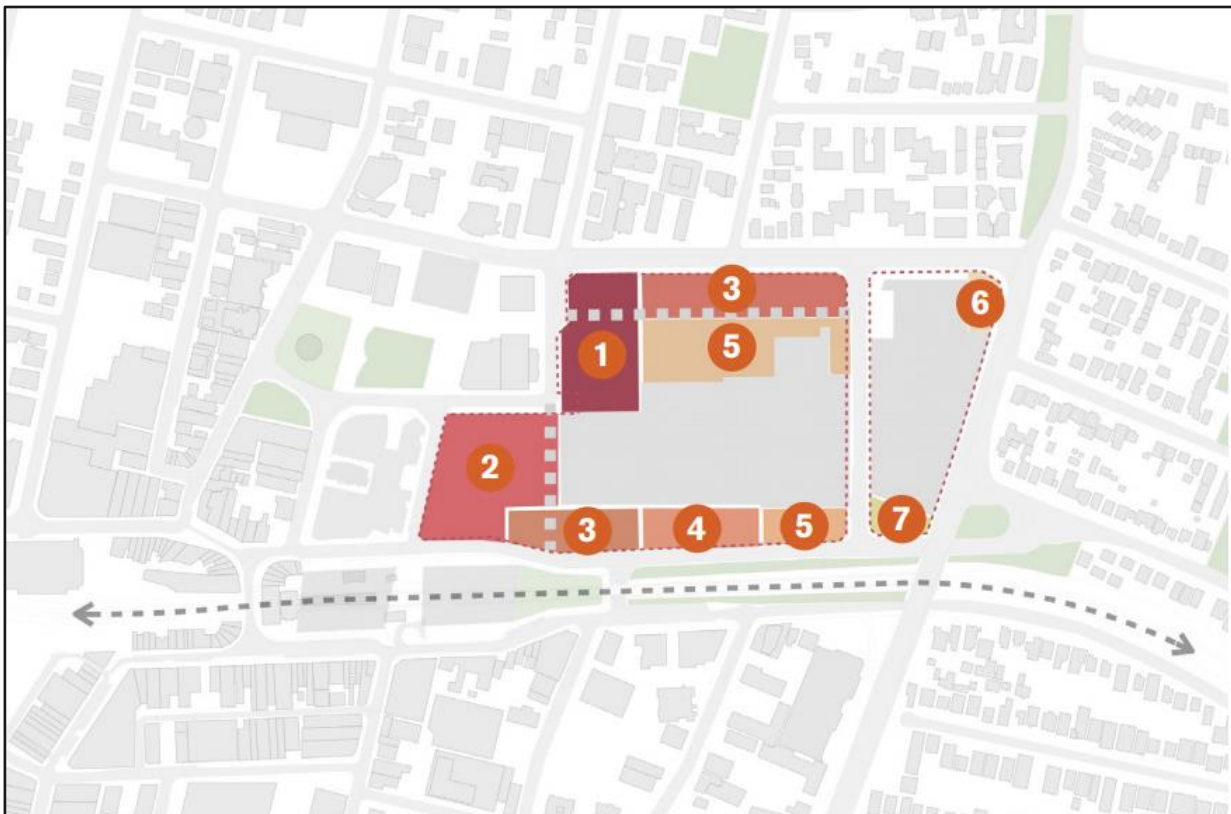
- Development is delivered in a way that responds to market conditions and does not saturate commercial or residential floorspace demand for Bankstown CBD.
- Early stages enhance the character of Bankstown CBD so to act as a catalyst for future investment in the CBD.
- The ongoing viability and operation of the retail shopping centre such that it continues to serve its local and regional catchment.

- The commercial lease obligations of the existing centre tenants are delivered.
- Timely delivery of supporting infrastructure and services to support the future development scenario.

The proposal is expected to be delivered in 7 stages. **Figure 20** outlines the indicative staging plan for the proposal, as per the below indicative timeframe:

- Stage 1: Bus Precinct - 2020-2025
- Stage 2: Town Centre - 2022-2027
- Stage 3: North Terrace West + Rickard Road North - 2023-2029
- Stage 4: North Terrace Centre - 2028-2032
- Stage 5: North Terrace East + Rickard Road South - 2030-2034
- Stage 6: Stacey Street Precinct North - 2032-2036
- Stage 7: Stacey Street Precinct South - 2034-2038

Figure 20 – Indicative Staging Plan



Source: Google Earth

6.2. NUMERICAL OVERVIEW

Table 9 provides a high-level overview of the assumed or anticipated uses and yields informed by the masterplan concept.

Table 9 – Key Indicative Development Concept Components

Key Proposed Development Components	Subject site
Height	A varied height control is proposed across the site, enabling the different precincts to have the following maximum building heights:

Key Proposed Development Components	Subject site
	<ul style="list-style-type: none"> ▪ Rickard Road Precinct North: Part 50m / Part 70m ▪ Rickard Road Precinct South: 67m ▪ Town Centre Precinct: 86m ▪ North Terrace Precinct: 83m ▪ Stacey Street Precinct: Part 55m / 46m / 35m
FSR	<p>The Floor Space Ratio allocation for the site in its entirety is 3.923:1, however each of the different precincts will have the following maximum FSRs:</p> <ul style="list-style-type: none"> □ Rickard Road Precinct: 3.4:1 □ Town Centre Precinct: 7:1 □ North Terrace Precinct: 3.8:1 □ Stacey Street Precinct: 3:1 <p>GFA total for the site: 447,523 sqm</p>
Assumed mix	<ul style="list-style-type: none"> ▪ Commercial; ▪ Residential; ▪ Student Accommodation (Residential); ▪ Serviced Apartments; ▪ Hotel; ▪ Retail; and ▪ Childcare.
Assumed Residential Apartment Yield	1255
Assumed Student Accommodation Yield	694
Assumed Hotel Rooms Yield	439
Assumed Serviced Apartments Yield	89
Assumed GFA by Building	<ul style="list-style-type: none"> ▪ Block A & B Building GFA= 38,063 sqm ▪ Block C Building GFA= 11,445 sqm ▪ Block D Building GFA= 13,178 sqm ▪ Block E Building GFA= 29,554 sqm ▪ Block F Building GFA= 21,983 sqm ▪ Block G Building GFA= 19,971 sqm ▪ Block H Building GFA= 21,655 sqm

Key Proposed Development Components	Subject site
	<ul style="list-style-type: none"> Block I & J Building GFA= 35,442 sqm Block K Building GFA= 27,778 sqm Block L Building GFA= 21,317 sqm Block M Building GFA= 13,745 sqm Block N Building GFA= 8,345 sqm Block O Building GFA= 0 sqm Block P Building GFA= 11,352 sqm Block Q&R Building GFA=31,540 sqm
Assumed New Retail GFA	15,041 sqm
Assumed Commercial GFA	119,117 sqm
Assumed Hotel GFA	17,957 sqm
Assumed Residential GFA	128,525 sqm
Assumed residential (Student Accommodation) GFA	18,976 sqm
Assumed residential (Serviced Apartments) GFA	5,742 sqm
Childcare GFA	891 sqm
Retained retail GFA (existing centre)	91,090sqm
New public open space	10,615 sqm
Total GFA	447,523 sqm – Equating to an FSR of 3.923:1

6.3. URBAN DESIGN

An indicative concept design for the site has been prepared by FJMT to realise the proposed heights for the site and is provided in **Appendix A**. The concept plan will be subject to a detailed design process at DA stage. In summary, the analysis used the following parameters to nominate areas for appropriately located redevelopment on the site:

- Building heights that accord with the Aeronautical Advice received regarding the Prescribed Airspace surfaces within the Sydney Basin, as they relate to Bankstown Airport.
- Shadow analysis – maintaining an appropriate level of solar access to the surrounding properties and to maximise the direct sunshine to the public domain.
- Activation of key public realm frontages to provide a significantly improved and revitalised interface to the public spaces adjoining the site.
- Provision of high levels of amenity to the future residential occupants of the site, including consideration of building orientation, separation, floorplate dimensions, potential noise sources.

- To facilitate transit orientated development by locating the new residential population in close proximity to the train station and reconfigured bus interchange, allowing ease of access to public transport and utilising existing transport infrastructure and services.
- A concept plan that has considered the principles of the Apartment Design Guide (SEPP 65), including building separation, floorplate sizes, orientation, solar access and ventilation; to provide high levels of residential amenity to future occupants.

6.3.1. Shadow Impact

As outlined in the Urban Design Masterplan (**Appendix A**), a detailed solar analysis was undertaken to determine the environmental impacts of the increased building heights and to further mitigate any potential overshadowing to neighbouring properties and to maximise the sunlight hours to the public domain.

The shadow analysis has confirmed that minimum or greater sunlight hours can be maintained to existing apartments to the south of Bankstown Central.

The shadow analysis has also demonstrated that the new open spaces within the masterplan can achieve the solar access target of at least 50% of the City Park receiving minimum 4 hours of direct sunlight between 10am - 3 pm on 21 June, given the existing built form surrounding the site.

Further, the shape of the City Park has been amended following discussions with Council to maximise solar access in circumstances where the building heights on the northern side of Rickard Rd are proposed to be increased through Council's Bankstown City Centre Masterplan.

6.3.2. Through Site Connectivity

The proposal seeks to establish a fine grain street pattern through the site, in the form of extensions of two streets.

The proposal seeks the extension of Jacobs Street as a major north-south link which will be a major north-south through site link which will facilitate the bus stops and create a pedestrian friendly street in the site. It will further include significant street trees and street furniture.

The proposal seeks the extension of The Mall which is a key east-west through site connection. The extension will include an internalised pedestrian link within the retained shopping centre.

Both these extensions will greatly improve connectivity and permeability throughout the site for the benefits of pedestrians.

6.3.3. SEPP 65 Compliance

The Concept Masterplan has been developed in accordance with the principles of SEPP 65 and the accompanying Apartment Design Guide (ADG), in particular with regard to amenity and impacts upon both future on site residents and neighbouring buildings.

During the future design development of the project, specific issues related to SEPP 65 compliance can be addressed in detail to ensure satisfactory compliance.

This exercise will be completed with assistance from expert consultant teams during the DA process. It is anticipated that these aspects can be addressed to the satisfaction of the consent authorities during the assessment stage.

6.4. PUBLICLY ACCESSIBLE OPEN SPACE

The Landscape Concept Masterplan (**Appendix E**) has provided a number of publicly accessible open spaces including:

- City Park;
- Garden Boulevard;
- Urban Plaza;
- An Eat Street;
- Jacobs Street Extension;

- Lady Cutler Avenue;
- Amphitheatre and stage;
- Adventure Play (Sculptural);
- Community Lawn;
- Passive Recreation - Seating Pods, Workstations;
- Water Play and Seating;
- Green Streets Shared Pedestrian / Cycle Path;
- Pedestrian Laneways; and
- Market Lawn.

Overall, the proposal provides 10,615 sqm of new publicly accessible open space. This provision will greatly improve the wellbeing and amenity of visitors and residents to Bankstown into the future as the Bankstown CBD evolves.

6.5. ACCESS AND PARKING

GTA have prepared a Traffic Assessment which accompanies the Planning Proposal submission at **Appendix B**.

The GTA report confirms that the site has excellent access to surrounding public transport and walking facilities, noting that public transport services will also improve in the near future with the completion of the Sydney Metro project from Bankstown to Sydney CBD.

It also indicates that the transport impacts of the indicative development yield envisaged in the Planning Proposal can be accommodated by the adjacent transport system with the completion of the proposed transport responses.

Furthermore, the Complete Streets masterplan prepared by Council identifies a range of street and transport upgrades in Bankstown CBD, to cater for the expected increase in employment, students and residents over the next 20 years.

In future development applications the RMS Guidelines and DCP policies for parking will need to be addressed in consideration of the site's location adjacent to the existing Train Station which will undergo future metro integration in 2024.

6.6. SUMMARY OF BENEFITS OF THE PROPOSAL

The masterplan concept will provide a range of benefits to the Bankstown and local community. These are summarised as follows:

- The masterplan concept takes advantage of the site's excellent public transport access which provides direct connections to major employment, entertainment and shopping locations in Sydney.
- The masterplan concept provides an opportunity for significant investment in Bankstown.
- The masterplan concept will result in a significant improvement in the public domain around this significant site within the Bankstown CBD.
- The masterplan concept responds to the State planning policies which seek to capitalise on existing infrastructure by concentrating development densities that maximise the access to existing and planned upgrades to key public transport links.
- The masterplan concept will facilitate a truly mixed-use redevelopment of this part of Bankstown centre, bringing forward a modern and diverse mixed-use scheme which contributes to the future growth of the Bankstown area.
- The masterplan concept will provide a significant level of additional jobs across a range of sectors, which would contribute to the South District Plan's jobs target for Bankstown Strategic Centre to 2036.

- The masterplan concept will provide an estimated additional population of 12,970 residents, visitors and workers each day into the Bankstown Central site.
- The new community will be catered for by the existing Bankstown – Lidcombe Hospital.
- The masterplan concept anticipates the future provision of childcare centres to cater for future demand by the incoming worker and resident population.
- The proposal is unlikely to generate demand for an additional primary or high school.
- This anticipated population will inject \$88 million additional retail spending each year which will support retail businesses in the within the local economy.
- The anticipated non-residential floorspace will generate in the order of 10,215 additional jobs to the Bankstown CBD, taking the total jobs provision on the site to approximately 12,845.
- The proposal will provide and estimated additional 136 new local businesses onto the site.
- The proposal is also accompanied by a VPA letter of offer which also includes:
 - An easement over the 5,000sqm publicly accessible park (City Park).
 - Extension of Jacobs Street between The Mall and North Terrace (to be delivered by other parties) by dedicating land with an approximate area of 2,500sqm.
 - Contribution to or delivery of a new 1,000sqm multi-purpose facility for two indoor courts.
 - Delivery of 200sqm of incubator space for new offices.
 - Completion of separated cycleways adjacent to the site along Rickard Road and Appian Way frontages.

7. PARTS OF THE PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with Sections 3.31 of the *Environmental Planning and Assessment Act 1979*, along with consideration of the relevant guidelines, namely “*A guide to preparing Planning Proposals*” prepared by the Department of Planning and Environment in December 2018.

Accordingly, the proposal is discussed in the following six parts:

- **Part 1:** Objectives or intended outcomes of the planning proposal;
- **Part 2:** An explanation of the provisions that are to be included in the proposed amendment;
- **Part 3:** The justification for those objectives, outcomes and the process for their implementation;
- **Part 4:** The supporting maps which identify the aspects of the Planning Proposal;
- **Part 5:** Details of community consultation that is to be undertaken for the Planning Proposal; and
- **Part 6:** The prospective timeline.

Each of the above are addressed in the following sections of this Report.

8. OBJECTIVES AND INTENDED OUTCOMES

This Planning Proposal will enable certain provisions of the Bankstown LEP 2015 to be amended to provide for the following:

- Increased building height on the site;
- Rationalisation of the FSR control applicable to the site; and
- An exemption from the provision of non-residential tenancies at the ground and first floor of future buildings at the part of the site, where such non-residential uses are considered to be unsustainable.

The proposed amendments to the built form controls have the objective to facilitate realisation over time of a truly mixed-use redevelopment of the site, to support the future growth of the Bankstown centre and to achieve the following:

- Transform the Bankstown CBD, through the development of a modern and innovative mixed-use precinct which envisions a site where people can live, learn, work and shop within a very close proximity.
- Redevelopment of an aging retail asset which is in need of revitalisation aligned with the current market trends of the retail industry and demographics shifts in Bankstown and the broader Southern District.
- Delivering new retail, commercial, student accommodation, serviced apartments, hotel and residential accommodation in the Bankstown CBD to help meet Greater Sydney Commission employment and housing targets without adversely impacting the potential achievement of overall employment targets for the centre.
- Encourage investment and development activity in Bankstown, supporting the diverse mixed-use nature of the precinct and contributing to a rejuvenation of the Bankstown CBD.
- Revitalise the Bankstown CBD through the provision of new retail and complementary land uses which will boost employment and economic development within this important centre.
- Enable the provision of synergies between potential future student accommodation on site with the development of the Western Sydney University Bankstown Campus within a close proximity.
- Leverage the site's strategic location proximate to rail and bus networks and the proposed metro by demonstrating consistency with 'Transit Oriented Development' (TOD) principles by providing high levels of accessibility for workers, students and residents to the broader metropolitan area.
- Enabling improved permeability through and across the site, in various forms, thereby improving accessibility and liability standards generally in this part of the Bankstown CBD. This provision will support the healthy lifestyles for the better-connected Bankstown Community.
- Provide a significant contribution to open space provision within the Bankstown CBD, which is safe and accessible, serving the needs of the future students, worker and visitor population. Open space is becoming increasingly important as housing densities rise within the Bankstown CBD.
- Realises the redevelopment of the land in a manner consistent with the existing land use zoning set by the Bankstown LEP 2015.

The proposal is aligned with:

- The intentions of the Greater Sydney Commissions Greater Sydney Region Plan and the South District Plan & Bankstown CBD and Airport Place Strategy Collaboration areas; and
- The intentions of Canterbury-Bankstown Council's Local Strategic Planning Statement, Bankstown Complete Streets CBD Transport and Place Plan and Bankstown Central Urban Design Principles.
- The proposal also aligns with the Bankstown City Centre Masterplan.

The proposal will further enable synergies to be provided within the proposed Compass Centre which will deliver a significant amount of additional residential dwellings within close proximity who will ultimately utilise the Bankstown Central Centre for employment, services and retail shopping needs.

The proposal will facilitate the following additional benefits:

- The proposed Bankstown Central masterplan concept will provide an estimated additional population of 12,970 residents, visitors and workers each day into the Bankstown Central site.
- Increased retail spending by the new population to a forecast \$88 million each year which will support retail businesses within the local economy.
- The anticipated non-residential floorspace will generate in the order of 10,215 additional jobs to the Bankstown CBD. Which will contribute some 40-49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036, and approximately 8,437 additional jobs which is 60% of Council's target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the adopted Bankstown City Centre Masterplan.
- The proposal will provide an estimated additional 136 new local businesses onto the site.

9. EXPLANATION OF PROVISIONS

To achieve the intended outcomes, this Planning Proposal seeks to amend the BLEP as follows:

- Amend the BLEP Height of Building Map to provide for varied building heights of 35m-86m on the Bankstown Central site.
 - Rickard Road Precinct North: Part 50m/ Part 70m
 - Rickard Road Precinct South: 67m
 - Town Centre Precinct: 86m
 - North Terrace Precinct: 83m
 - Stacey Street Precinct: Part 55m / 46m / 35m
- Amend the BLEP FSR Map to provide for an FSR of 3.923:1 across the Bankstown Central site.
 - Rickard Road Precinct: 3.4:1
 - Town Centre Precinct: 7:1
 - North Terrace Precinct: 3.8:1
 - Stacey Street Precinct: 3:1
- Amend the application of Bankstown Local Environmental Plan 2015 Clause 6.9 such that Bankstown Central will no longer be sited within 'Area 3' of the 'Special Provisions Map Sheet SPV_005' meaning that the relevant restrictions for development in the B4 zone do not apply to the site.

The proposed LEP mapping is provided in Section 10 of this report and Appendix F.

10. JUSTIFICATION FOR THE PLANNING PROPOSAL

10.1. NEED FOR THE PLANNING PROPOSAL

10.1.1. Q1 - Is this Planning Proposal a result of any Strategic Study or Report?

Yes.

The Planning Proposal is the result of a number of strategic studies undertaken by NSW Government and Authorities. It responds directly to the Greater Sydney Commission's Greater Sydney Region Plan and supporting South District Plan as well as the Bankstown CBD and Airport Place Strategy collaboration area findings.

The proposal is consistent with Canterbury-Bankstown Council's intended future role and function for Bankstown as articulated in its Local Strategic Planning Statement.

The future development detail can respond positively to the Bankstown Complete Streets CBD Transport and Place Plan, Council's Bankstown Central Urban Design Principles and Bankstown City Centre Masterplan.

The proposal will enable the delivery of key objectives in both State policy and Council policy through the provision of job creation and the enabling of land uses which will support patronage of Metro and the evolution of Bankstown into a Health and Education Innovation Precinct.

A comprehensive evaluation of the site's physical and strategic attributes has been undertaken to inform the potential redevelopment. This analysis includes the preparation of indicative design concepts and an urban design analysis to arrive at an appropriate development concept, informing the proposed height (and retention of existing zoning and FSR), which is responsive to the surrounding context.

10.1.2. Q2 - Is the Planning Proposal the best means of achieving the objective or intended outcomes, or is there a better way?

It is considered that the Planning Proposal is the best means of achieving the objectives and outcomes stipulated in **Section 8** above, for the following reasons:

- Bankstown Central Centre is an aging asset which is in urgent need of revitalisation and redevelopment to ensure the needs of the community are continued to be met into the future in the Bankstown CBD.
- Canterbury Bankstown Council has commenced the master planning process for its CBD, and this is now progressing to a Planning Proposal.
- Bringing forward this proponent led Planning Proposal will ideally result in changes to the controls at the site which align with the Vision, Objectives and controls of the Council led Planning Proposal, thereby facilitating that development across the city centre can be co-ordinated, including with the imminent delivery of Western Sydney University Bankstown Campus at the adjacent site. This will allow surety of investment potential for Vicinity Centres and will enable this central north-south spine from Rickard Road to the railway line to be redeveloped in relatively the same timeframe. It will also enable development to be established approximately concurrent with the operational commencement of Bankstown Metro Station when completed in 2024.
- The proposal has paid close regard to the strategic planning framework informing the intended future role and function of Bankstown CBD, and will complement the strategic planning studies which are being presently undertaken in relation to the broader Bankstown CBD.
- Removing the requirement for ground level retail and commercial uses along the frontages of Rickard Road and part of Jacobs Street acknowledges that the future viability of non-residential tenancies at these locations and that these non-residential uses should be focussed towards the southern and western areas of the site in close proximity to the railway and future metro stations.
- The indicative built form for the site will be most appropriately achieved through amendments to the LEP Height control rather than reliance on development standard variation via clause 4.6 of the LEP. Indeed, Council has advised that it would not support a 4.6 variation to height, to the proposed extent, as part of a development application process.

10.2. RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

10.2.1. Q3 - Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including any exhibited draft strategies)?

a) Does the proposal have strategic merit?

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

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

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

Greater Sydney region plan – a metropolis of three cities (2018)

The Greater Sydney Region Plan (the Plan) was published by the Greater Sydney Commission (GSC) in March 2018. The Plan outlines how Greater Sydney will manage growth and change and guide infrastructure delivery to 2056.

The Plan sets the vision and strategy for Greater Sydney, to be implemented at a local Council level through District Plans.

The vision for the future of Greater Sydney outlines the opportunity to rebalance the city into a metropolis of three unique and connected cities; a 'Western Parkland City' west of the M7, a 'Central River City' with Greater Parramatta at its heart and an Eastern Harbour City focussed around the CBD and coastal areas. This is vision of the three cities. The Plan sets out key themes, directions and objectives to achieve the identified vision, with further strategies in place to achieve the objectives.

The Plan has been prepared in conjunction with the *NSW Government's Future Transport 2056 Strategy* and informs Infrastructure NSW's State Infrastructure Strategy providing full integration of land use, transport and infrastructure planning.

Table 10 below sets out the relevant objectives and provides an overview of the planning response to these.

Table 10 – Greater Sydney Region Plan

Objective	Planning Proposal Response
Objective 1 – Infrastructure supports the Three Cities	<p>It is proposed that the comprehensive redevelopment of Bankstown Central commences at a timeframe concurrent with the Bankstown Railway Station integration with the Metro Rail Service allowing for a Transit Orientated Development outcome to occur.</p> <p>This will directly contribute to the delivery of the 30-minute city objectives and the full optimisation of the proposed infrastructure delivery to be utilised by patrons.</p> <p>This significant government capital investment in mass transit to and through the Bankstown CBD will lead to further job creation, agglomeration benefits and will increase its attractiveness for commercial investment and support its Health</p>

Objective	Planning Proposal Response
	and Education Precinct status and evolution to an Innovation Precinct over time.
Objective 4 – Infrastructure use is optimised	<p>The site is situated within the Bankstown CBD and is located 125 metres north east of Bankstown Train Station, providing access to Liverpool and the Sydney CBD. The Bankstown Train Station will further be upgraded to accommodate the planned Sydenham to Bankstown metro line extension, due to be delivered in 2024.</p> <p>The site is also well serviced by a number of bus routes.</p> <p>The provision of mixed-use retail, commercial and residential land uses in proximity to established infrastructure and services is consistent with this objective.</p>
Objective 6 - Services and infrastructure meet communities' changing needs	<p>The proposal will provide a renewed retail experience and street boulevards which will activate to the streetscape, create a positive connection to the proposed open spaces and will benefit future residents and the wider community.</p> <p>These elements will be delivered in the roll out of subsequent development applications, but area anticipated in the concept masterplan.</p>
Objective 7 – Communities are healthy, resilient and socially connected	<p>The proposal will enable the provision of a mixed-use urban development outcome, locating jobs, residential accommodation, retail and services in close proximity to each other and to new publicly accessible open space. This agglomeration of uses and services will promote healthy communities and social connections.</p> <p>These principles will deliver a healthy, safe and inclusive place for people of all ages through the provision of a walkable site at the human scale which is linked to public transport connections and has prioritised the opportunities for people to walk and cycle.</p>
Objective 10 – Greater Housing Supply	<p>Bankstown Central is located in the South District. The housing target for the South District is as follows:</p> <ul style="list-style-type: none"> ▪ 5 years: 23,250 new dwellings; ▪ 20 years: 83,500 new dwellings. <p>The masterplan concept anticipates the delivery of approximately 1255 new residential dwellings, in the form of build to rent accommodation across the subject site.</p> <p>This figure will greatly contribute to achieving the housing targets for the District. It is noted that any future development on the site will be supplied to the market after 2020 and</p>

Objective	Planning Proposal Response
	therefore, this planning proposal provides additional capacity required beyond the 0-5yr horizon.
Objective 11 – Housing is More Diverse and Affordable	<p>The proposal seeks to provide for mixed use development which will include students, serviced apartments and residential apartments which will permit the development of apartment style dwellings within the strategic centre of Bankstown, to contribute towards the dwelling mix and affordability to meet housing needs of the growing population in the South District.</p> <p>The following is anticipated to be provided across the site (noting that these figures are estimates only and will be delivered subject to future market demands):</p> <ul style="list-style-type: none"> ▪ Student Accommodation Total: 694 dwellings ▪ Residential Apartments Total: 1255 dwellings <p>This significant quantum of residential accommodation will contribute to affordability of the South District and increase diversity. It is also likely that residential apartments will be delivered in a leasehold 'build to rent' format, providing further diversity of housing options for the future community.</p> <p>Affordable housing will not be a mandatory requirement of the Planning Proposal however, it will be explored by the Co-owners of the Site as residential uses are originated in accordance with the detailed concept masterplan and as identified within the Statement of Intent on Affordable Housing (Appendix N).</p>
Objective 12 – Great Places that Bring People Together	<p>The masterplan concept seeks to rejuvenate and revitalise Bankstown Central, in a manner that will provide a sense of place, a modernised shopping centre, enhanced public realm and a place that attracts residents, workers, visitors, enterprise and investment.</p> <p>The proposal will ensure that the site will be walkable and contain a fine grain urban fabric which will promote a high level of activity on the streets and places within the entire site.</p>
Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30- minute cities	<p>The Plan seeks to develop a network of 34 strategic centres which provides the residents of Greater Sydney with access to jobs, goods, services supported by a public transport, cycling and walking network that provides residents with a 30-minute public transport service to their nearest strategic centre seven days a week and generally improves access.</p> <p>The proposal will achieve this objective, given the proximity to the railway station which will be upgraded to facilitate a Metro service. The scheme will provide new commercial and</p>

Objective	Planning Proposal Response
Objective 22 – Investment and business activity in centres	<p>residential land uses in a very close proximity to the railway line.</p> <p>Bankstown Central has a unique opportunity to leverage of the Health and Education Precinct status of Bankstown, and the current and planned transport infrastructure expenditure, which will make the centre more accessible to a broader population of Greater Sydney.</p> <p>The proposal will allow for the co-location of land uses which will contribute to the nomination of Bankstown as a 'Health and Education Precinct' and grow the economic output of Bankstown CBD. It will lead to opportunities for high levels of private sector investment in an area which is appropriate for commercial and residential land uses and lead to excellent levels of amenity for workers and residents in the future.</p> <p>The proposal will further provide synergies between existing and proposed land uses such as the Western Sydney University Bankstown Campus through the potential future delivery of student accommodation within the site.</p> <p>The proposal further contributes to the Government policy of locating density and major development within close proximity to public transport networks.</p> <p>The proposal to comprehensively redevelop Bankstown Central over time will assist in delivering this strategic objective, as it will provide contemporary mixed-use development linked to a modern and efficient rail corridor with high quality pedestrian integration to the Metro Station.</p>
Objective 30 – Urban tree canopy cover is increased	<p>The concept design includes significant landscaping opportunities, both within the public domain and surrounding spaces and boulevards.</p> <p>The proposal will positively contribute to the urban tree canopy of the Bankstown CBD.</p>
Objective 31 – Public open space is accessible, protected and enhanced	<p>The planning proposal masterplan concept includes a City Park for the benefit of the existing and future community.</p> <p>The proposal incorporates a number of public space improvements and will greatly increase the amenity of the fine grain urban form of the subject site.</p> <p>The masterplan concept provides approximately 10,615sqm of open space areas across the site.</p>

South District Plan (2018)

The *South District Plan* (District Plan) was published in March 2018. This document is intended to guide the growth of the district within the context of the three-city metropolis identified in the Greater Sydney Region Plan identified above.

The District Plan identifies Bankstown as a Strategic Centre with a range of retail, healthcare, community and civic services. It is an important transport interchange with an extensive bus and rail catchment. It also states that the Sydney Metro City & Southwest will create significant re-development and renewal opportunity for Bankstown, its urban form and public realm.

Table 11 below sets out the relevant planning priorities within the District Plan and an overview of the planning response to these.

Table 11 – South District Plan

Planning Priority	Action
Planning Priority S1 – Planning for a city supported by infrastructure	<p>The proposal will leverage local transport options including several bus services and the Bankstown Railway Station which is to be upgraded to Metro Standards.</p> <p>Bankstown Railway Station provides connections to Liverpool and the Sydney CBD. This Planning Proposal provides - Canterbury-Bankstown Council with an opportunity to balance population growth and jobs creation with existing and planned infrastructure investments, maximising the efficiency of facilities and services.</p>
Planning Priority S4 – Fostering healthy, creative, culturally rich and socially connected communities	<p>Approximately 52 per cent of the adult population in the South District is overweight or obese.</p> <p>The proposal will provide a fine grain street network and additional green spaces and activated places which will contribute to greater walkability and cycling networks. It will also promote the location of employment and housing opportunities in close proximity to transport services, encouraging active transport options for the future community.</p> <p>This will ultimately contribute to the enhancement of opportunities for active and healthy lifestyles within Bankstown.</p>
Planning Priority S5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport	<p>The five-year housing target for Canterbury Bankstown LGA is 13,250 new dwellings, out of a South District total of 23,250. The 20-year strategic housing target for the South District is 83,500 new dwellings.</p> <p>The concept masterplan envisages a possible 1255 future residential dwellings on site, in addition to student accommodation. This significant number of new dwellings at the Bankstown Central site will assist in meeting the objectives of this Planning Priority, in a location well serviced by public transport and jobs.</p>
Planning Priority S6 – Creating and renewing great places and local centres, and respecting the District's heritage	<p>The proposal will serve to renew the urban fabric of Bankstown CBD and rejuvenate and aging retail asset. The redevelopment of the Site will act as a catalyst for future development within</p>

Planning Priority	Action
Planning Priority S8 – Growing and Investing in Health and Education Precincts	<p>Bankstown CBD and the creation of a greater centre for the population.</p> <p>The proposal will greatly improve connectivity and permeability of the site. The concept masterplan envisages a precinct with a well-designed natural and built environment, with improved local facilities, opportunities for amenity and social interaction.</p> <p>Bankstown is identified in the District Plan as a Health and Education Precinct. It is outlined that Bankstown-Lidcombe Health and Education Precinct is at the 'cluster' stage and will need a tailored response to progress in the future.</p> <p>The Planning Proposal seeks to bring forward extensive investment at Bankstown Central, with a significant amount of new commercial floor space proposed.</p> <p>The proposal seeks to create synergies between the Western Sydney University Bankstown Campus through the provision of student housing.</p>
Planning Priority S9 – Growing investment, business opportunities and jobs in strategic centres	<p>The improved frequency and reduced travel time on public transport to the Sydney CBD through the integration of Bankstown Rail Line to Metro Standards.</p> <p>The five-year job target for Bankstown in the District Plan is an additional 12,100 jobs, whilst the 2036 targets is between 17,000 to 25,000 new jobs to be created.</p> <p>The existing centre is a significant employment generator, whilst the proposal has the potential to create some 10,215 additional jobs within the town centre and facilitate commercial floor space, which will assist in meeting the targets in the District Plan. This will be realised through the types of uses contemplated, and also the inclusion of a minimum non-residential FSR control on the site to ensure that land is preserved for jobs creation and growth in the long term.</p> <p>The anticipated jobs provision will contribute a substantial 40-49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036.</p> <p>The proposal has significant potential to act as a stimulus for new economic opportunities to attract jobs to Bankstown to help it grow into the future. Employment growth is the principal underlying economic goal for strategic centres.</p> <p>The proposal will further provide opportunities for the provision of land uses which can support the growth of the night-time economy within the Bankstown CBD. It will encourage the activation of primary, secondary streets and further promote new lifestyle and entertainment uses within the CBD.</p>

Planning Priority	Action
Planning Priority S12 – Delivering integrated land use and transport planning and a 30-minute city	<p>It is proposed that the comprehensive redevelopment of Bankstown Central occurs approximately concurrent with the Bankstown Railway Station/ Metro rail integration allowing for a Transit Orientated Development outcome to occur.</p> <p>This integration will greatly increase speed, reliability, frequency of services, better linking South District residents with jobs in the Eastern Economic Corridor. The Eastern Economic Corridor extends from Macquarie Park in the north of Greater Sydney, through the Harbour CBD to Sydney Airport.</p> <p>The provision of employment and commercial floor space within the same site as a variety of residential development will fully realise this aspiration.</p>
Planning Priority S15 – Increasing urban tree canopy cover and delivering Green Grid connections	<p>The concept design includes significant landscaping opportunities, both within the public domain and surrounding spaces and boulevards.</p> <p>The proposal will positively contribute to the urban tree canopy of the Bankstown CBD.</p>
Planning Priority S16 – Delivering high quality open space	<p>The planning proposal includes a City Park for the benefit of residents, students, workers and the community within the site and close proximity.</p> <p>The proposal incorporates a number of public space improvements and will greatly increase the amenity of the fine grain urban form of the subject site.</p>

NSW Future Transport Strategy 2056

The NSW Future Transport Strategy 2056 outlines a number of projects that will impact Sydney. The masterplan aims to build efficiently on existing transport connections, including those with the Sydney CBD through the Global Economic Corridor, to connect people with jobs and other opportunities which in turn will support productivity and economic growth.

The Master Plan recognises that businesses and precincts have the opportunity to grow and expand with investment in transport. The Master Plan includes strategies to improve road capacity, reduce journey times and public transport solutions to promote accessibility across Sydney.

The proposed LEP amendments are consistent with the objectives of the NSW Future Transport Strategy 2056 by providing high density residential development in close proximity to train and bus networks which provide excellent linkages to key employment centres.

b) Does the proposal have site-specific merit?

In addition to meeting at least one of the strategic merit criteria, a Planning Proposal is required to demonstrate site-specific merit against the following criteria set out in **Table 12** below:

Table 12 – Site Specific Merit

Criteria	Planning Proposal Response
Does the planning proposal have site specific merit with regard to:	The site is not environmentally sensitive land or land with significant biodiversity value.

Criteria	Planning Proposal Response
<i>the natural environment (including known significant environmental values, resources or hazards)?</i>	There are no environmental constraints or hazards of such significance that would preclude the redevelopment of the Bankstown Central site to the height and yield proposed.
Does the planning proposal have site specific merit with regard to: <i>the existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i>	<p>The concept proposal promotes additional commercial and residential density in a sustainable location close to public transport infrastructure. It will help to renew Bankstown centre and promote employment generation, economic growth, services and facilities in a manner consistent with delivering the Stage government's objectives for the Bankstown Strategic Centre and Health and Education Precinct.</p> <p>The scale and typology of development proposed is consistent with other nearby active development proposals for Western Sydney University Bankstown Campus and the Compass Centre.</p> <p>The future development will result in an improved public domain with activated streets overall improving permeability and connectivity through the site.</p> <p>The proposal therefore has site specific merit and aligns with Government and Council policy and will leverage off Bankstown Stations upgrade to the Metro, which maximises the return on public transport infrastructure investment for the State Government.</p>
Does the planning proposal have site specific merit with regard to: <i>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?</i>	<p>The masterplan concept has been prepared in light of future CBD development aspirations and to respond to the broader infrastructure upgrades anticipated for the locality.</p> <p>A traffic assessment report has been prepared by GTA (Appendix B) which outlines that the planning proposal is consistent with infrastructure and transport measures to encourage and facilitate development within the site and locality, including Complete Streets.</p> <p>The assessment has concluded that the proposed car parking provision is considered appropriate and consistent with the objectives of the DCP. Further, at future development application stages, appropriate parking will be provided for the various components of the development.</p>

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

Local Strategic Planning Statement - Connective City 2036

The proposal is consistent with the Local Strategic Planning Statement - *Connective City 2036* (LSPS) for the following reasons:

- The Planning Proposal is consistent with the primary objectives of the LSPS as it relates to the site, including providing high density housing near public transport, evolution of larger centres into vibrant urban places, provision of commercial and street-fronting retail space, local jobs and civic places.

- The proposal will facilitate the provision of 1255 additional dwellings into the Bankstown CBD which will assist the precinct in meeting dwelling targets which are outlined within the LSPS and are consistent with the targets set by the South District Plan.
- The proposal will facilitate the provision of commercial floor space and land uses which will provide employment generation which will create opportunities for economic growth and will help meet the targets which are contained within the LSPS which are consistent with the targets set by the South District Plan.
- The proposal will provide an additional 10,215 jobs across a range of sectors within Bankstown CBD.
- The proposal will provide a minimum of 40% employment generating floor space across the Bankstown Central site (Site), including 50% within the Town Centre Precinct. This will contribute to the provision of additional jobs and economic growth within the Bankstown CBD which will ultimately lead to greater contribution to economic output of this strategic centre benefitting the NSW Economy. Bankstown Complete Streets CBD Transport and Place Plan

The proposal is consistent with the Bankstown Complete Streets CBD Transport and Place Plan (Plan) for the following reasons:

- The proposal will contribute to the delivering on opportunities for the provision of improvements to the site and close surrounds to improve permeability and connectivity through the site.
- The proposal incorporates a green city park which creates a pedestrian connection through the existing shopping centre to North Terrace.
- The masterplan concept does not directly provide for a new 20m wide extension of The Mall through the subject site. It does however provide other opportunities for pedestrian permeability including a Garden Boulevard running between Jacob Street and Lady Cutler Ave which provides pedestrian connections to Stacey Street. Pedestrian access will also be provided for, through an internalised link within the shopping centre in an alignment roughly commensurate with The Mall. As per Vicinity's submission to the Complete Streets Plan in July 2019, provision of a 20m wide street through the asset is not feasible and cannot be delivered without significantly compromising the operation of the retail asset. The principles of permeability through the site in a north south and east west direction are, however, provided in the masterplan concept.
- The proposal will accommodate and facilitate a new bus connection via Jacobs Street extension through to North Terrace. The details for an interim and final bus solution are in the process of negotiation with Transport for NSW.
- At the individual Development Application stage, the detailed street layouts, street improvements, and street planting works will address the Plan to ensure an appropriate level of consistency.
- Overall, the Planning Proposal is consistent with the key principles of the Plan.

Bankstown Central Urban Design Principles

While this report is not currently formal Council Policy nor part of the current planning scheme for the Centre, Vicinity have assessed the current proposal against a number of key principles. The proposal is consistent with the concepts contained within Council's Bankstown Central Urban Design Principles for the following reasons:

- The concept masterplan will help reinforce Bankstown CBD as a Strategic Health and Education Precinct through the provision of additional employment-generating floor space which will ensure land for future jobs growth and support the education and health services in Bankstown.
- The concept masterplan contemplates the provision of student housing accommodation which will complement the Western Sydney University Bankstown Campus, currently under construction.
- The concept masterplan proposal will lead to additional employment generation, through retention of the retail shopping centre and contemplation of commercial buildings on the site.
- The masterplan concept provides for a majority of non-residential floorspace across the site.
- The proposal seeks to renew and rejuvenate the aging retail asset into a new key destination within the Strategic Centre.

- The concept masterplan provides for the extension of Jacobs Street through to North Terrace to provide for bus services through the CBD. It is noted that the interim and final bus solution is being worked through with Transport for NSW and Council, however it is Vicinity's expectation that the final layover/terminal location will not be sited on Vicinity's landholding.
- Through site links will be significantly improved, creating greater permeability through the site. The concept masterplan does not allow for a 20m wide extension of The Mall through the shopping centre but does provide two east-west pedestrian connections. One is in the form of a Garden Boulevard running between Jacob Street and Lady Cutler Ave. The second will be through the shopping centre in approximately the alignment of The Mall.
- The proposal seeks to provide a City Park which acts as a large focal meeting point for the community and will address the identified need for publicly accessible open space in this location.
- The planning proposal is generally consistent with the built form principles which will be refined as the document progresses into a state of finalisation as there is no current timeline for completion.

Table 13 outlines the proposals consistency with Councils Principles.

Table 13 – Bankstown Central Urban Design Principles

Principle	Proposal
Land use	
▪ <i>Reinforce Bankstown CBD as a Strategic Health and Education Precinct and assist in achieving employment targets.</i>	The masterplan concept delivers on the objective to increase jobs-generating floorspace. Overall, the proposal will provide a minimum of 40% employment generating floor space across the Bankstown Central site (Site), including 50% within the Town Centre Precinct. This will contribute to the provision of additional jobs and economic growth within the Bankstown CBD which will ultimately lead to greater contribution to economic output of this strategic centre benefitting the NSW Economy.
▪ <i>Reinforce Bankstown Central as a sub-regional shopping and leisure destination and support a night-time economy</i>	The proposal seeks to renew and revitalise the aging retail asset into a new and improved destination of strategic importance. The retail shopping centre will be retained, with the addition of mixed-use buildings across the site to supplement and enhance the operation of the site.
▪ <i>Concentrate commercial floorspace into commercial towers around the station for larger tenants rather than disperse across site.</i>	<p>The proposal seeks to provide several commercial towers along North Terrace which locate the majority of the proposed commercial floor space around the station.</p> <p>The south western corner of the site, however, is anticipated to accommodate a mix of uses including commercial and residential. This is to ensure market viability and take up when that stage is anticipated for construction, rather than resulting in empty commercial buildings.</p>

Principle	Proposal
	<p>Ensuring a successful staged development of the site is essential to generate interest and encourage investment in Bankstown CBD.</p> <p>The residential typologies anticipated are student housing and build-to-rent, which will remain in long term vicinity ownership. This allows for the re-purposing or redevelopment of buildings in the long term to respond to market demand.</p>
<ul style="list-style-type: none"> Discourage residential development in the blocks closest to the station and between Jacobs Street and Appian Way. 	<p>Proposed residential development is to be located across the site.</p> <p>The south western corner of the site is anticipated to accommodate a mix of uses including commercial and residential. This is to ensure market viability and take up when that stage is anticipated for construction, rather than resulting in empty commercial buildings. A mix of uses will help generate interest and investment in Bankstown through the creation of a vibrant early stage of the site redevelopment.</p>
<ul style="list-style-type: none"> Residential land use <60% of total site GFA. 	<p>The breakdown of uses anticipated by the indicative masterplan concept includes residential uses (apartments and student accommodation) comprising approximately 37% of the overall GFA. This will be worked up further once a detailed masterplan for the precinct is prepared.</p>
<ul style="list-style-type: none"> Consider >5% affordable housing. 	<p>Affordable housing is not a mandatory requirement of this Planning Proposal as the required employment generating floor space will be delivered across the Site. However, affordable housing will be explored by the Co-owners of the Site as residential uses are originated in accordance with the detailed concept masterplan and the Statement of Intent on Affordable Housing.</p>
<ul style="list-style-type: none"> Any increase in residential density is to be supported with additional open space and community infrastructure. 	<p>The proposal seeks to provide additional open spaces and areas for the community in the form of a City Park and Garden Boulevard.</p> <p>The quantum of open space across the site is equivalent to approx. 9-10% of site area. This includes a single publicly accessible park and plaza of 5,000 sqm in area. The Garden Boulevard is 2,880sqm in size.</p>
Movement	

Principle	Proposal
<ul style="list-style-type: none"> <i>To be consistent with the Bankstown Complete Streets Plan</i> <i>Prioritise pedestrian movement in the CBD, followed by cyclists and public transport</i> <i>Vehicles and servicing primarily accessed from edges and discouraged from travelling through the CBD.</i> <i>All streets should be designed as equitable and safe spaces with high pedestrian amenity</i> 	<p>The masterplan concept is generally consistent with the Bankstown Complete Streets Plan.</p> <p>The proposal provides for improved pedestrian connectivity through the site, both open to sky and through the retail centre.</p> <p>The proposal retains vehicle and servicing access from the edges of the site.</p> <p>The proposed City Park and Garden Boulevard will be designed for high pedestrian amenity.</p>
<p>Street Character</p> <p>Bankstown Complete Streets CBD Transport and Place Plan which is addressed in the above section.</p>	<p>The proposal will enhance street character throughout and around the site through the provision active streets and as part of the renewal of the existing centre, promoting synergies between public transport, existing and proposed land uses on site and within the close proximity.</p>
<p>New Streets</p> <ul style="list-style-type: none"> The Mall extended east. Jacobs Street extended to North Terrace. 	<p>The proposal has provided a pedestrianised Garden Boulevard running between Jacobs Street and Lady Cutler Ave.</p> <p>The scheme also provides alternative opportunities for cross site linkages, including an internalised east-west pedestrian link through the retained shopping centre, extending from The Mall to Lady Cutler Avenue.</p> <p>The proposal has incorporated an extension to Jacobs Street which will be a shared way with active frontages and tree planting.</p>
<p>Pedestrians</p> <ul style="list-style-type: none"> <i>New public pedestrian connection from Rickard Road to North Terrace.</i> <i>New public pedestrian connection from the The Mall to Stacey Street (incorporates change in levels)</i> 	<p>The proposal has provided a City Park which borders Rickard Road and acts as a pedestrian connection through the existing Centre to the North Terrace.</p> <p>The scheme provides an internalised east-west pedestrian link extending from The Mall to Lady Cutler Avenue through the existing shopping centre.</p> <p>. A public pedestrian connection is proposed via the Garden Boulevard within the site, further to the north of The Mall, which connects in with the proposed City Park.</p> <p>The proposal seeks to promote traffic calming initiatives and prioritise pedestrian movement along Lady Cutler Ave which will enhance the quality and vitality of the street.</p>

Principle	Proposal
Cyclists <ul style="list-style-type: none"> ▪ <i>Setbacks to Rickard Road and Stacey Street for Shared Path</i> ▪ <i>Provide secure bike parking and end of trip facilities for visitors, staff and residents.</i> 	<p>The proposal has included setbacks along Rickard Road of 3m for residential and nil for commercial land uses.</p> <p>The proposal has included a nil setback on Stacey Street to keep consistency with the retained existing shopping centre building. The cycle lane will be considered within the street boundary.</p> <p>End of trip facilities can be incorporated into future development applications on site.</p>
Public Transport <ul style="list-style-type: none"> ▪ <i>Bus services should avoid The Appian Way and use Jacobs Street instead.</i> ▪ <i>Access to public transport facilities should be at street level. Pedestrian bridges and tunnels are discouraged.</i> ▪ <i>Bus layover should be located away from high pedestrian activity areas.</i> ▪ <i>Short and long term bus planning to be agreed as part of Stage 1.</i> 	<p>The masterplan concept anticipates the extension of Jacobs Street to facilitate bus movements through the CBD. The masterplan proposal accounts for only the interim bus solution in the CBD. As mentioned previously, the long term bus layover/terminal will not be sited on Vicinity land and a new location will need to be agreed between TfNSW and Council.</p>
Car parking and Servicing	<p>Car parking requirements will be addressed during the DA stages of the redevelopment of the site post Planning Proposal approval and gazettal (consistent with the carparking provisions of the Planning Proposal).</p>
Open Space <p>Provide a new open space:</p> <ul style="list-style-type: none"> ▪ <i>3,000 –5,000sqm on Rickard Road</i> ▪ <i>Turf, soft landscaping, tree planting and Tier 1 playground.</i> ▪ <i>Unencumbered by infrastructure (including easements and basement car parking) and drainage infrastructure.</i> ▪ <i>Dedicated to Council in the first stage of development.</i> ▪ <i>At least 50% of a consolidated portion receives more than 4 hours of direct sunlight between 10am -3pm on 21 June</i> ▪ <i>Provide an urban plaza adjoining park/ east-west link suitable for events, managed by Vicinity.</i> 	<p>The proposal incorporates a City Park along Rickard Road and playground and Urban Plaza. This space is approximately 5,000sqm in area.</p> <p>Overall, the total quantum of publicly accessible open space on the site totals approximately 10,615sqm, in a variety of form.</p> <p>Open space development details will be further addressed in Development Application Stages post Gazettal of the updated controls.</p>

Principle	Proposal
Public Domain <ul style="list-style-type: none"> 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. 	<p>The masterplan concept incorporates a City Park and a Garden Boulevard acting as through site links.</p> <p>These spaces and links will incorporate a fine grain design including detailed tree planting and soft landscaping. A concept landscape masterplan is provided at Appendix G.</p> <p>Public Domain and Landscaping will be further developed during the individual DA Stage.</p>
Building Height <ul style="list-style-type: none"> 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. 	<p>The masterplan provides varied heights across the site due to the 5 distinct precincts. The precincts to have the following maximum building heights:</p> <ul style="list-style-type: none"> Rickard Road Precinct North: Part 50m/ 70m Rickard Road Precinct South: 67m Town Centre Precinct: 86m North Terrace Precinct: 83m Stacey Street Precinct: Part 55m / 46m / 35m <p>It is noted, the greatest building height is proposed near the proposed metro station on North Terrace and The Appian Way within key corner sites.</p> <p>Wind requirements will be addressed in the DA Stage.</p>
Street Wall <ul style="list-style-type: none"> 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 	<p>The masterplan concept nominates street walls fronting The Appian Way at 2-4 storeys.</p> <p>The proposed street wall height for Rickard Road is between 2-8 storeys.</p> <p>Street walls in the remainder of the site are between 1-8 storeys.</p> <p>Tower forms are then to be set back between 3-6m above the street wall.</p>
Building Articulation <ul style="list-style-type: none"> 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 	<p>The concept proposal has provided the following building separation details:</p> <ul style="list-style-type: none"> 6m for commercial to commercial; 9m for commercial to Hotel; 12m for commercial to residential;

Principle	Proposal
<p><i>sky from the public domain and regional views across and through the centre.</i></p> <ul style="list-style-type: none"> ▪ <i>Buildings to be articulated to create a composition of individual buildings rather than large blocks.</i> ▪ <i>No building above the street wall more than 45m in length</i> ▪ <i>Buildings longer than 30m to be articulated with recesses and setbacks.</i> ▪ <i>Residential towers maximum GFA floorplate of 900m²</i> ▪ <i>Commercial towers maximum GFA floorplate of 1,200m²</i> 	<ul style="list-style-type: none"> ▪ 12m for hotel to hotel; and ▪ As provided by the Apartment design guide for residential to residential (including student housing). <p>Building articulation will further addressed during the DA Stage.</p> <p>The above are consistent with SEPP 65 Apartment Design Guide building separation requirements which will be a consideration at DA stage, along with any future amendments to this policy brought about through the Design & Place SEPP.</p>
<p>Ground Floor Frontage</p> <ul style="list-style-type: none"> ▪ All frontages: <ul style="list-style-type: none"> -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 	<p>Building articulation will be addressed during the DA Stage.</p>

Overall, the Planning Proposal is generally consistent with the key principals of the Urban Design Report and the Bankstown CBD Masterplan.

Bankstown City Centre Master Plan

The Bankstown City Master Plan resolved that the Bankstown Central Planning Proposal should proceed independently of the Master Plan, as it requires more detailed analysis and assessment given the size and complex nature of the site.

The Master Plan provides direction on desired future through-site links, the location of open space and the seeking a minimum 50% of total floor space on the Town Centre Precinct of the Bankstown Central site to be employment-generating uses, which the Planning Proposal accords with.

The Master Plan identifies the opportunity for 1,000sqm multi-purpose indoor sports facilities to be delivered as part of any redevelopment of key sites such as Bankstown Central (Action 1.1.5), and this has been included within the Letter of Offer from Vicinity.

The Planning Proposal also accords with the key principles for the CBD contained within the Master Plan including:

- Density within walking distance of the Metro Station (800m).
- Density within close proximity of existing and proposed open spaces.

- Building heights under 108RL maximum height (airport constraints)
- Building heights peak at the metro station and transition to low scale neighbourhoods.
- Building height to limit overshadowing on existing and proposed open space.

Ultimately, Council Officers have been supportive of considering this separate Planning Proposal for the site given its size and complexity, and significant alignment has been achieved between the proposals and the Masterplan.

Bankstown CBD and Airport Place Strategy

The proposal is consistent with the objectives and priorities of the strategy for the following reasons:

Bankstown has a key liveability priority being:

Priority 3 Match Bankstown's growth with investment in high urban amenity

The proposal seeks to leverage off the location and investment in public transport through the provision of a redeveloped site which has high levels of amenity for workers, students, residents and the community. The proposal will facilitate the accommodation of an additional 10,215 jobs across a range of sectors in Bankstown CBD. The proposal seeks to provide a fine grain street network and a high-quality urban design outcome which will increase amenity and permeability for the community.

Bankstown Central is specifically identified in:

14.2 Movement and Place – significant areas with the Collaboration Area and actions

Bankstown Central -Bankstown Central is the preeminent retail destination retail destination in the region and Bankstown CBD's eastern anchor. It offers a diversity of retail, hospitality, entertainment and commercial uses. It will contribute Bankstown's urban experience by engaging with the surrounding streets and offer finder grain shopfronts.

There is the identified opportunity for the bus layovers:

14.3 Bankstown CBD bus infrastructure, routing and layover planning principles

The following consideration is outlined:

Where possible, layovers should be located out of urban centres. If located in the centre, they should avoid pedestrian areas or active frontages

The proposal is aligned to this consideration as it is intended that the bus layover be relocated off the site. Vicinity has been in discussions with TfNSW regarding the bus layover relocation, and the concept masterplan provides for the extension of Jacobs Street to facilitate bus movements north-south. This will assist in accommodating both the interim and long-term bus servicing strategy.

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

The relevant State Environmental Planning Policies are assessed below in the context of the Planning Proposal.

Table 14 – Application of State Environmental Planning Policies

State Environmental Planning Policy	Comment
SEPP (Biodiversity and Conservation) 2021	Not relevant.
SEPP (Building Sustainability Index BASIX) 2004	Not relevant – this will be addressed further at future DA stages.
SEPP (Exempt and Complying Development Codes) 2008	Not relevant.

State Environmental Planning Policy	Comment
SEPP (Housing) 2021	Not relevant – this will be addressed further at future DA stages.
SEPP (Industry and Employment) 2021	Subsequent future development applications would need to demonstrate consistency with signage provisions within this SEPP.
SEPP (Planning Systems) 2021	Not relevant.
SEPP (Precincts – Central River City) 2021	Not relevant.
SEPP (Precincts – Eastern Harbour City) 2021	Not relevant.
SEPP (Precincts – Regional) 2021	Not relevant.
SEPP (Precincts – Western Parkland City) 2021	Not relevant.
SEPP (Primary Production) 2021	Not relevant.
SEPP (Resilience and Hazards) 2021	<p>This SEPP requires the planning authority to consider whether the land is contaminated, if the land can be suitably remediated for the proposed use and that the authority is satisfied that this remediation is sufficient for the proposed uses on the land.</p> <p>The planning proposal does not seek a change in land use zoning that would trigger the need for a desktop contamination study to be undertaken at this time.</p> <p>Future development applications would need to demonstrate consistency with this SEPP.</p>
SEPP (Resources and Energy) 2021	Not relevant.
SEPP (Transport and Infrastructure) 2021	<p>This SEPP aims to facilitate the effective delivery of infrastructure across the State by (amongst other things) identifying matters to be considered in the assessment of development adjacent to particular types of development.</p> <p>See below for more details.</p>
SEPP 65 (Design Quality of Residential Apartment Development)	See below

State Environmental Planning Policy 65 – Design Quality of Residential Apartment Development

The concept masterplan has been developed in accordance with the principles of SEPP 65 and the accompanying Apartment Design Guide (ADG) with regard to amenity and impacts upon both residents and neighbouring buildings. The concept masterplan provides for building separations that meet the requirements of the ADG. Building envelope testing has addressed high level solar compliance and overshadowing impacts resulting from the anticipated building locations and orientation.

During the future design development of the project, specific issues related to SEPP 65 compliance can be addressed in detail to ensure satisfactory compliance.

This exercise will be completed with assistance from expert consultant teams during the DA process. It is anticipated that these aspects can be addressed to the satisfaction of the consent authorities during the Development Assessment stage.

Transport and Infrastructure SEPP 2021

The Transport and Infrastructure State Environmental Planning Policy 2021, sets out requirements for various public authority and infrastructure works throughout the state. In addition, it requires the referral of certain traffic generating development to the RMS during the DA assessment process.

Stantec have prepared a traffic assessment included in the Planning Proposal submission at **Appendix B**, which concludes that overall, the assessment detailed within this report indicates that the transport impacts of the indicative development yield envisaged in the Planning Proposal can be accommodated by the adjacent transport system with the completion of the proposed transport responses on the street network.

Appropriate parking will be provided as part of future Development Applications post the Planning Proposal Stage.

Any required referral will be triggered at DA stage and does not impact on the current proposal.

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

The planning proposal's consistency with applicable section 9.1 Ministerial Directions is outlined in **Table 15**.

Table 15 – Section 9.1 Compliance table

Ministerial Direction	Comment
Employment and Resources	
1.1 Business and Industrial Zones	<p>The proposal is consistent with the Direction as it does not reduce the potential floor space for employment uses.</p> <p>The proposal will support the economic viability of the Bankstown Strategic Centre and facilitate higher future employment densities and office spaces that will attract health and education related business which will strengthen the status of the centre. Overall, the anticipated non-residential floorspace proposed in the indicative concept scheme is expected to comprise circa 50% of the Town Centre Precinct and some 40% of the total GFA across the site.</p> <p>Further it achieves the objectives of the Direction, which is to encourage employment growth in suitable locations and support the viability of centres.</p>
1.2 Rural Zones	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable
1.4 Oyster Aquaculture	Not applicable

Ministerial Direction	Comment
1.5 Rural Lands	Not applicable
Environment and Heritage	
2.1 Environmental Protection Zones	Not applicable The site is not identified as an environmental protection zone or for environment protection purposes.
2.2 Coastal Management	Not applicable
2.3 Heritage Conservation	Not applicable The site is not located within a heritage conservation area nor is it identified as a heritage item.
2.4 Recreation Vehicle Areas	Not applicable
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable
2.6 Remediation of Contaminated Land	Not applicable
Housing, Infrastructure and Urban Development	
3.1 Residential Zones	<p>The proposal supports the efficient use of land in facilitating higher density residential development in an established urban area. The site is currently zoned B4 Mixed Use and is adequately serviceable for residential development. There is no proposal to change the current zoning of the site.</p> <p>The concept masterplan informing the planning proposal demonstrates how residential accommodation, including student accommodation, can be provided in close proximity of a key frequent transport node, consistent with State Government initiative to create a 30-minute city.</p> <p>Increased building height allowance on the site will incentivise development for a range of uses including residential purposes to support the strategic direction for Bankstown and deliver on residential density targets set forth by the District Plan and therefore reduce the consumption of land on the urban fringe.</p>
3.2 Caravan Parks and Manufactured Home Estates	Not applicable
3.3 Home Occupations	Not applicable
3.4 Integrating Land Use and Transport	The planning proposal is consistent with the direction for the following reasons:

Ministerial Direction	Comment <ul style="list-style-type: none"> ▪ The site supports the principles of integrating land use and transport. ▪ The site exhibits good access to public and private transport use. ▪ The site's proximity to public transport will provide opportunities for residents to access the site. ▪ The train station provides access to Sydney CBD and Liverpool. ▪ Bankstown Train Station will be upgraded to interface with and deliver a new Metro station by 2024.
3.5 Development Near Regulated Airports and Defence Airfields	<p>The site is subject to Obstacle Limitation Surface (OLS) height limits associated with both Bankstown Airport and Sydney Airport.</p> <p>The site is under the extended canopy of the Sydney Airport OLS and subject to an OLS height limit of 156m AHD. The proposal does not seek to exceed the Sydney Airport OLS and as such is not required to be referred to the SACL.</p> <p>The site is subject to the Bankstown Airport's PANS OPS surfaces which shows that the lowest PANS OPS surface above the building site is related to the IFR Circling Area for Category A/B aircraft, with a PANS OPS surface of 108.2 m AHD.</p> <p>The proposed maximum height of RL 108.2 relates to the 86m maximum height proposed within the Town Centre Precinct only is consistent with and does not exceed the PANS OPS limits as they apply to the land.</p> <p>Nevertheless, the proposal may be required to obtain permission from the Commonwealth authorities such as the Civil Aviation Safety Authority and Bankstown Airport seeking permission to amend the building height controls on the subject site.</p> <p>Consideration will need to be given at the time of detailed design for the location of the site relative to Bankstown Airport and where necessary, will be supported by an aeronautical assessment and will be referred to the relevant authority for their determination.</p>
3.6 Shooting Ranges	Not applicable
3.7 Reduction in Non-hosted Short Term Rental Accommodation period	Not applicable
Hazard and Risk	
4.1 Acid Sulphate Soils	Not applicable

Ministerial Direction	Comment
4.2 Mine Subsidence and Unstable Land	Not applicable
4.3 Flood Prone Land	The site is affected by flooding in the western portion of the site which is already developed. Specific responses to flooding will be required around the Mall and the Appian way at the Development Application Stage.
4.4 Planning for Bushfire Protection	Not applicable
Regional Planning	
5.1 Implementation of Regional Strategies	Revoked
5.2 Sydney Drinking Water Catchments	Not applicable
5.3 Farm Land of State and Regional Significance on the NSW Far North Coast	Not applicable
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
5.5 – 5.7	Revoked
5.8 Second Sydney Airport: Badgerys Creek	Not applicable
5.9 North West Rail Link Corridor Strategy	Not applicable
5.10 Implementation of Regional Plans	The proposal is consistent with this Direction. Section 10.2.1 of this proposal outlines an assessment demonstrating the achievement of the objective of Greater Sydney Region Plan – A Metropolis of Three Cities.
5.10 Development of Aboriginal Land Council	Not applicable
5.11 Development of Aboriginal Land Council Land	Not applicable
Local Plan Making	
6.1 Approval and Referral Requirements	This is an administrative requirement for Council.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for Council.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner that responds to the current drafting of Bankstown LEP 2015.
Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	Revoked.

Ministerial Direction	Comment
7.2 Implementation of Greater Macarthur Land Release Investigation	Revoked.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.5 Implementation of Greater Parramatta Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land use and Infrastructure Implementation Plan	Not applicable
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable
7.8 Implementation of Western Sydney Aerotropolis Plan	Not applicable
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable
7.10 Implementation of planning Principles for the Cooks Cove Precinct	Not applicable
7.11 Implementation of St Leonards and Crows Nest 2036 Plan	Not applicable.
7.12 Implementation of Greater Macarthur 2040	Not applicable.
7.13 Implementation of the Pyrmont Peninsula Place Strategy	Not applicable.

10.3. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

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

The site is currently fully developed and comprises relatively limited vegetation, except for trees within the car parks, those lining North Terrace and on the Mall opposite Paul Keating Park.

There are no known critical habitats or threatened species, populations or ecological communities located on the site and therefore the likelihood of any negative impacts will be minimal.

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

The future development of Bankstown Central will seek to transform the streetscapes surrounding the mall and integrate a network of pedestrian laneways. Providing improved street edge development that activates streets and lanes would help continue to develop a vibrant street life in Bankstown.

Overshadowing

This Planning Proposal seeks a range of heights across the various precincts within the site. This has been designed such that any future height distribution across the site and articulation of individual building elements will be implemented to mitigate overshadowing impacts to the surrounding neighbourhoods and across the individual elements of the site.

As outlined in the Urban Design Masterplan (**Appendix A**), a detailed solar analysis was undertaken to determine the environmental impacts of the increased building heights and to further mitigate any potential overshadowing to neighbouring properties and to maximise the sunlight hours to the public domain.

The shadow analysis has confirmed that minimum or greater sunlight hours can be maintained to existing apartments to the south of Bankstown Central.

The shadow analysis has also demonstrated that the new open spaces within the masterplan can achieve the solar access targets of at least 50% of the City Park receiving minimum 4 hours of direct sunlight between 10am - 3 pm on 21 June, given the existing built form surrounding the site.

Further, the shape of the City Park has been amended following discussions with Council to maximise solar access in circumstances where the building heights on the northern side of Rickard Rd are proposed to be increased through Council's Bankstown City Centre Masterplan.

Open Space Provision

The intention of the concept masterplan is to provide a variety of open spaces including a City Park, a playground, the Garden Boulevard, an urban courtyard and a new Railway Square, to accommodate the different public events and activity needs.

The Garden Boulevard is designed to be the green corridor through the site, is extended and connected to the civic centre and the library and knowledge centre with quality landscape features and broad tree canopy.

The City Park, as the open space focus, provides the gathering and entertaining opportunity for the local community. An urban plaza is proposed in the Town Centre precinct. this space will total approximately 5,000sqm.

The open spaces are linked by the varied pedestrian connections including arcades through the retail buildings, pedestrian paths and shared ways.

Overall, the proposal provides an additional 10,615sqm of new open space for the benefit of visitors and residents on the site. **Figure 21** outlines the network of open spaces provided in the proposal.

Figure 21 – Network of Open Space



Source: FJMT

Anticipated Traffic Generation

As outlined previously, a traffic report prepared by GTA provided at Appendix B confirms that the traffic impacts associated with the concept masterplan scheme (which has a yield consistent with that currently applicable to the site) will be adequately accommodated within the existing street network.

Furthermore, the Complete Streets masterplan prepared by Council identifies a range of street and transport upgrades in Bankstown CBD, to cater for the expected increase in employment, students and residents over the next 20 years. A series of potential intersection upgrades have also been identified within Complete Streets for consideration to assist with maintaining network capacity and these have been referred to within the GTA Report. It is understood that Council is working with TfNSW to determine the likely implementation timeframes for these upgrades.

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

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

- The potential **economic impacts** associated with the increased density on the subject site are addressed as follows:
 - The Planning Proposal supports the State government's current direction of increasing density and broadening land uses in proximity to public transport infrastructure.
 - It will increase employment opportunities from additional commercial and retail floor space, which could support some 10,215 additional jobs, contributing up to 49% of the South District Plan's jobs target for Bankstown Strategic Centre.
 - The new population at the site, including residents, students, hotel visitors and on-site workers has the potential to generate an additional \$88m retail spend, which will contribute to improving the performance of existing retailers within the centre as well as supporting new local retail businesses.
 - There is a strong market demand for apartments, short term accommodation, commercial offices and student beds within Bankstown CBD, as identified in the Market Depth Assessment submitted with the Planning Proposal.
- The proposal will have positive social impacts on the local community and the wider LGA, as follows:
 - Provision of an additional 10,615 sqm of new public open space, in a number of forms including a single area of approximately 5,000sqm.

- Increase permeability and connectivity through the site contributing to walkability and cycling.
- Provision of a childcare to support the increase in population.
- Provide synergies with surrounding land uses such as the Western Sydney University Bankstown Campus.
- Provision of a range of residential typologies, assisting in the diversification of housing offer close to transport. The anticipated development of student accommodation and build-to-rent residential apartments will introduce new housing typologies not currently provided in this location.

The subject site is currently occupied by a shopping centre and associated car parking structures. The proposal will seek to facilitate a comprehensive upgrade to local retail facilities which will benefit the community and provide new job opportunities. The agglomeration of commercial, residential, retail and services in a location proximate to the rail/metro station with good levels of open space will significantly contribute to the liability of Bankstown CBD and will provide considerable social and economic benefits to the locality. It will also act as a catalyst to encourage increased investment and interest in Bankstown CBD.

Overall, the proposal will give rise to significant positive social and economic benefits.

10.4. STATE AND COMMONWEALTH INTERESTS

10.4.1. Q10 - Is there adequate public infrastructure for the planning proposal?

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

The adequacy of the road network has been discussed above and further information is contained the Traffic Impact Assessment is contained at **Appendix B**.

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

The proposal will not inhibit the ongoing operation of Bankstown Airport, Sydney Airport and Western Sydney Airport when under construction.

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

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

11. MAPPING

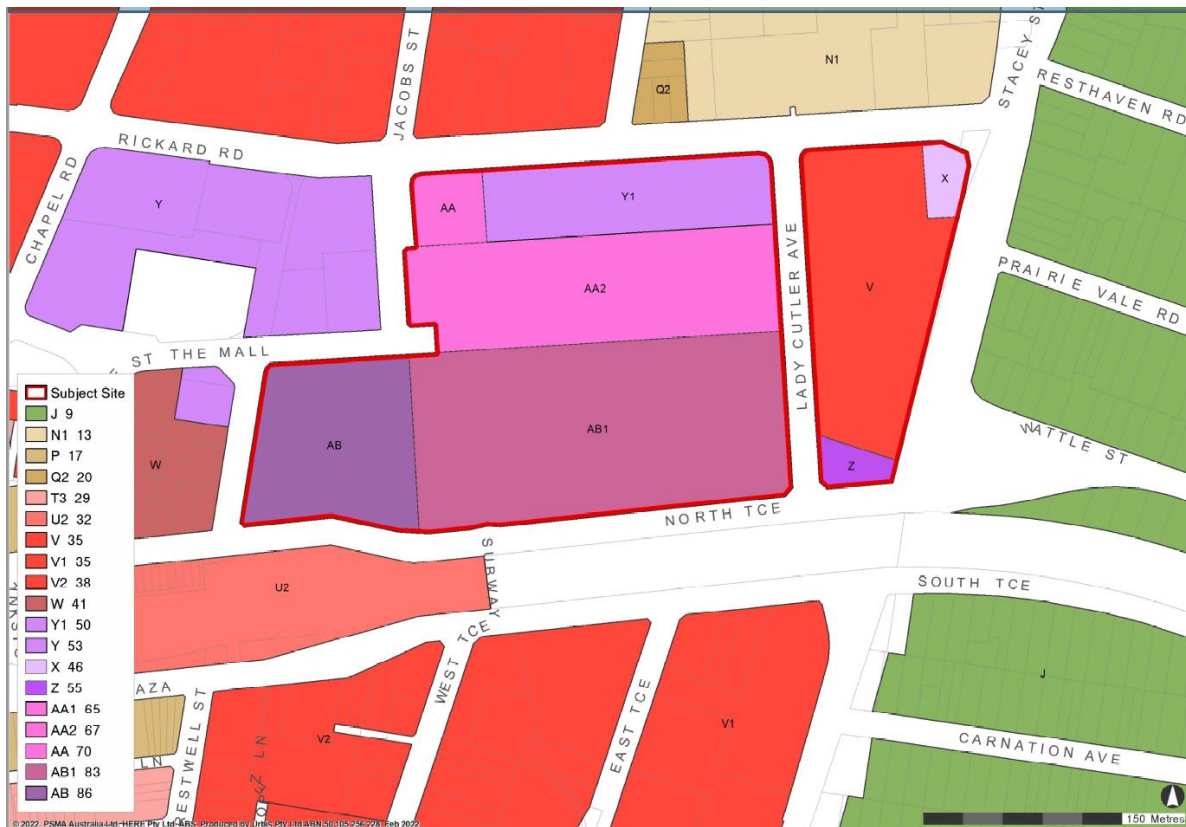
This section identifies proposed changes to the BLEP mapping.

11.1. CLAUSE 4.3 HEIGHT OF BUILDINGS

It is proposed that the existing *Height of Buildings Map Sheet HOB_005* of the Bankstown LEP, 2015 is amended to reflect these heights, as shown in Figure 21.

- Rickard Road Precinct North: Part 50m/ Part 70m
- Rickard Road Precinct South: 67m
- Town Centre Precinct: 86m
- North Terrace Precinct: 83m
- Stacey Street Precinct: Part 55m / 46m / 35m

Figure 22 – Proposed amendments to Bankstown LEP, 2015 MAP: Height of Buildings Map Sheet HOB_005



11.2. CLAUSE 4.4 FLOOR SPACE RATIO

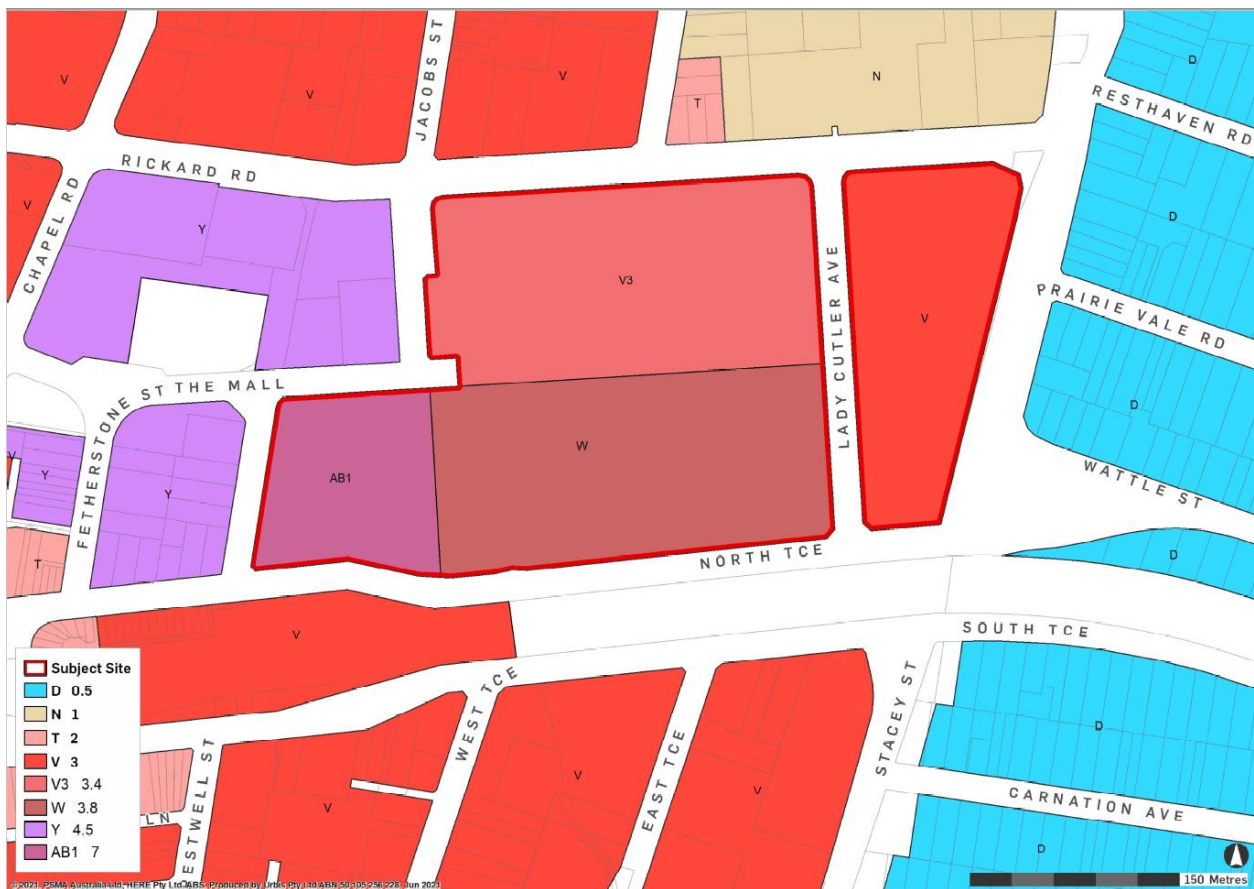
It is proposed to increase the *Floor Space Ratio Map Sheet FSR_005* across the site. Each of the specific precincts are to have the following maximum FSRs:

- Rickard Road Precinct: 3.4:1
- Town Centre Precinct: 7:1
- North Terrace Precinct: 3.8:1
- Stacey Street Precinct: 3:1

However, the overall FSR of the site will be 3.923:1.

The proposal in the DA Stage will be able to meet Environmentally Sustainable Development targets and efficiency thus justifying the consolidation of the FSR.

Figure 23 – Proposed amendments to Bankstown LEP, 2015 MAP: FSR Map Sheet HOB_005



11.3. CLAUSE 6.9 RESTRICTIONS ON DEVELOPMENT IN ZONE B4 MIXED USE

The planning proposal does not seek to rezone the B4 Mixed Use subject land. However, it seeks to amend the application of Clause 6.9 *Restriction on Development in Zone B4 Mixed Use* of the LEP as it applies to the site.

Clause 6.9 of the LEP states that development consent must not be granted to the erection of a building, or a change of use of a building, unless the consent authority is satisfied that the ground floor and first floor of the building are to be used for the purposes of commercial premises or other non-residential purposes.

The objectives of this control are:

- *to reinforce the status of the Bankstown CBD as the major centre for Bankstown and a place for employment,*
- *to encourage the economic growth of the Bankstown CBD by having commercial floor space in the commercial core,*
- *to promote active street frontages in the commercial core.*

The proposal seeks to amend the application of this control through the removal of its application the site through amending the existing LEP map entitled:

- Special Provisions Map Sheet SPV_005 (it is anticipated that the site will ultimately be removed from this map).

The removal of the site from being identified on this LEP map will enable residential development to occur within the Rickard Road Precinct without the need to provide commercial premises or other non-residential purposes on the ground and first floor levels. This will prevent the provision of retail and commercial tenancies along frontages where it is recognised that it will not be economically viable, given high proportion of non-residential uses across the remainder of the site.

12. COMMUNITY CONSULTATION

No formal public community consultation has been undertaken to date in respect to this Planning Proposal. It is expected that this Planning Proposal will be formally exhibited and that direction as to the nature and extent of the public exhibition required will be undertaken after receiving a Gateway Determination.

However, a significant amount of consultation has been undertaken with the Council and NSW State agencies, as described in the paragraphs below.

12.1. BANKSTOWN COUNCIL MEETINGS

Representatives from Vicinity and the project team have actively engaged with Council staff over the last 3 years. Several meetings with Council officers have been held within this time period, from early discussions over the strategic direction of the site through to the presentation of a draft concept masterplan scheme. The key pre-lodgement was held at Council on 12th December 2019, where it was agreed that this Planning Proposal would be lodged with Council.

These many meetings that have occurred subsequently have facilitated discussions on the various issues connected with the redevelopment opportunities at Bankstown Central, along with ensuring there was early dialogue on both the Bankstown Complete Streets policy, the Bankstown Central Urban Design Principles and the Bankstown City Centre Masterplan.

This has also allowed a good working relationship to develop between the project team and planning officers, which has assisted with achieving alignment on the key issues for the site. The main requests for further information and responses from the Proponent during this time are as follows:

- Following a preliminary assessment by Council and liaison with the proponent, Council wrote to the proponent in March 2020 to request additional information and clarification of the proposal.
- In July 2020 the proponent submitted an amended Planning Proposal package in response to Council's additional information request.
- Council wrote to the proponent in December 2020 requesting further information.
- Revisions to the Planning Proposal were submitted by the Proponent to Council in July 2021.
- Further revisions to the Planning Proposal were made and submitted to Council in February 2022, reflecting the outcome of Council's assessment of the application and the preceding discussions between Council and the proponent.
- After July 2021, there were ongoing discussions with Council and Vicinity to settle matters prior to the Local Planning Panel, which ultimately resulted in the proposal being recommended to proceed to Gateway determination by the LPP in March 2022.

Vicinity is keen to continue the open dialogue with Council throughout the Planning Proposal process, such that a mutually agreeable outcome can be realised, to facilitate the long-term redevelopment of Bankstown Central Shopping Centre.

12.2. COLLABORATION AREA

Vicinity has participated in the Bankstown CBD Collaboration Area process, by contributing to the 'Reference Group' meetings with Council and other stakeholders. The intention of this was to document shared objectives, highlighting potential 'road-blocks' to growth and detail opportunities to enhance the CBD's connectivity, liveability, productivity and sustainability.

13. PROJECT TIMELINE

It is anticipated that the LEP amendment will be completed in accordance with the indicative project timeframe provided below.

Table 16 – Indicative Project Timeline

Stage	Timeframe and/or Date
Consideration by Canterbury Bankstown Council	April 2022
Planning Proposal referred to DPE for Gateway Determination	May 2022
Gateway Determination by DPE	July 2022
Commencement and completion of public exhibition period (anticipated timeframe for public exhibition is 28 days).	October 2022
Consideration of submissions	December 2022
Consideration of the Planning Proposal post-exhibition	January 2023
Submission to DPE to finalise the LEP	February 2023
Gazettal of LEP Amendment	April 2023

The above timeframes can be refined following the issue of the Gateway determination and through the production of the formal Planning Proposal.

14. CONCLUSION

This Planning Proposal has been prepared to amend the Bankstown LEP 2015 to provide for an increased maximum building height and the consolidation of the FSR control for Bankstown Central Shopping Centre. It also seeks to alter the extent to which Clause 6.9 of the LEP applies to the site.

The proposed amendments to the BLEP 2015 controls are as follows:

- Amend the BLEP Height of Building Map to provide for varied building heights across the Site, enabling the different precincts to have the following maximum building heights:
 - Rickard Road Precinct North: Part 50m / Part 70m
 - Rickard Road Precinct South: 67m
 - Town Centre Precinct: 86m
 - North Terrace Precinct: 83m
 - Stacey Street Precinct: Part 55m / 46m / 35m
- Amend the BLEP FSR Map to establish a site-specific floor space ratio (FSR) control, enabling the different precincts to have the following maximum FSRs:
 - Rickard Road Precinct: 3.4:1
 - Town Centre Precinct: 7:1
 - North Terrace Precinct: 3.8:1
 - Stacey Street Precinct: 3:1
 - The overall FSR of the site will be 3.923:1
- Amend the existing LEP map (*Special Provisions Map Sheet SPV_005*) to reconfigure the activity frontage control as it applies in certain areas to the site.

The planning proposal has been informed by a concept masterplan, prepared to validate the proposed 3.932:1 FSR, the proposed maximum height and to demonstrate how the range of potential future uses and building forms can be accommodated on the site. Based on this concept masterplan, it is envisaged that the long-term redevelopment of Bankstown Central Shopping Centre could include the following:

- Retail GFA: 15,041 sqm. Retained Retail GFA of the existing centre is 91,090sqm.
- Commercial GFA: 119,117 sqm
- Hotel GFA: 17,957 sqm
- Residential GFA: 128,525 sqm
- Residential (Student Accommodation) GFA: 18,976 sqm
- Residential (Serviced Apartments) GFA: 5,742 sqm
- Childcare GFA: 891 sqm

The proposal will facilitate the following:

- Assumed Student Accommodation Yield: 694
- Assumed Residential Apartment Yield: 1255
- Assumed Hotel Rooms Yield: 439
- Assumed Serviced Apartments Yield: 89

Overall, the indicative concept land use split is approximately 147,501 sqm of residential (apartments and student accommodation) and 158,748sqm of non-residential floorspace.

This assumed mix will deliver 10,215 new jobs within the Bankstown CBD. This jobs growth will contribute a substantial 49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036, and some 60% of Council's target of 14,000 new jobs in the CBD as outlined in the City Centre Masterplan.

It has been demonstrated that the proposed amendment to the BLEP 2015 has strategic merit because:

- Realising an increased building height on the site will incentivise redevelopment, commencing at the South West corner closest to the future Railway-Metro line location.
- Retention of the B4 Mixed Use zoning will allow first stage development to accommodate a range of complementary uses, including commercial and residential, which respond to short term market demand. Restricting this south west precinct to a commercial zoning may limit the development opportunity in the short term and detract from the creation of a vibrant statement precinct at the site's doorstep to the railway line and metro.
- Proceeding with a proponent led planning proposal will help to realise development timeframes on the site and will align with the new Western Sydney University Bankstown Campus (under construction) and the Compass Centre redevelopment, as well as the commencement of services on the Metro line in 2024.
- The masterplan concept demonstrates that the development will be consistent with and will help realise the vision of the Bankstown City Centre Masterplan, along with the NSW Government and Greater Sydney Commission's objectives for Bankstown as a Strategic Centre and Health and Education Precinct.
- The masterplan concept has been prepared in a manner that can deliver on the strategic intent of Council's Complete Streets policy and its Urban Design Principles for Bankstown Central. This includes:
 - The provision for the extension of Jacobs Street through to North Terrace for bus movement;
 - Improvements to permeability through the site in an east-west and north-south direction (albeit not via a 20m wide 'open to the sky' extension of The Mall);
 - Provision for a mix of intended future land uses to ensure short term viability and long-term jobs provision and growth; and
 - Provision for the delivery of open space fronting Rickard Road that caters for current and future community needs.
- The masterplan concept could accommodate 10,215 additional jobs across a range of sectors, which would contribute a significant portion (circa 49%) of the South District Plan's jobs target for Bankstown Strategic Centre to 2036.
- The proposal will facilitate the provision of an additional 10,615 sqm of new public open space and will further increase permeability and connectivity through the site contributing to walkability and cycling.
- The new population at the site, including residents, students, hotel visitors and on-site workers has the potential to generate an additional \$88m in retail spend, which will contribute to improving the performance of existing retailers within the centre as well as supporting new local retail businesses.
- The masterplan concept provides for new residential typologies to be located on the site, serving the future student population in the form of purpose built student accommodation and built to rent residential apartments.
- The built to rent residential apartments will ensure that these buildings will be held in long term ownership by Vicinity and therefore can be redeveloped or repurposed in the long term to respond to market conditions.
- The Planning Proposal and masterplan concept will facilitate development activity in Bankstown, supporting the mixed-use nature of the CBD and stimulating growth and economic investment in the area.
- The Planning Proposal and masterplan concept provides an opportunity to invigorate this section of the CBD, proximate to the railway station, through improved public domain treatment and has the ability to act as a catalyst for further investment throughout public domain areas within CBD.

- Improved street activation and pedestrian amenity can be provided, by offering the opportunity for greater ground floor activation and permeability. This will strengthen the pedestrian links and permeability of the precinct.
- Enables the expansion of the Bankstown Central Shopping Centre to accommodate future retail, commercial and residential uses at this key location to continue to provide services and employment opportunities the community.
- It leverages the site's location which demonstrates consistency with TOD principles, being proximate to rail and bus networks and providing high levels of accessibility for residents to the broader metropolitan area.
- Demonstrates that appropriate built form can be achieved providing significant number of residential dwellings without adversely impacting views from or solar access to surrounding sites.

Overall, this planning proposal supports the State government's initiative to increase density in centres with good access to public transport. The masterplan concept balances commercial floor space, residential accommodation and open space, increasing the range and offer of employment opportunities, housing typologies and contributing a significant portion of the site as publicly accessible open space.

In consideration of the tangible community and economic benefits of the proposal, it is respectfully requested that the Council resolve to forward this planning proposal to the Department of Planning and Environment for LEP Gateway Determination, under Section 3.34 of the *Environmental Planning and Assessment Act 1979*.

DISCLAIMER

This report is dated 30th March 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Ltd.'s (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Vicinity Centres (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A CONCEPT DESIGN AND URBAN DESIGN REPORT

APPENDIX B

PRELIMINARY TRAFFIC IMPACT ASSESSMENT

APPENDIX C PRELIMINARY AERONAUTICAL HEIGHT ASSESSMENT

APPENDIX D INFRASTRUCTURE CAPACITY REPORT

APPENDIX E COMMUNITY NEEDS ANALYSIS

APPENDIX F LEP MAPPING

APPENDIX G LANDSCAPE CONCEPT MASTER PLAN

APPENDIX H DEVELOPMENT CONTROL PLAN

APPENDIX I

RECORD OF FEEDBACK FROM COUNCIL ON MASTERPLAN

APPENDIX J REVISED PP DIAGRAMS

APPENDIX K MARKET DEPTH ASSESSMENT

APPENDIX L

RETAIL DEVELOPMENT POTENTIAL ASSESSMENT

APPENDIX M VICINITY CENTRES LETTER OF OFFER

APPENDIX N

VICINITY CENTRES STATEMENT OF INTENT FOR AFFORDABLE HOUSING

