URBIS

BANKSTOWN CENTRAL

BECOMING THE MAGNETIC CENTRE OF THE REGION

December 2019

Prepared for
VICINITY CENTRES

OVERVIEW

Urbis has been engaged by Vicinity Centres to prepare a report to highlight the key reasons why the anticipated Masterplan scheme for Bankstown Central is an optimal outcome for the region.

Long-term planning has identified Bankstown Central as a future Transit-Oriented Development (TOD) at the core of the Bankstown Strategic Centre, providing a mix of land uses in increased density and connectivity around the future Bankstown metro rail station. The vision for Bankstown Central will deliver substantial economic benefits, as it:

01 Reflects global best practice in creating a world class TOD

02 Addresses Australian cities' underperformance in global benchmarks for creating great cities

03 Facilitates achievement of the "30 minute city"

04 Generates an additional 8,437 jobs, delivering job targets for the Bankstown Strategic Centre

05 Retains skilled workers in the region

06 Allows Bankstown to develop as a more magnetic future proof Strategic Centre

07 Promotes quality housing choice and affordability

08 Makes a significant contribution to the wider community through government revenue and infrastructure, open space, access to local services, and affordable housing

09 Encourages a car free lifestyle

10 Accommodates new residents, visitors and workers that will generate $88 million in retail spending, supporting new and existing local businesses.

THE VISION FOR BANKSTOWN CENTRAL WILL DELIVER A LANDMARK TRANSIT ORIENTED DEVELOPMENT

Existing Bankstown Central Regional Shopping Centre

- 113,300 sq.m existing centre GFA
- 22,200 sq.m demolition for re-development
- 91,100 sq.m retained centre GFA

Vicinity's Anticipated Development Scheme Addition to the Site

- 14,800 sq.m of retail and creative spaces
- 7,300 sq.m of public open space
- 106,000 sq.m of commercial office space
- 900 sq.m childcare centre
- 1,664 bed student housing facility
- 656-room hotel
- 84 serviced apartments
- 929 apartments

01 CREATING A WORLD CLASS TRANSIT ORIENTED DEVELOPMENT

Successful international examples demonstrate principles for creating a world class Transit Oriented Development (TOD), finding common ground in creating distinctive places centred on a strong transit hub offering.

In Japan, the **Kashiwa-no-ha smart city**, built around a rail station, delivers public space to active public, private and community stakeholders. The city supports innivative businesses through partnerships with education and research facilities.

Amsterdam Bijlmer Arena station is a world class TOD that creates an attractive and welcoming experience based on large open spaces that welcome passengers to the area, and a strong network of walking and cycling routes that connect people to a wide mix of uses around the station.

Germany's **Altmarkt Galerie** and upgrades to the surrounding streetscapes have transitioned the city centre from a historic centre relying on wheel-based transport, to a clean and easily accessible centre that attracts residents and tourists alike. Glass-covered walkways promote foot activation, while a blend of traditional and modern retail and office formats shape a compelling user and visitor experience.

Bankstown Central can become an exemplar TOD in Sydney by thoughtfully planning an inclusive mix of uses and spaces in high density around the metro station and by demonstrating the following principles for creating a world class TOD:

A sense of place: Distinctive spaces that connect with the outdoors make for popular meeting places and create a lasting impression

The heart of the neighbourhood: Creating a thriving transport hub that unifies and integrates with surrounding areas

An inclusive mix of uses: Deliver an integrated and diverse mix of uses, such as office, dwellings, entertainment, retail, health and education

Targeted density: Concentrate higher buildings close to the rail station

Walkability: Maximise pedestrian walkability to rail transport

An integrated transport hub: It's not a train and metro station - a modern transport hub brings together bus stops, bicycles, car share and more.

Day and night activation: Achieving the right scale and mix of businesses operating day and night appeals to a broader demographic of customers

Flexible open space: Provide high quality, permeable, multifunctional open spaces that promote activation and programming of the public realm

Pedestrian priority: Prioritise pedestrians over bicycles and cars, and use road surfaces to slow down traffic

KASHIWA-NO-HA SMART CITY, JAPAN

- Located 29km north of Tokyo
- 2017-2018 Global Awards for Excellence Winner – Urban Land Institute
- The **Smart City** launched in 2005 with the opening of Kashiwa-no-ha Campus Station
  - Built on the themes of environmental longevity
  - Fosters partnerships between creative-class industries and education and research facilities
- **Gate Square:** a 12.7 hectare area around the station including residential (5,000 residents), office and retail (1,000 workers), health and education facilities
- **Green Axis:** a central community street space running through the city with abundant greenery

AMSTERDAM BIJLMER ARENA, NETHERLANDS

- A train station 10km south of Amsterdam Central
- **Hoekenrodeplein**: a public space surrounding the station, providing links to:
  - **ArenA Boulevard** entertainment precinct, including Amsterdam ArenA Stadium, 14-screen cinema, concert halls and theatres, and bars and restaurants
  - **Amsterdamse Poorte**, Amsterdam's largest shopping centre
- Medium and high density **apartment buildings** throughout the surrounding area, well-connected by **walking and cycling** routes.

ALTMARKT-GALERIE DRESDEN, GERMANY

- A retail centre in the city centre of Dresden (population 550,000)
- Adjoining **transport interchange** with access to eight tram lines and three bus lines
- **Coordinated planning with local government** in 2011 facilitated street and plaza expansions improving connection to the town centre, the Prager Strasse shopping strip and regional train station.
- A **mixed-use development** comprising apartments, retail spaces, offices and a hotel
- **Digital place making** combines rising trends in social media use and accessibility to the city centre to create a holistic shopping experience offering

New Metro connectivity is the catalyst for the evolution of Bankstown Central as a vibrant, integrated TOD, and a genuine Strategic Centre for the inner South West.

02 ADDRESSING AUSTRALIAN CITIES' UNDERPERFORMANCE IN GLOBAL BENCHMARKS FOR CREATING GREAT CITIES

A 2018 report published by the Property Council of Australia, "Creating Great Australian Cities", shows that Sydney ranks highly on job growth, foreign investment, higher education and liveability and brand.

There are however some crucial areas where Sydney falls behind its international comparators. The Bankstown Central proposal specifically addresses these weaknesses to deliver a better outcome for Canterbury-Bankstown and the city as a whole.

TRANSPORT CONGESTION

Congestion in Australian cities is worse than in cities around the world with comparable population sizes. Worsening traffic congestion in Sydney is contributing to longer commute times.

BANKSTOWN CENTRAL RESPONSE

Metro and train connectivity combined with a diverse mix of lifestyle and employment uses in one location minimises the need for car use.

LOWER DENSITY URBAN FORMS

Australia's largest cities, including Sydney, have among the lowest density of built area relative to comparable countries. This increases commute times and makes it more costly to provide public amenity and infrastructure to the population.

BANKSTOWN CENTRAL RESPONSE

The proposal will be a leading example of "density done well" in Sydney. It provides jobs, homes, attractive urban architecture, and access to services around a metro station.

The proposal 'futureproofs' Bankstown Central by delivering strong outcomes in areas that Australian cities currently underperform.

KNOWLEDGE AND INNOVATION SECTORS

Australia has smaller knowledge intensive sectors and an underdeveloped innovation economy, with over-reliance on the commodities sector compared to other large upper income cities.

BANKSTOWN CENTRAL RESPONSE

Provision of 106,000 sq.m commercial office space provides opportunities to support the knowledge economy and potentially facilitate partnerships with health and education sectors.

HOUSING AFFORDABILITY

The rising costs of house prices and rents in Australia's biggest cities, compounded by the country's high level of income inequality, is making housing in Australia less affordable than international comparators.
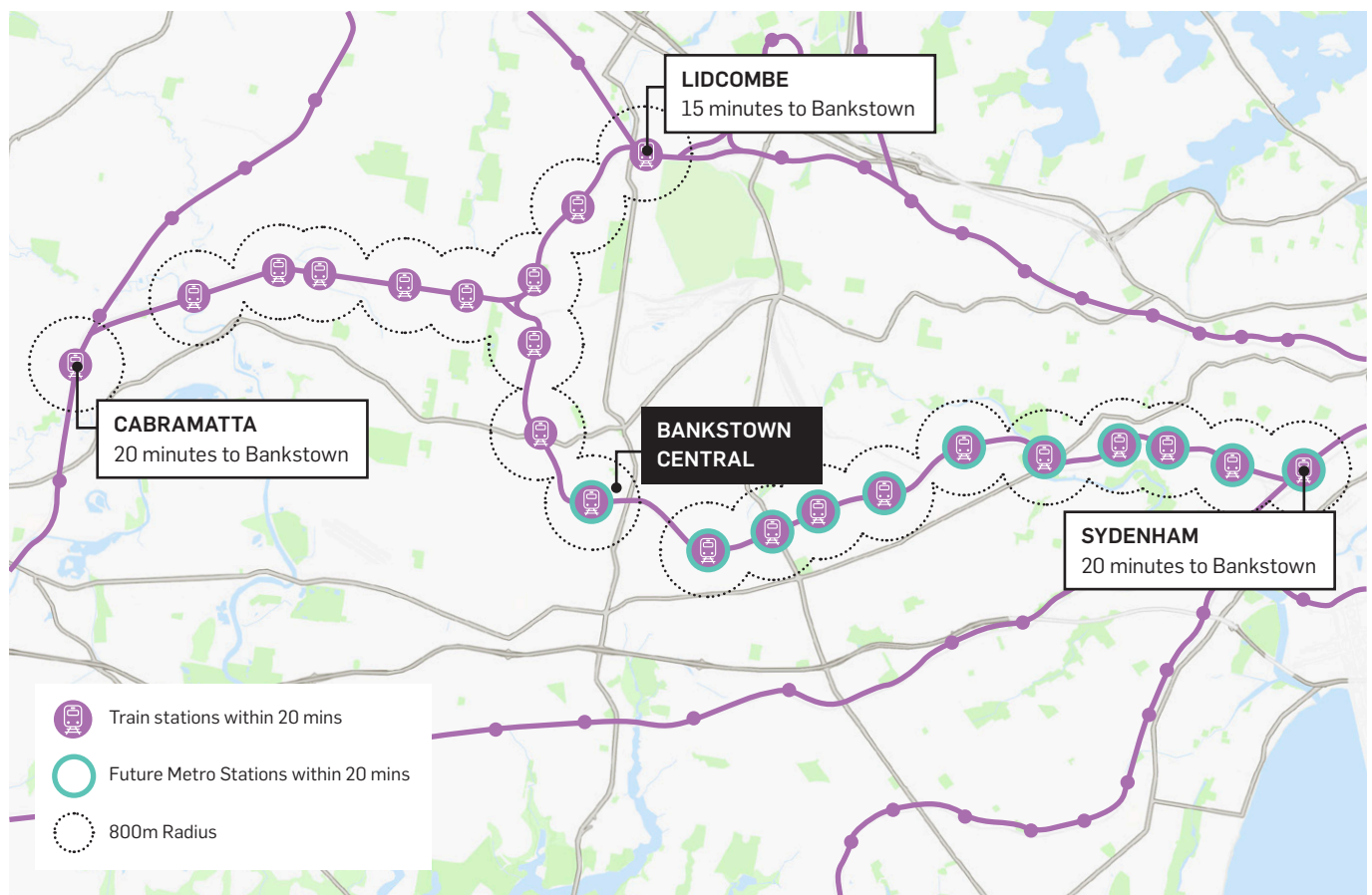
BANKSTOWN CENTRAL RESPONSE

Increasing apartment provision diversifies the housing mix in Canterbury-Bankstown and the range of price point options available to residents.

03 FACILITATING ACHIEVEMENT OF A 30-MINUTE CITY

The proposal facilitates the achievement of a 30-minute city by providing housing and jobs in a high accessibility area.

Accessibility is primarily driven by the adjacent Bankstown train and future metro station, providing direct connection to residential areas and employment nodes in South West Sydney.

The map below shows the 21 train stations and 11 future metro stations within 20 minute travel of Bankstown station. Residents and jobs within walking distance of these stations are considered to be within 30 minutes of Bankstown Central. The map on the adjacent page shows the area of Sydney accessible by bus transit and by car within 30 minutes of Bankstown Central.

LIDCOMBE
15 minutes to Bankstown

CABRAMATTA
20 minutes to Bankstown

BANKSTOWN CENTRAL

SYDENHAM
20 minutes to Bankstown

- Train stations within 20 mins
- Future Metro Stations within 20 mins
- 800m Radius

Residents and jobs within 30 minutes of Bankstown Central

		Train / Metro	Bus	Car
Residents[1]	2019	246,100	290,900	2,265,400
	2036	354,400	374,000	3,112,900
Jobs[1]	2019	77,800	105,300	1,130,500
	2036	98,700	126,300	1,526,100

Note:
1. Resident and job numbers accessible by each transport mode are not mutually exclusive. Walking distance from train, metro and bus stations is measured as 800m radius around each station
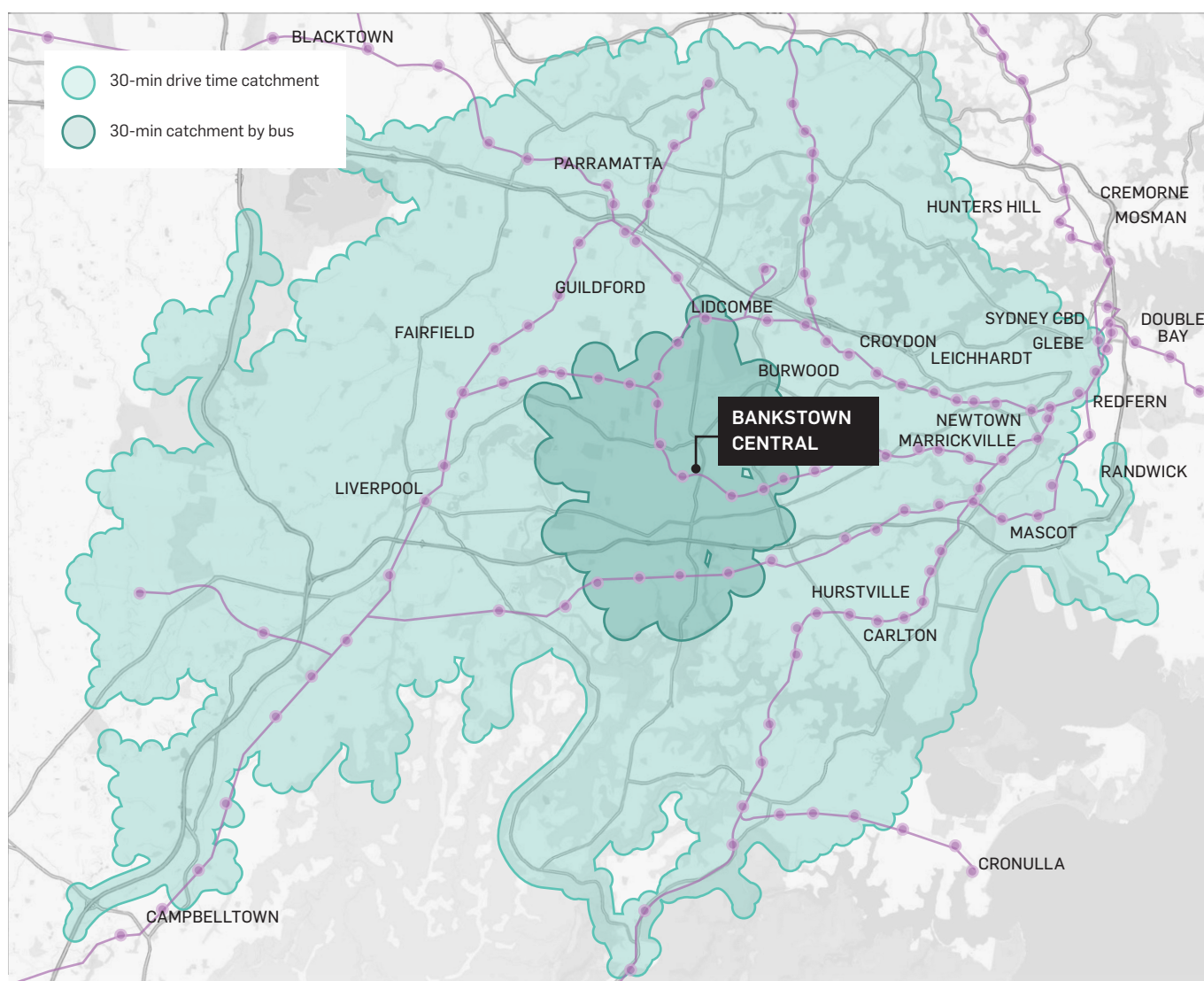*Source: Transport for NSW; Urbis*

To measure 30-minute access by public transport, Urbis estimated the number of future jobs and residents within walking distance of the stations on the map opposite, based on Transport for NSW population and employment projections.

By 2036, some 3.1 million residents will be able to access the jobs at Bankstown Central with 30 minutes. Some 354,400 of these residents will be able to access these jobs by foot or train/metro.

Additionally, residents of Bankstown Central in 2036 will have access to 1.5 million jobs within 30 minutes by car, of which 98,700 will be accessible by foot or outgoing train or metro transit. This includes access to other major employment nodes such as Parramatta and Liverpool.

By 2036, some 3.1 million residents will be able to access the jobs at Bankstown Central with 30 minutes.

The proposed dwellings at Bankstown Central will house new residents who will be able to access 1.1 million jobs in 2019 and 1.5 million jobs in 2036 within 30 minutes.

30-min drive time catchment

30-min catchment by bus

BLACKTOWN

PARRAMATTA

CREMORNE
MOSMAN

HUNTERS HILL

GUILDFORD

LIDCOMBE

FAIRFIELD

SYDNEY CBD

DOUBLE BAY

CROYDON

GLEBE

LEICHHARDT

BURWOOD

BANKSTOWN CENTRAL

REDFERN

NEWTOWN
MARRICKVILLE

LIVERPOOL

RANDWICK

MASCOT

HURSTVILLE

CARLTON

CRONULLA

CAMPBELLTOWN

04 DELIVERING JOB TARGETS FOR BANKSTOWN

The South District Plan (2018) identifies Bankstown CBD as a potential Collaboration Area to plan for the transformation of the centre to accommodate more local, knowledge-intensive jobs. The Plan sets a target of between 17,000 and 25,000 jobs in the Bankstown Strategic Centre by 2036.

Table 1 shows the estimated number of additional jobs on site as a result of the proposed Masterplan. Based on current benchmark densities of employment and office occupancy rates across Sydney, the Masterplan could deliver a total of 8,437 additional jobs on site. These additional jobs would contribute a substantial 50% of the South District Plan's job target for the Bankstown Strategic Centre to 2036.

South District Plan Job Target for Bankstown Strategic Centre to 2036

17,000 – 25,000 jobs

50%

Bankstown Central
8,437 jobs
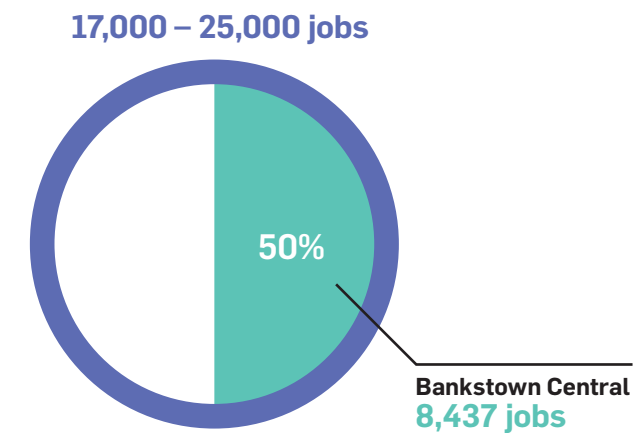
Indicative Proposed Employment-Generating Land Uses and Jobs

Table 1

LAND USE	NET ADDITION OF PROPOSED USES	ADDITIONAL JOBS	AVERAGE JOB DENSITY
Total Retail	-7,082 sq.m GLAR	-125	
Retail Additions	13,600 sq.m GLAR	595	23 sq.m per job
Retail Removal	-20,682 sq.m GLAR	-720	29 sq.m per job
Commercial Office	105,996 sq.m GFA	7,950	12 sq.m per job
Co-working and creative spaces	1,200 sq.m GFA	90	12 sq.m per job
Childcare	891 sq.m GFA	13	71 sq.m per job
Hotel	656 Rooms	400	0.61 jobs per room
Serviced Apartments	84 Serviced apartments	51	0.61 jobs per apartment
Student Housing[1]	1,664 beds	58	0.03 jobs per bed
TOTAL		**8,437**	

Note: 1. Estimate of student housing jobs is based on Urbis experience with student accommodation facilities comparable in scale to the proposed development.

Source: Vicinity Centres; Urbis

The proposed Bankstown Central Masterplan could accommodate 8,437 additional jobs, which would contribute a substantial 50% of the South District Plan's job target for Bankstown Strategic Centre to 2036.

05 RETAINING WORKERS IN THE REGION

Most Canterbury-Bankstown LGA resident workers leave their home LGA to go to work. Chart 2 below shows that only 30% of Canterbury-Bankstown LGA resident workers work within the LGA.

Chart 3 presents the top 8 industries where job deficits exist within the Canterbury-Bankstown LGA, based on 2016 Census data. The proposed commercial office, retail and hotel floorspace within the Bankstown Central Masterplan has the potential to accommodate jobs in industries where significant job deficits currently exist, contributing to higher retention of skilled workers in the region. Commercial space also presents the opportunity to partner with surrounding health and education industries, also boosting employment opportunities for residents in these industries.

Top 6 Destinations of Work, Canterbury-Bankstown LGA, 2016

Chart 2
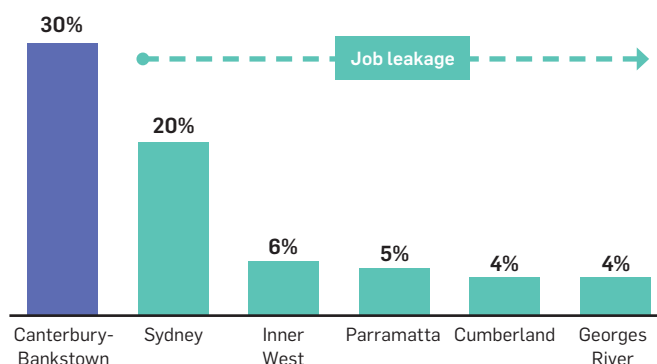
Source: ABS Census; Urbis

Top 8 Industries of Job Deficit Compared to Resident Workers, Canterbury-Bankstown LGA, 2016

Chart 3

✚	**-9,678**	Health Care and Social Assistance
🛍	**-9,594**	Retail Trade
⚒	**-9,249**	Construction
✉	**-7,361**	Transport Postal and Warehousing
⚗	**-6,953**	Professional, Scientific and Technical Services
☕	**-6,807**	Accommodation and Food Services
📖	**-6,544**	Education and Training
🪙	**-6,258**	Financial and Insurance Services

Source: ABS Census; Urbis

Currently 70% of Canterbury-Bankstown LGA resident workers are leaving the LGA to go to work. The proposed employment floorspace has the potential to accommodate 8,437 jobs, providing employment for skilled LGA residents and boosting employment retention.

06 ALLOWING BANKSTOWN TO DEVELOP AS A MORE MAGNETIC FUTURE PROOF STRATEGIC CENTRE

Bankstown is identified in the Greater Sydney Region Plan, A Metropolis of Three Cities, as a strategic centre of significant regional importance.

The proposal will allow Bankstown to develop as a more magnetic and future proof strategic centre through the following outcomes.

BOOSTING VIBRANCY AND ACTIVATION

The proposal incorporates clean, well-lit streetscapes, pedestrian thoroughfares and public domains, extending the existing walkable retail centre to a broader outdoor mixed use precinct. This will create easy connection between the site and surrounding transport, education and community facilities, and will activate the town centre as a place to visit or pass through, making it a vibrant hub for residents and workers of wider Bankstown.

PROVIDING JOBS TO LOCAL RESIDENTS

The proposal delivers employment space that will accommodate an estimated 8,437 additional jobs, including office, retail, childcare, food and accommodation services jobs. This will attract new residents to the area and support the evolution of Bankstown CBD as a potential Collaboration Area.

CREATING SAFE AND CONVENIENT WALKING ROUTES

The proposed Bankstown Central Masterplan creates a network of pedestrian routes through the precinct, contributing to improved safe access to transport and amenity for Bankstown residents, workers, students and visitors.

DELIVERING HOUSING WITHIN WALKING DISTANCE OF THE TOWN CENTRE

The proposal will deliver 929 new apartment dwellings in the Bankstown town centre, within walking distance of the train and future metro station, jobs, retail, and other lifestyle amenities.

SUPPORTING THE EMERGING BANKSTOWN-LIDCOMBE HEALTH AND EDUCATION PRECINCT

As a catalyst for the emerging Bankstown-Lidcombe health and education precinct, Western Sydney University and Canterbury-Bankstown Council have identified a site for a new world-class teaching and research campus within 100 metres of Bankstown Central. The campus will accommodate up to 7,000 students, who would benefit from the proposed 1,664 student accommodation beds and broader retail and amenity offer within the Bankstown Central Masterplan.

GENERATING RETAIL SPENDING, SUPPORTING BUSINESSES, AMENITY AND JOBS

The proposed mix of uses will accommodate an estimated 12,970 new residents, guests and workers each day, who will spend an estimated $88 million on retail each year upon completion of the proposed development[1].

This additional spending would contribute to improved performance of existing retail at Bankstown Central, and contribute to the overall attractiveness of Bankstown Strategic Centre as a future employment node.

> **The proposal will develop Bankstown in line with key directions for strategic centres set out in A Metropolis of Three Cities.**

Note:
1. Refer to Section 9 of this report for a breakdown of this estimate of future on-site population and retail spending.

07 PROMOTING QUALITY HOUSING CHOICE AND AFFORDABILITY

The Bankstown region is dominated by detached housing. Detached housing is also significantly more expensive - the median apartment price in the Canterbury-Bankstown LGA was 49% lower than the median house price in 2018.

The creation of 929 high-quality apartments as part of the proposal at Bankstown Central will contribute to increasing housing choice and affordability. The following policy documents highlight the need for this contribution:

Dwelling Composition in the Canterbury-Bankstown LGA
2016

68%
$945,500
Median Price
(2018)

32%
$580,000 (-49%)
Median Price
(2018)
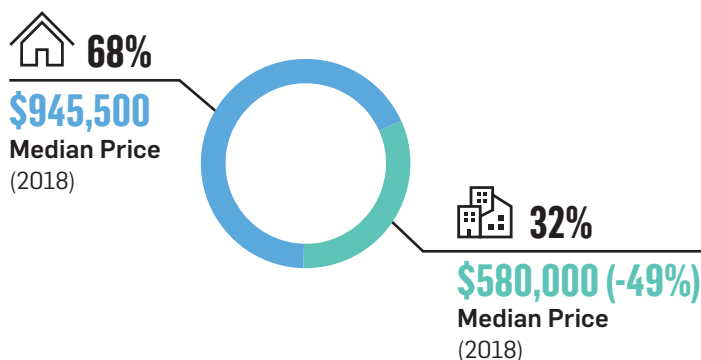
THE GREATER SYDNEY REGION PLAN – JUNE 2018

☑ Provide ongoing housing supply and a range of housing types in the right locations to create more liveable neighbourhoods and support Greater Sydney's growing population

☑ Housing that is more diverse and affordable, to meet changing demographic needs and serve a cross-section of worker types

SOUTH DISTRICT PLAN – JUNE 2018

☑ New housing supply to be coordinated with local infrastructure to create liveable, walkable and cycle-friendly neighbourhoods

☑ Flexible housing types that can meet the needs of families as well as multi-unit dwellings to provide important housing for seniors and more affordable homes for young people

CONNECTIVE CITY 2036 – JUNE 2019

☑ Supporting the long-term economic life of centres with a mix of housing that considers liveability, amenity, affordability, accessibility to retail and commerce and convenience

☑ Increasing high-density housing in Bankstown CBD, commensurate with its transition to a regionally significant CBD, will maximise resident's proximity to mass transit links, generate activity in the town centre and support local businesses

By delivering 929 new apartments, the Bankstown Central masterplan provides greater housing choice in a region dominated by detached housing and contributes to improved housing affordability.

08 MAKING A SIGNIFICANT POSITIVE CONTRIBUTION TO THE WIDER COMMUNITY

The Bankstown Central Masterplan will create positive benefits for the wider community, including:

- ☑ **A vibrant town centre**
- ☑ **Over 7,300 sq.m of open space**
- ☑ **46 affordable housing units**
- ☑ **Additional government revenue**
- ☑ **Contribution to state and local infrastructure**

A VIBRANT TOWN CENTRE

The proposed development will transform the Bankstown town centre into an open, vibrant hive of activity connecting the future metro station, public parks, civic centre, new education campuses, and retail, services and entertainment at Bankstown Central. Residents of the wider region will gain an improved central community hub to eat, shop, work and play.

OPEN SPACE

The Bankstown City Council Open Space Strategic Plan 2022 notes the importance of providing public open space, particularly in locations of dense built form such as at Bankstown Central.

The proposed development will give the current and future local community access to extensive high quality public open space, through provision of 7,300 sq.m of new public open space across the site. This will be accessible to the surrounding retail, services and community uses within the Bankstown CBD, ensuring it meets the needs of not only the on-site workers and residents, but all visitors to the town centre.

AFFORDABLE HOUSING

Canterbury-Bankstown Council currently have in place a Voluntary Planning Agreement to cover a range of development contributions, including for Affordable Housing. Council is currently cowrking on an update to the Local Environment Plan with the expectation to include an Affordable Housing target, in line with requirements set by the Greater Sydney Commission.

The proposed development includes 929 new apartments, of which 5% (46 apartments) will be delivered as Affordable Housing units. Further to this, Vicinity's development contribution will fund a substantial supply of affordable housing in the LGA.

GOVERNMENT REVENUE

The delivery of 929 new dwellings at the subject site will result in a significant addition to Government income through primary taxes. Specifically, future dwelling sales would be subject to stamp duty, GST, company tax, and land tax, which would go towards government revenue for redistribution across the wider economy.

GOVERNMENT INFRASTRUCTURE

Under the Section 94 Contributions Plan, Canterbury-Bankstown Council levies contributions when development takes place. Developers are required to make contributions (monetary or in-kind) to be used to fund the provision of parks, local road improvements, town centre improvements, community centres and other services.

As the proposed development is taking place on 11.4 hectares of developable lot area, it will trigger a significant monetary contribution, providing 50% of the land value uplift as per common industry practice. These contributions will be used to fund vital state and local infrastructure across the LGA and wider NSW.

09 ENCOURAGING A CAR FREE LIFESTYLE

Significant planning for Bankstown's future transport has been undertaken under the Sydenham to Bankstown Urban Renewal Corridor Strategy and the Sydney Metro City and Southwest Rail project, highlighting the significant opportunity that a metro station will offer to the Bankstown CBD. Council has also prepared the Complete Streets Masterplan, guiding street and transport upgrades in the Bankstown CBD to cater for the expected increase in residents, workers, students and visitors in the next 20 years.

The proposed development is well-aligned to the priorities identified in these studies and will help Bankstown to become an efficient and sustainable centre that is less reliant on vehicle transport.
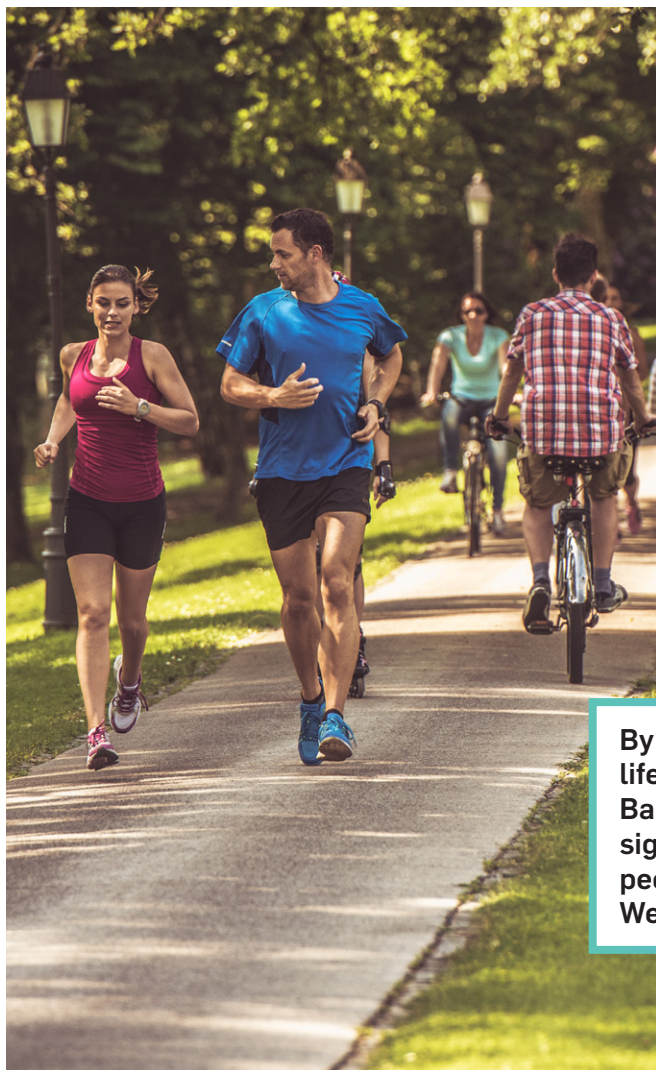
A MIX OF USES WITHIN WALKING DISTANCE

The proposal delivers a town centre with a mix of employment, retail and residential uses within walking distance of significant services and facilities on site and within the surrounding town centre. This enables residents and workers in the Bankstown town centre to live a car-free lifestyle.

MODAL SHIFT

Transport analysis (2019) conducted by Colston Budd Rodgers & Kafes (CBRK) confirmed that the proposed development will provide improved walking connection to and from the Bankstown train and future metro station, which will reduce the reliance on vehicles to travel in and out of Bankstown Central for work and play.

TRAFFIC CONGESTION

CBRK's assessment of traffic generation in Bankstown (2019) estimated vehicle trip rates for new workers, residents, students and hotel guests of the proposed development. The analysis found that despite the scale of the proposed development, the increase in vehicle traffic, spread between multiple access points and street frontages, would result in relatively modest traffic increases on the surrounding road network.

The assessment highlights three considerations for road improvements to improve the capacity of the CBD. The development will make appropriate contributions under Council's Section 94A plan that will go towards a series of road and pedestrian improvements to accommodate development in the town centre.

By co-locating offices, homes, retail, lifestyle amenity and transport at Bankstown Central, there will be significantly less reliance on vehicles for people to live, work and play in the South West of Sydney.

10 ACCOMMODATING NEW RESIDENTS, VISITORS AND WORKERS THAT WILL SUPPORT LOCAL BUSINESSES

The proposed Bankstown Central Masterplan will accommodate an estimated additional population of **12,970 residents, visitors and workers** each day. This population will spend approximately **$88.2 million annually on retail**, supporting retail businesses within the Canterbury-Bankstown economy. A breakdown of this retail spending is summarised below.

RESIDENTS[1]

929	Dwellings
2,040	Residents
$32.7	daily retail spend
$24.4	million annual retail spend

HOTEL VISITORS[2]

740	Hotel rooms and serviced apartments
954	Guests per night
$52.4	daily retail spend
$18.2	million annual retail spend

Note:
1. Assumes 100% tenancy and an average household size of 2.2, typically of new apartment developments in Sydney.
2. Assumes 1.61 guests per room and an average occupany of 80%, reflective of comparable Sydney hotel markets
3. Assumes 100% tenancy of student accommodation beds and average tenant occupancy of 48 weeks per year.
4. Based on Sydney CBD office worker spending as reported in Urbis' CBD office worker survey, discounting Bankstown office worker spending based on relative incomes as at the 2016 ABS Census.

The Bankstown Central Masterplan will support:

- **12,970** additional residents, guests and workers each day
- **$88.2 million** additional retail spending each year
- **Improved performance** of local businesses and retailers
- **136** potential new local businesses

STUDENTS[3]

1,664	Student accommodation beds
1,536	Student residents per night
$28.1	daily retail spend
$15.8	million annual retail spend

ON-SITE WORKERS[4]

8,040	Office workers
397	Other workers
$13.6	daily retail spend
$29.9	million annual retail spend

The additional retail spending by the onsite population would contribute to improving the performance of existing retail within the Canterbury Bankstown LGA, and supporting the expansion of new local retail businesses. The table below demonstrates that this additional retail spending could support an additional **13,574 sq.m of retail floorspace** across the region, and an estimated **136 new small local retail businesses.**

Additional Supportable Retail Floorspace and Businesses

$88.2 million	Annual retail spending by on site residents, visitors and workers
$6,500 per sq.m	Benchmark average trading level for retail
13,574 sq.m	Additional supportable retail floorspace
100 sq.m	Average floorspace of specialty store
136	Potential additional new businesses

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