CANTERBURY BANKSTOWN

# AGENDA FOR THE CANTERBURY BANKSTOWN LOCAL PLANNING PANEL MEETING

**7 March 2022 - 6.00pm**

# ORDER OF BUSINESS

## ORDER OF BUSINESS

## APOLOGIES AND DECLARATIONS

## CONFIRMATION OF MINUTES OF PREVIOUS MEETING

## DARANI / BANKSTOWN WARD


**1** **DA-969-2021**
Public domain improvement works to Appian Way and the interface of the WSU Bankstown Campus and Paul Keating Park 3


## BURA / BASS HILL


**2** **DA-539/2021 - 1A Alcoomie Street, Villawood**
Construction of a new Community Centre comprised of three separate buildings connected via large interlocking awnings adjacent a central external courtyard, associated landscape works and associated works 35


## DARANI / BANKSTOWN WARD


**3** **Application to Amend Bankstown Local Environmental Plan 2015: 1 and 1A North Terrace, Bankstown** 75

| | |
|---|---|
| **ITEM 3** | **Application to Amend Bankstown Local Environmental Plan 2015: 1 and 1A North Terrace, Bankstown (RZ-5/2019)** |
| **APPLICANT** | **Vicinity Centres** |
| **OWNERS** | **Vicinity Centres** |
| **AUTHOR** | **Planning** |

## PURPOSE AND BACKGROUND

This report considers a Planning Proposal application for the site at 1-1A North Terrace, Bankstown to amend building height, Floor Space Ratio, and residential restrictions on development in Zone B4 Mixed Use for the site at 1 and 1A North Terrace, Bankstown.

## ISSUE

Council is in receipt of an application to prepare a Planning Proposal for the site known as the "Bankstown Central" shopping centre located at 1 and 1A North Terrace, Bankstown. The application seeks to amend the building height, Floor Space Ratio (FSR) and restrictions on development relating to ground and first floor residential uses in Zone B4 Mixed Use (Clause 6.9) within the Bankstown Local Environmental Plan 2015 (BLEP 2015). The Planning Proposal does not propose any change to the B4 Mixed Use Zoning of the site and will facilitate residential apartments (including 'build to rent'), hotel accommodation, student accommodation, serviced apartments, commercial office and new retail floor space on the site.

The Planning Proposal aims to redistribute the substantial density currently permitted on site towards the Bankstown railway station and future Metro station. Increased height controls are also proposed in this area to deliver taller towers commensurate with those proposed for similar sites under the Bankstown Masterplan. The proposed changes would increase the overall Floor Space Ratio (FSR) for the site by 12% from a maximum 3.5:1 to 3.9:1. The envisaged development would be delivered in several stages taking into consideration commercial leases currently in place over the site.

At 114,073m$^2$ (11.4ha) the subject land is the largest landholding in the CBD and is one of the most significant proposals in the Canterbury Bankstown Local Government Area (LGA) in terms of projected jobs growth, housing and economic investment. The Planning Proposal would facilitate a total of approximately 8,437 additional jobs when the site is fully redeveloped 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 Master Plan.

The Planning Proposal would create capacity for approximately 1,255 new dwellings plus 694 student housing units, equivalent to around 10% to 15% of the CBD's target of 12,500 dwellings by 2036 in Council's Housing Strategy. The proposal achieves consistency with the applicable State Government and Council Strategic Policies as it would facilitate a development outcome that would be consistent with Council's policies including the Local Strategic Planning Statement (LSPS) "Connective City 2036", the Employment Lands Strategy, Housing Strategy and Affordable Housing Strategy, the Bankstown Complete Streets CBD Transport and Place Plan and the Bankstown Master Plan. The Planning Proposal is also consistent with the Greater Sydney Commission's objectives in the Greater Sydney Region Plan – South District Plan, and the Collaboration Area Bankstown CBD and Bankstown Airport Place Strategy.

In accordance with the proponent's Letter of Offer and subject to the preparation of a draft Planning Agreement between Council and the proponent, the Planning Proposal would facilitate delivery of the following public benefits and required infrastructure works and upgrades:

- 5,000m$^2$ publically accessible open space (Public Park) along Rickard Road including a playground and urban plaza.
- Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way.
- 1,000m$^2$ multi-purpose indoor facility including two sports courts or cash contribution up to a value of $4 million dollars to Council to deliver this facility elsewhere in the CBD.
- 200m$^2$ of 'Incubator Space' for business 'start-ups' to be fitted out as a warm shell open plan layout suitable for use as office space.
- Completion of proposed town centre separated cycleway along Rickard Road and Appian Way frontages to the site in accordance with Bankstown 'Complete Streets' requirements.

Further to the above, the proponent has provided a Statement of Intent regarding the provision of affordable housing in the event the minimum non-residential floor is not delivered on the site. The proponent has also committed to the delivery of public art throughout the site which will be informed by a Public Art Plan to be prepared by the proponent prior to exhibition and will include details of Aboriginal heritage interpretation.
Under the existing planning controls in the Bankstown Local Environmental Plan 2015, the site benefits from significant development potential of around 400,000m$^2$ Gross Floor Area (GFA) and could be developed up to its current maximum FSR of 3.5:1 when sustainability bonuses are applied and a maximum building height of 35m to 41m across the site (equivalent to 10 to 12 storeys). This could include a mixture of residential and retail development. The key outcome of the proposal is a long term restructuring of the site to facilitate a genuine mixed use precinct that proposes to use the increased GFA of around 48,000m$^2$ (a 12% increase) to deliver a built form outcome that is consistent with the Bankstown Master Plan and concentrating densities around the rail station.

A detailed assessment of the application submitted to Council indicates the proposal demonstrates strategic and site specific merit as it would:

- Provide development capacity that is consistent with the strategic policy direction and vision for Bankstown CBD as the City's preeminent Strategic Centre as set out in Council's Local Strategic Planning Statement and the Bankstown Masterplan.

- Result in 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 Master Plan.
- Allow the significant existing development capacity of the site to be refocussed towards the future Metro Station consistent with the height principles set out in the Bankstown Masterplan.
- Make the site more accessible to the public and integrated into the street network by adding a new road and pedestrian connections.
- Create a substantial new public park to assist Council achieve its vision within the Bankstown Master Plan of all residents in Bankstown being within a 200m to 400m walking catchment of a green open space.
- Facilitate renewal of a site that is highly constrained by long term leases.
- Increase housing choice in Bankstown CBD by increasing the stock of "built to rent", student and key worker housing.
- Deliver a range of increased building heights that will be consistent with the B4 Mixed Use Zoning of the site, its size, strategic location, and controls proposed for comparable sites within the CBD.
- Provide housing for approximately 2,500 new residents within the Bankstown CBD proximate to employment opportunities and high-quality public transport infrastructure, established services and facilities.
- Provide housing and jobs growth in a highly accessible location well served by existing and future planned public transport infrastructure.

Whilst the assessment of this Planning Proposal has determined there is strategic merit to proceed for a Gateway Determination, it has also highlighted the following actions that need to be taken should Gateway approval be granted by DPE and before the Planning Proposal is finalised:

- Finalise the planning mechanism within the BLEP 2015 to limit total residential floor space to maintain jobs and employment growth on the site and in the CBD.
- Prepare a draft site-specific development control plan (DCP) to ensure a development outcome that is consistent with the future intended built form of the surrounding area.
- Revised traffic and economic reports to provide clarification, further modelling and justification on certain technical aspects as identified in the peer reviews and comments from TfNSW.
- Continue dialogue with Transport for NSW to undertake traffic modelling to test appropriateness of the proponent's adopted car parking and traffic generation rates to inform the site specific DCP.
- Draft a Planning Agreement that delivers the required infrastructure to support the redevelopment of the site in a staged manner.

The Bankstown City Centre Master Plan that was adopted by Council in October 2021 anticipates this Planning Proposal and sets out principles for the site so that it can work in concert to deliver the Master Plan objectives for the CBD.

In accordance with the Local Planning Panels Direction, issued by the Minister for Planning in 2018, the Canterbury Bankstown Local Planning Panel is requested to provide advice for Council's consideration on whether a Planning Proposal for the site at 1 and 1A North Terrace, Bankstown (known as the "Bankstown Central" site) should proceed to Gateway. The next step will be to report the matter to a Council meeting for a decision.

## RECOMMENDATION That -

The application to amend the Bankstown Local Environmental Plan 2015 proceed to Gateway subject to the following (refer to **Figure 4** for a map of the precincts):

a. Permit a maximum FSR between 3:1 to 7:1 in four separate precincts and an FSR of 3.9:1 for the site overall.
b. Permit a maximum building height of 86m for the Town Centre Precinct, 83m for the North Terrace Precinct, 50m, 67 and 70m for the Rickard Road Precinct and 35m, 46m and 55m for the Stacey Street Precinct.
c. Insert a subclause to exclude the subject site from obtaining up to 0.5:1 bonus FSR under Clause 4.4A 'Additional gross floor area for more sustainable development in Bankstown CBD commercial core'. This is to provide certainty regarding the maximum FSRs that will apply to the site.
d. Remove the site from the existing Special Provisions Map and amend Clause 6.9 to achieve the intended outcomes as follows:
    i. Enable residential development within the Rickard Road Precinct without the need to provide commercial premises or other non-residential purposes on the ground and first floor levels; and
    ii. Stipulate (a) a minimum 50% of non-residential floor space within the Town Centre Precinct and (b) a minimum 40% non-residential floor space across the entire site.

2. Before the plan is finalised:

    a. Council exhibits a draft Planning Agreement in accordance with the Letter of Offer received from the proponent to deliver public infrastructure to meet the needs for the future worker, resident and visitor population, as outlined in Section 4 of this report.

    b. A site specific DCP is prepared and exhibited with the Planning Proposal to define the development controls for the development and ensure close integration with the master planning for the Bankstown CBD, and specify the staging of the future development, as outlined in this report.

    c. Council and the proponent continue to work with Transport for NSW (TfNSW) to address traffic and transport related matters raised in TfNSW's preliminary comments received on the Planning Proposal and to resolve the permanent location of the Bankstown bus interchange whether it is located on or off the subject site.

3. The Planning Proposal and the relevant supporting reports are updated prior to the exhibition of the Planning Proposal.

4. After the Planning Proposal, DCP and Planning Agreement have been exhibited, a report be provided to Council outlining submissions received and the proponent's response to the issues raised in this report.

5. Council seek authority from the Department of Planning and Environment to exercise the delegation in relation to the plan making functions under Section 3.36(2) of the Environmental Planning and Assessment Act 1979.

## ATTACHMENTS Click here for: Attachment A-F Attachment G-T

A. Draft Planning Proposal - Bankstown Central
B. Applicant's Letter of Offer
C. Applicant's Affordable Housing Statement of Intent
D. Applicant's Planning Proposal
E. Applicant's Response to Request for Information, Revised Planning Proposal Supporting Reports and Draft Site Specific Development Control Plan - July 2020
F. Applicant's Revised Planning Proposal Maps and Metrics - February 2022
G. Applicant's Concept Design and Urban Design Report
H. Applicant's Preliminary Traffic Impact Assessment
I. Applicant's Preliminary Aeronautical Height Assessment
J. Applicant's Community Needs Analysis
K. Applicant's Economic Analysis 'Becoming the Magnetic Centre of the Region'
L. Applicant's Original Proposed LEP Mapping
M. Applicant's Landscape Master Plan Concept Design
N. Applicant's Revised Draft Site Specific Development Control Plan
O. Council's Pre-lodgement Advice and Urban Design Principles - December 2019
P. Council's Community Infrastructure Needs Peer Review
Q. Council's Economic Supply and Demand Peer Review
R. Council's Traffic and Transport Peer Review
S. Transport for NSW (TfNSW) Preliminary Comments Letter
T. Proponent's traffic consultant response to TfNSW Letter dated 24 December 2021

## POLICY IMPACT

The Planning Proposal, once finalised and made, would amend the building heights, Floor Space Ratio and permissibility of residential development at ground and first floor level on certain parts of the subject land.

The Planning Proposal will facilitate a development outcome that would be consistent with Council's policies including the Local Strategic Planning Statement (LSPS) "Connective City 2036", the Employment Lands Strategy, Housing Strategy and Affordable Housing Strategy, the Bankstown Complete Streets CBD Transport and Place Plan and the Bankstown Master Plan. The Planning Proposal is also consistent with the Greater Sydney Commission's objectives in the Greater Sydney Region Plan – South District Plan, and the Collaboration Area Bankstown CBD and Bankstown Airport Place Strategy.

The LSPS "Connective City 2036" classifies Bankstown as the major centre for the LGA and the economic heart of the city, with 25,000 jobs and 25,000 students by 2036. The LSPS envisages an expected doubling of jobs, an increase in students and visitors and an increase in high density housing in the Bankstown CBD. The assessment of the application submitted to Council indicates the proposal would support this direction.

## FINANCIAL IMPACT

Independent peer reviews undertaken on behalf of Council have identified opportunities for new social and community facilities, public infrastructure and traffic works required to ensure that the redevelopment of the site functions well, delivers a high quality urban precinct with a mix of appropriate commercial and residential uses and is of a scale that is appropriate for the aspiration of Bankstown CBD to evolve into the future as a key place for jobs growth, education, commercial investment, and higher density residential accommodation.

The Planning Proposal will deliver a range of infrastructure items that would benefit the public at no cost to Council including a new 5,000$m^2$ public park, a multi-purpose indoor sports facility, incubator/co-working office space and new cycleways along Rickard Road and The Appian Way.

## COMMUNITY IMPACT

Should a Gateway Determination be issued by the Department of Planning and Environment, community and stakeholder consultation will occur as directed by the Gateway conditions and the outcomes reported back to Council after the conclusion of the exhibition period.

Council officers have negotiated with the proponent a Letter of Offer that outlines public infrastructure and public benefits for Council's consideration. This report recommends further negotiations with the proponent to ensure that the public benefits within the Letter of Offer and future draft Planning Agreement are appropriately staged for delivery.

The subject site is the largest privately owned landholding in the Bankstown CBD and the scale of the development has the potential to transform the site into a highly activated and permeable precinct that delivers on Council's vision for local jobs in close proximity to housing, existing and future public transport and a new public park that integrates with the CBD.

The proposal will include new commercial, office, student accommodation and housing that will help to make the Bankstown CBD a more vibrant place and destination. There will be an overall positive impact by creating new jobs growth and provision of housing, hotel and student accommodation located close to existing transport infrastructure.

The key public benefits that would form part of a Planning Agreement with Council and will include works such as a new public park, an extension of Jacobs Street, a multi-purpose indoor facility, incubator space and completion of cycleways along Rickard Road and The Appian Way. Further negotiations with the proponent will be required to finalise the planning agreement in regard to the delivery and staging.

# DETAILED INFORMATION

## 1. SITE DESCRIPTION

The subject site (site) at 1 and 1A North Terrace, Bankstown comprises the following 12 lots as shown in Table 1 and
Figure ***1***.

***Table 1:*** *Subject site details*

| Property Address | Property Description | Current Zone | Site Area |
|---|---|---|---|
| 1 and 1A North Terrace, Bankstown | Lot 1 DP 795649<br>Lot 89A DP 405477<br>Lot 45 DP 618721<br>Lot 1 DP 237386<br>Lot 1 DP 1289891<br>Lot 23 DP 1117290<br>Lot 11 DP 746201<br>Lot 26 DP 1142237<br>Lot 1 DP 128989<br>Lot 31 DP 1142236<br>Lot 22 DP 1117290<br>Lot 18 DP 1117290 | B4 Mixed Use Zone under BLEP 2015 | 114,073m$^2$ |

The site contains a regional shopping centre development known as "Bankstown Central" (previously known as "Bankstown Centro") which was originally established in 1966. The site is bound by North Terrace to the south, Jacobs Street, The Mall and The Appian Way to the west, Rickard Road to the north and Stacey Street to the east. The site has dimensions of approximately 500m east to west and 270m north to south. The total site area is 114,073m$^2$. The Bankstown Central shopping centre is a 2-3 level retail development with associated car parking, loading facilities, landscaped areas. Bankstown Central accommodates anchor tenants including Myer, Target, Big W, Kmart, Woolworths, Dan Murphy's and a new Coles Supermarket to open in 2022 in addition to approximately 260 specialty stores including a food court. The Bankstown Central site is the largest privately owned landholding within the Bankstown CBD.

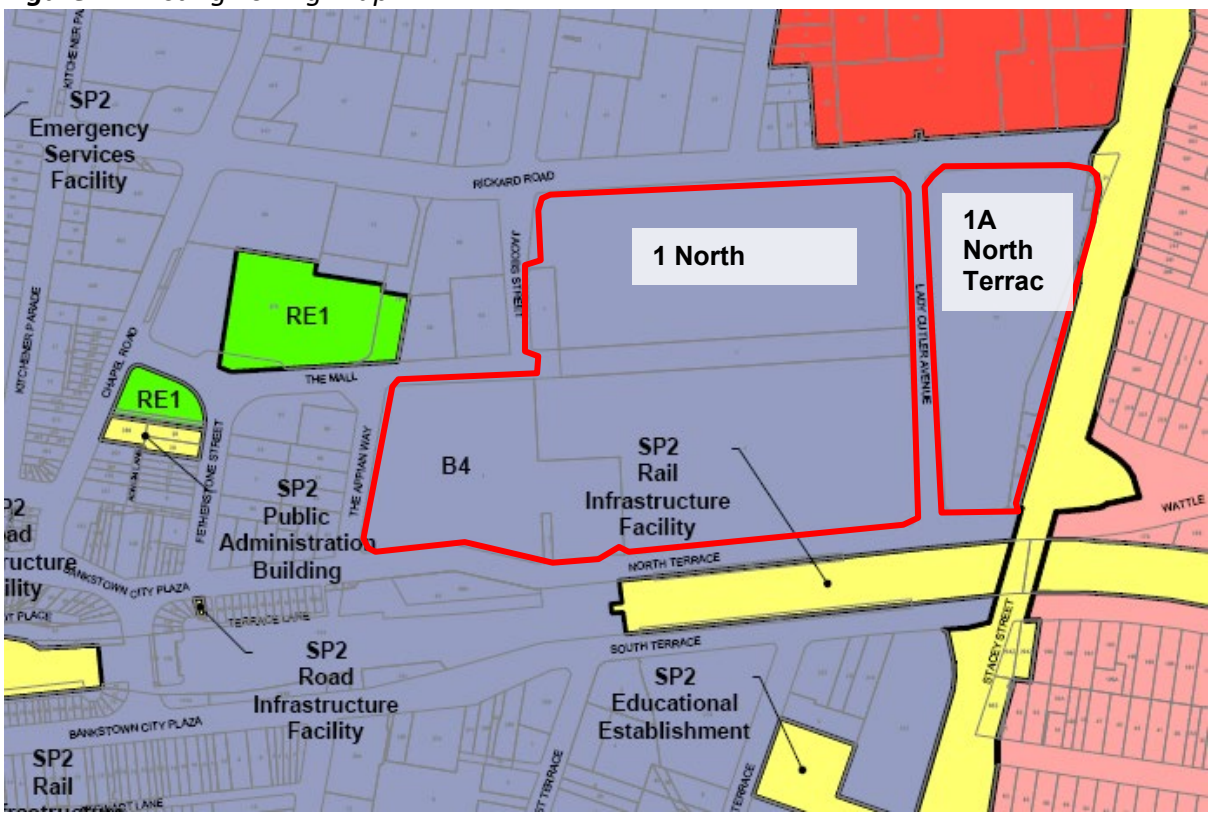
Adjacent to the site to the south is the T3 Bankstown Railway line, to the west is the established commercial shops and offices of the Bankstown CBD, to the north is a mix of medical centres and allied health services and residential apartments and to the east is the arterial road Stacey Street with a low density residential housing area further to the east. The NSW Government is converting the T3 Bankstown Railway Line between Sydenham and Bankstown to a Metro rail line which will commence operation in 2024. The Metro line conversion will result in a new Bankstown Metro Rail Station constructed to the east of the existing Bankstown Railway Station and importantly will establish a north-south pedestrian link across the existing rail line delivering improved connectivity in the CBD

The site is located in the heart of the Bankstown CBD and 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.

***Figure 1:*** *Site Map (site outlined in red)*




***Figure 2:*** *Existing Zoning Map*



## 2. PROPOSAL

Background and Overview of Proposal

In December 2019, Council received an application to amend the BLEP 2015. The Planning Proposal is the culmination of several years of discussions between Council and the proponent and represents a concept master plan that has been the subject of iteration and adjustment in response to Council feedback. The Planning Proposal reflects the design principles developed by specialist urban design consultants commissioned by Council in 2018 to prepare an urban design study to guide redevelopment of the site. Council provided the proponent with the urban design principles in 2019 prior to lodgement of the application with Council.

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 and further information, including revisions to the Planning Proposal were submitted 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 and the proponent's consultants.

Table 2 summarises the current and proposed controls (as amended in February 2022 by the proponent). Figure 3 shows the proponent's indicative concept site plan.

***Figure 3:*** *Applicant's indicative master plan*



The Planning Proposal would enable the proponent to achieve its long term year vision for the site that would be delivered in stages to enable the following:

- Accommodate a concept plan comprising mix of uses across the site with height and density focussed along North Terrace and near the existing Bankstown railway station and future Metro station.
- Facilitate reconfiguration of the existing shopping centre layout to accommodate the proposed additions and staged construction around the existing central retail core. .
- Provision of new public open spaces such as a new 5,000m$^2$ public park and a pedestrian boulevard running east west along northern end of site between Jacob Street and Lady Cutler Drive and public plazas throughout the site.
- Facilitate extension of Jacobs Street between The Mall and Northern Terrace for road traffic and pedestrians.
- Removal of the of the bus interchange from the site and creation of a new permanent layover, with bus stops as required, outside of the site along the proposed Jacobs Street extension. This will be subject to ongoing discussions with TfNSW and an agreement between the proponent, Council and TfNSW on the new location.

***Table 2:*** *Summary of proposed controls and intended outcomes of the Planning Proposal*

| Control | Amendment sought by applicant |
|---|---|
| Zone | B4 Mixed Use Zone |
| FSR | 3.9:1 (across the entire site)<br><br>*Refer to Table 3 below for FSR details per Precinct* |
| Height of Building | Maximum building height of 86m (controlled by PANS-OPS ceiling of RL 108.2)<br><br>*Refer to Table 3 below for building height details per Precinct* |
| Additional gross floor area for more sustainable development in Bankstown CBD commercial core (Clause 4.4A)<br><br>*This clause provides a bonus of 0.5:1 for development that meets the sustainability criteria.* | Insert a subclause to exclude the subject site from the application of this clause. This is because the Planning Proposal does not seek to apply the existing 0.5:1 bonus on the basis the proposed FSRs include uplift that already factors in the maximum FSR sought to ensure certainty that future development will be able to achieve the FSRs proposed.<br><br>Sustainability requirements will be included in the site specific DCP and BASIX will continue to apply to the residential component of the mixed use development or residential apartment buildings on the site. |
| Restrictions on development in Zone B4 Mixed Use<br>(Clause 6.9)<br><br>*This clause requires the ground and first floors of new buildings, or changes of use of existing buildings, to be used for* | Remove the site from the existing Special Provisions Map and amend Clause 6.9 to achieve the following intended outcomes:<br>• Enable residential development within the Rickard Road Precinct without the need to provide commercial premises or other non-residential purposes on the ground and first floor levels; and |

| | |
|---|---|
| *commercial or other non-residential uses.* | • Stipulate (a) a minimum 50% of non-residential floor space within the Town Centre Precinct and (b) a minimum 40% non-residential floor space across the entire site. |

Council has progressed the draft consolidated Canterbury Bankstown LEP which has been publicly exhibited and is with the Department for finalisation. While this report refers to amending the Bankstown LEP 2015, to avoid any doubt, this application seeks to amend the equivalent clauses and maps within the Canterbury Bankstown LEP once it becomes effective.

***Figure 4:*** *Proposed precinct map including proposed maximum FSRs and height of buildings*

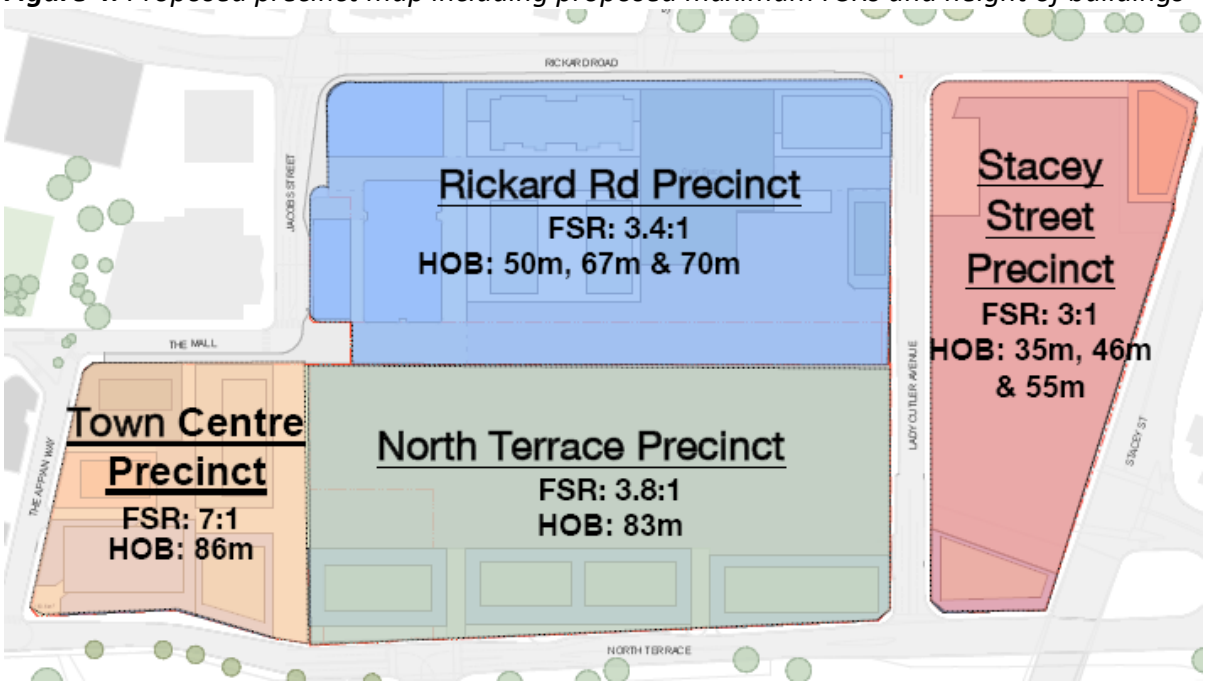



***Figure 5****: Existing Floor Space Ratio Map*

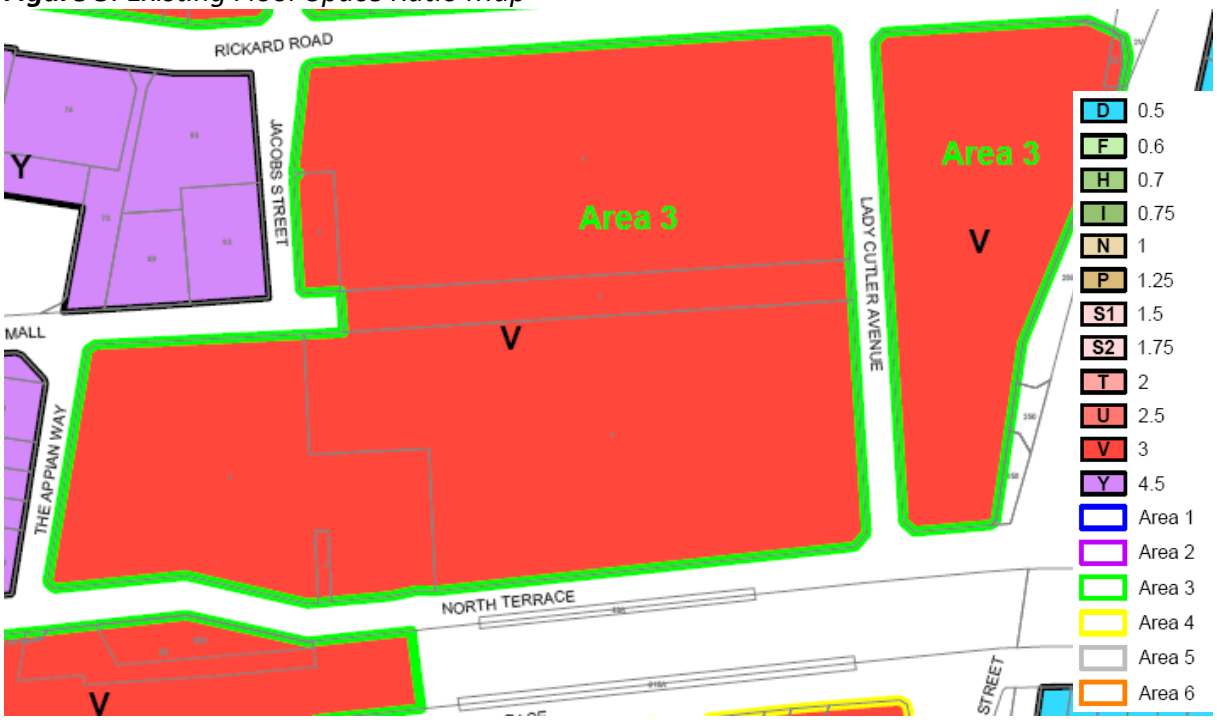


***Figure 6:*** *Applicant's Proposed Floor Space Ratio Map*

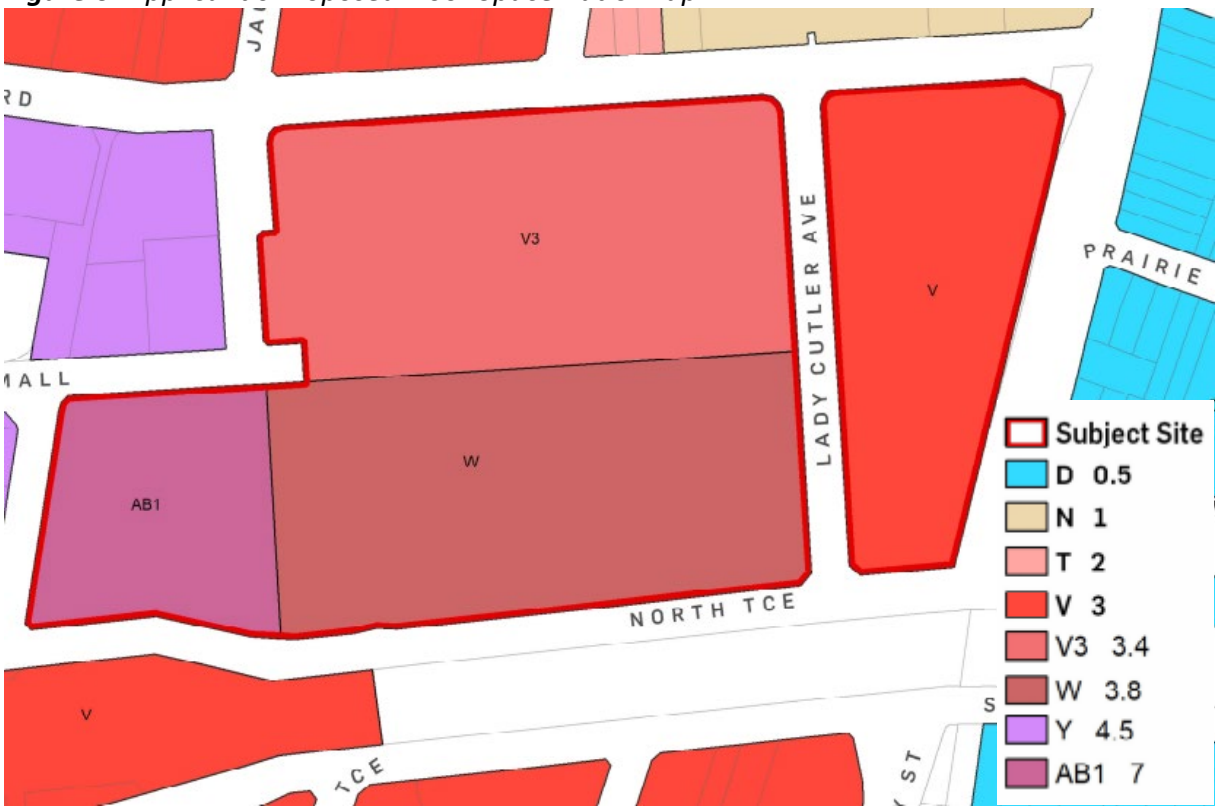



***Figure 7:*** *Existing Building Height Map*

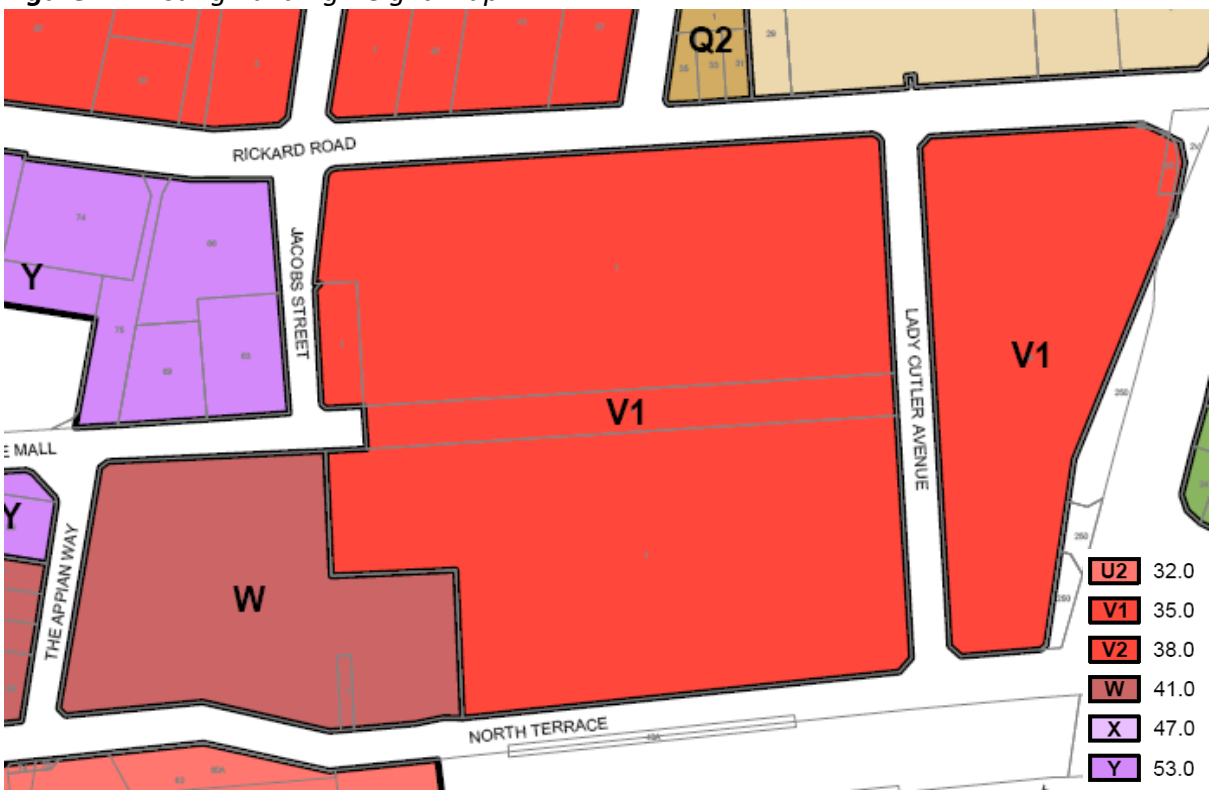


***Figure 8**: Applicant's Proposed Building Height Map*

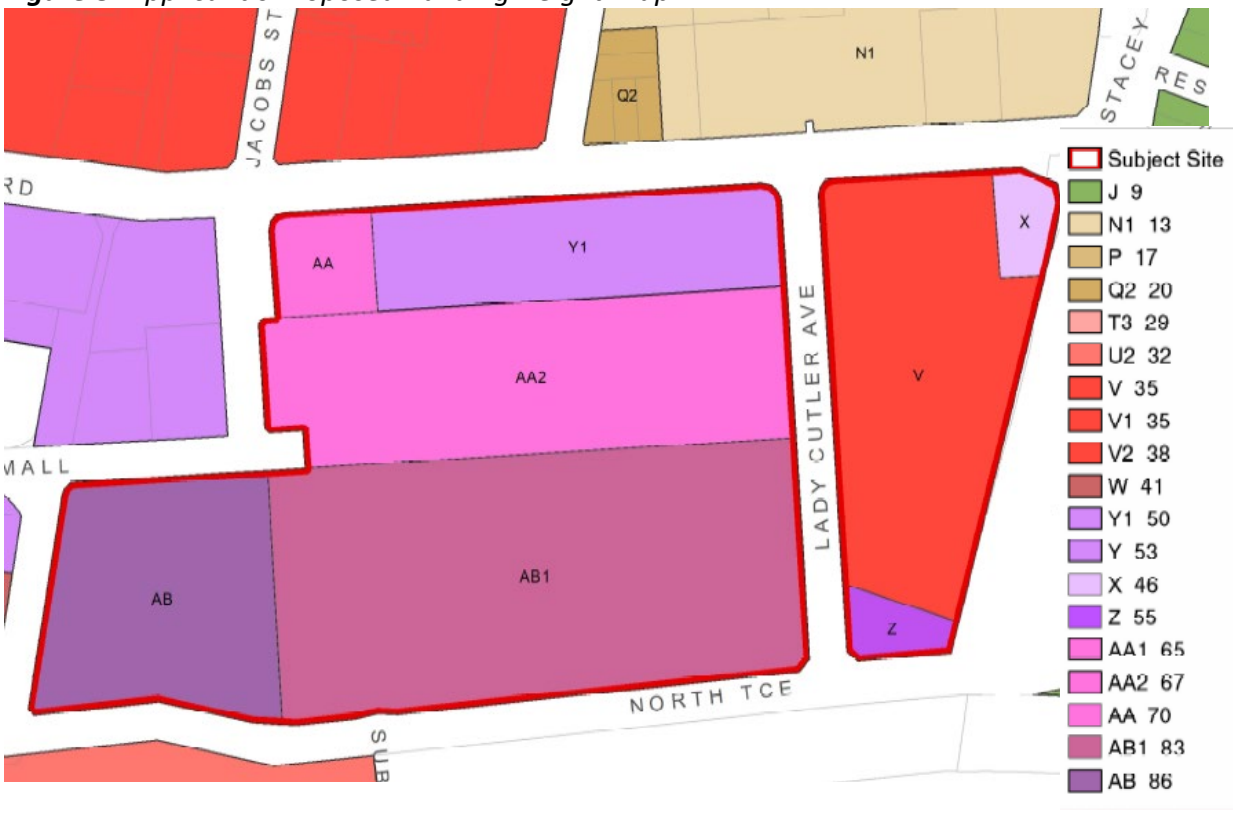
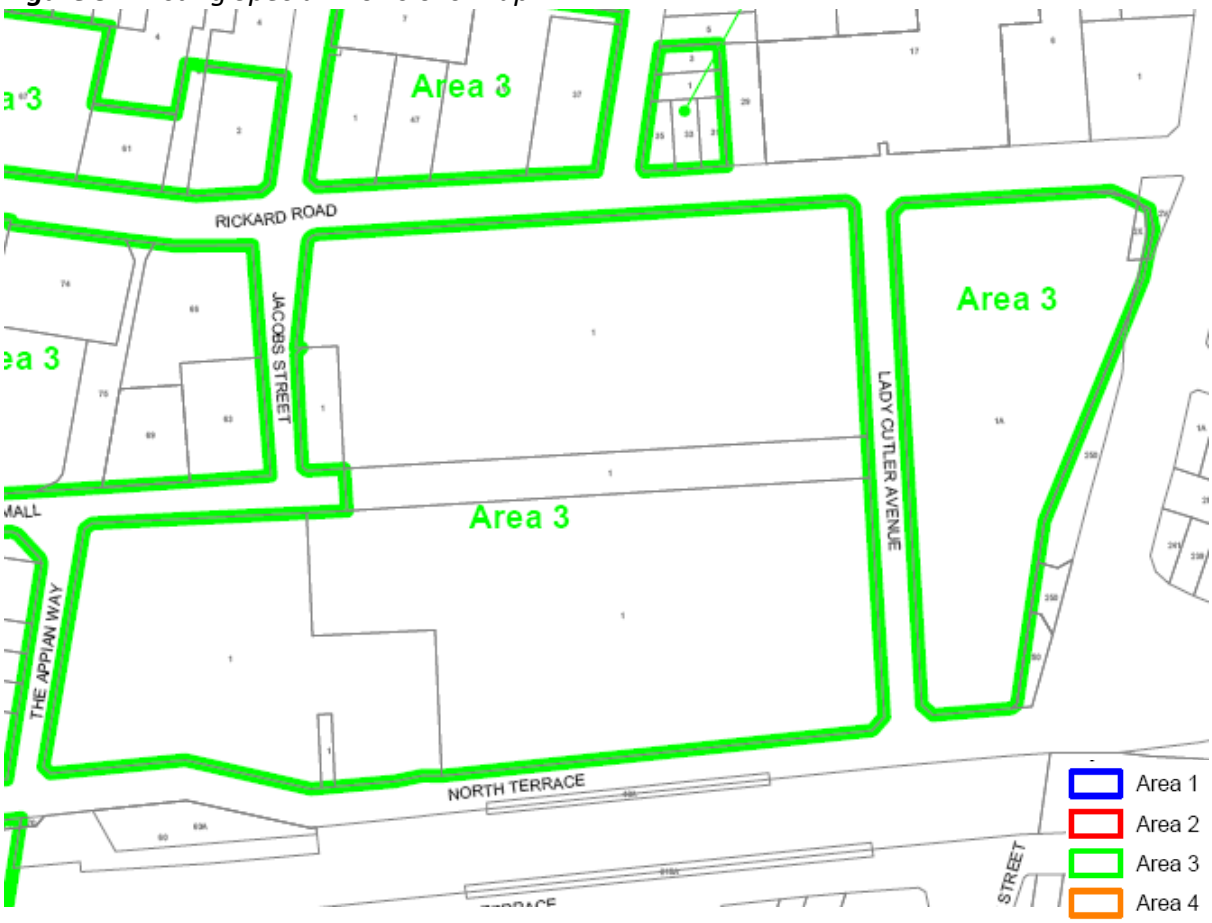



***Figure 9:** Existing Special Provisions Map*



The Planning Proposal is supported by the following technical studies and supporting documentation submitted by the proponent:

- Planning proposal report prepared by Urbis.
- Applicant's Response to Request for Information, Draft Site Specific Development Control Plan and Revised Planning Proposal Supporting Reports (July 2020) including:
  - Revised Planning Proposal Diagrams prepared by FJMT.
  - Bankstown Market Assessment prepared by Urbis.
  - Updated Transport Impact Assessment prepared by GTA Consultants.
  - LEP Mapping prepared by Urbis.
  - Retail Development Potential Assessment prepared by Urbis.
- Revised Planning Proposal Maps and Metrics prepared by Urbis and FJMT (February 2022).
- Concept Design and Urban Design Report prepared by FJMT.
- Preliminary Traffic Impact Assessment prepared by Colston, Budd, Rogers and Kafes.
- Revised Transport Impact Assessment prepared by GTA Consultants.
- Preliminary Aeronautical Height Assessment prepared by Landrum & Brown Worldwide.
- Community Needs Analysis prepared by Urbis.
- Economic Analysis 'Becoming the Magnetic Centre of the Region' prepared by Urbis.
- Draft BLEP 2015 Mapping prepared by Urbis.
- Landscape Concept Master Plan prepared by FJMT and Urbis.
- Revised Draft Site Specific Development Control Plan prepared by Urbis.
- Record of Feedback from Council on concept Master Plan submitted by proponent.
- Letter of Offer and Affordable Housing Statement of Intent prepared by Vicinity Centres.

A site specific draft Development Control Plan has been submitted by the proponent that provides objectives and development controls to guide the future development of the site. The Development Control Plan submitted with the Planning Proposal will be amended by Council for exhibition concurrently with the Planning Proposal and draft Planning Agreement.

Council commissioned external consultants to prepare traffic, social and economic peer reviews of the application. These documents have also been provided to the Local Planning Panel for background and supporting information.

Development Outcome and Yields

The Planning Proposal includes the following key elements (refer to Table 3 below for details):

- The redevelopment of the site from a shopping centre to a genuine mixed-use precinct, including retail, commercial offices, hotel and serviced apartments, residential (including build to rent), student and key worker accommodation (for health workers and the like) that will complement the location of the Western Sydney University Campus (Bankstown) and potential future new Bankstown Hospital.
- The significant improvement in the public domain in the heart of the CBD, including the provision of new public open space in the form of a public park and new pedestrian focussed boulevards and plazas.

- Creation of four precincts for the site (Town Centre, Rickard Road (north and south), North Terrace and Stacey Street, refer to Figure 4) to assist with master planning the large site consistent with the intended staging and retention of large sections of the current shopping centre.
- Provide a variety of height controls across the site up to 86m and to consolidate density towards the future metro station and North Terrace and height transition to surrounding properties in line with the Bankstown Master Plan.
- Allow residential apartment buildings along the northern side of the site to Rickard Road without the need to provide commercial uses at ground and first floor level.

To achieve the above, the proposal seeks to facilitate the following development yields:

- Retail: 15,041m$^2$ (in addition to existing 91,000m$^2$ retail floor space)
- Commercial offices: 119,117m$^2$
- Hotel: 439 rooms plus 89 serviced apartments
- Residential: 1,255 apartments
- Student Accommodation: 694 units
- Childcare: 891m$^2$
- New public open space: 5,000m$^2$ public park plus 5,615m$^2$ pedestrian focussed plazas and boulevards.

The table below provides details of the potential Gross Floor Area that would result from the proposed maximum Floor Space Ratios and building heights for each Precinct.

***Table 3: Summary of proposed FSRs, building height and resultant yield by precinct***

| Precinct | Proposed Max FSR* | Maximum Proposed Building Height (storeys approximates only) | Proposed Gross Floor Area Yield |
|---|---|---|---|
| Town Centre | 7:1 | 86m (RL 108.2 PANS-OPS), approx. 25 storeys | 106,437m$^2$ |
| Rickard Road | 3.4:1 | Precinct North - 50m and 70m, Approx. 15 to 20 storeys<br>Precinct South - 67m, approx. 19 storeys | 127,882m$^2$ |
| North Terrace | 3.8:1 | 83m, approx. 20 - 25 storeys (subject to mix of uses) | 139,824m$^2$ |
| Stacey Street | 3:1 | North Tower – 46m, approx. 11-13 storeys<br>South Tower – 55m, approx. 16 storeys<br>Remaining central shopping centre core retained at 35m | 73,380m$^2$ |
| **Total** | **3.9:1** | **-** | **447,523m$^2$** |

**Note: The bonus 0.5:1 FSR currently permitted on the site under Clause 4.4A "Additional gross floor area for more sustainable development in Bankstown CBD commercial core" in BLEP 2015 currently applies to the site. The above density calculations quoted do not include the 0.5:1 bonus FSR as this is not proposed to apply to the site under the proponent's Planning Proposal.*

The Planning Proposal will increase from the existing 3.5:1 (inclusive of the 0.5:1 sustainability bonus under Clause 4.4A) to a maximum FSR of 3.9:1 for the site overall. It is not proposed apply the LEP sustainability bonus to the site. The total GFA of the site when developed to the maximum proposed FSR is 447,523m$^2$, which is 48,268m$^2$ more than the maximum possible floor space under the existing 3.5:1 FSR across the site.

It is estimated that the concept proposal would yield approximately 1,255 apartments plus 694 student housing units. The hotel accommodation component will result in 439 rooms plus 89 serviced apartments.

Each precinct will contain a different proportion of residential and non-residential land use. Due to the indicative nature of the development concept, the proponent has not submitted a detailed breakdown of the exact GFA of each land use proposed for each tower in each Precinct. The Planning Proposal will set the overarching parameters for the overall maximum floor space and minimum commercial/non-residential requirements for the site with the future development applications for the site to provide details on how each precinct will provide the mixed development outcomes consistent with the intent as set out by the planning proposal.

Letter of Offer for Delivery of Public Infrastructure

In accordance with the proponent's Letter of Offer and subject to the preparation of a draft Planning Agreement between Council and the proponent, the Planning Proposal would facilitate delivery of the following public infrastructure works located on or near the site to support the intensification proposed for the site:

- 5,000m$^2$ publically accessible open space (Public Park) along Rickard Road including a playground and urban plaza.
- Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way.
- 1,000m$^2$ multi-purpose indoor facility including two sports courts or cash contribution up to a value of $4 million dollars to Council to deliver this facility elsewhere in the CBD.
- 200m$^2$ of 'Incubator Space' for business 'start-ups' to be fitted out as a warm shell open plan layout suitable for use as office space.
- Completion of proposed town centre separated cycleway along Rickard Road and Appian Way frontages to the site in accordance with Bankstown 'Complete Streets' requirements.

Development Application for Commercial Development

A recent development consent has been issued on this site which is a relevant consideration. On 19 July 2021 development consent was granted to DA-528/2020 for a commercial development in the north western corner of the site at the Rickard Road and Jacob Street intersection as shown in Figures 11-13 below:

- Demolition of the existing bus interchange and associated buildings near the north-west corner of the site.

- The construction of a new commercial development comprising two eight-storey commercial office towers with rooftop plant and one part five/part six-storey commercial office tower, with ground levels containing retail, wellness and food & beverage uses in an 'Eat Street' configuration.
- Construction of two levels of basement car parking, providing 322 car parking spaces.
- Changes to the existing shopping centre and existing at-grade car parking.
- The provision of access, basement car parking, and associated public realm works and landscaping.

Overall, the buildings incorporate 29,686m$^2$ of office floor space and approximately 6,000m$^2$ of retail floor space. The approved development was designed to the maximum 35m building height currently applicable under the BLEP 2015.

The approved development is consistent with the Planning Proposal insofar as the footprint of the approved development sits wholly within the Rickard Road North Precinct and will maintain a clear 20m wide pedestrian access boulevard that acts as an extension to The Mall. The northern most tower (Tower 2) is located in the proposed 70m building height under the Planning Proposal. Subject to LEP Amendment being made, the proponent will be required to obtain a new development consent for any increase in the height of Tower 2 to achieve the proposed 70m building height.

***Figure 10:*** *Approved development site plan (DA-528/2020). Red arrow shows The Mall pedestrian access (20m wide)*

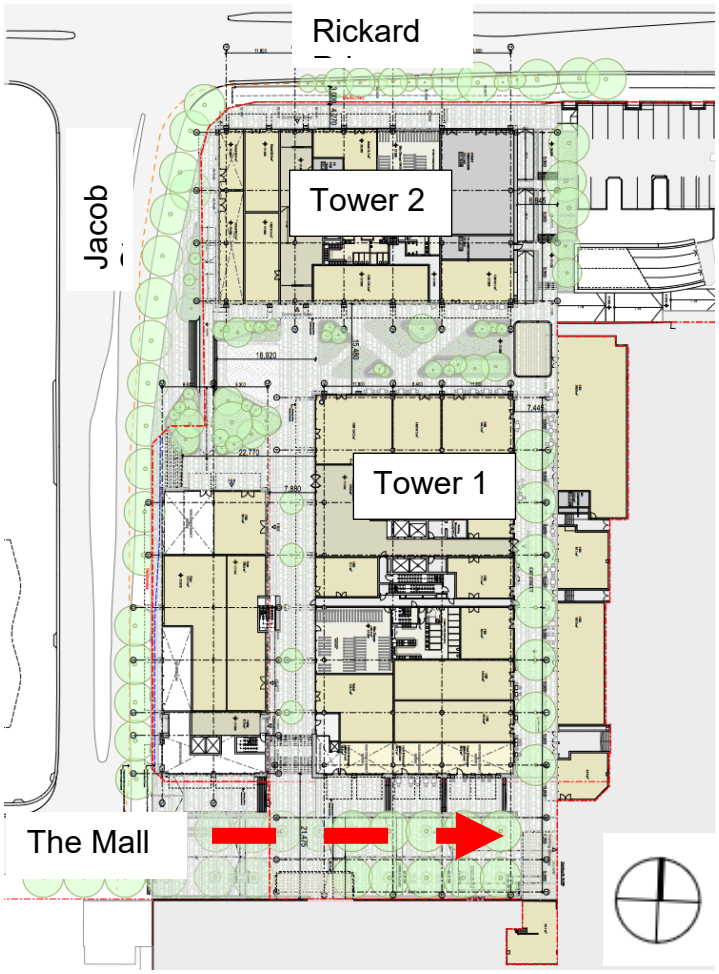


***Figure 11:*** *Approved commercial development (DA-528/2020) as viewed from Jacob Street. The extension of The Mall is shown on the right.*

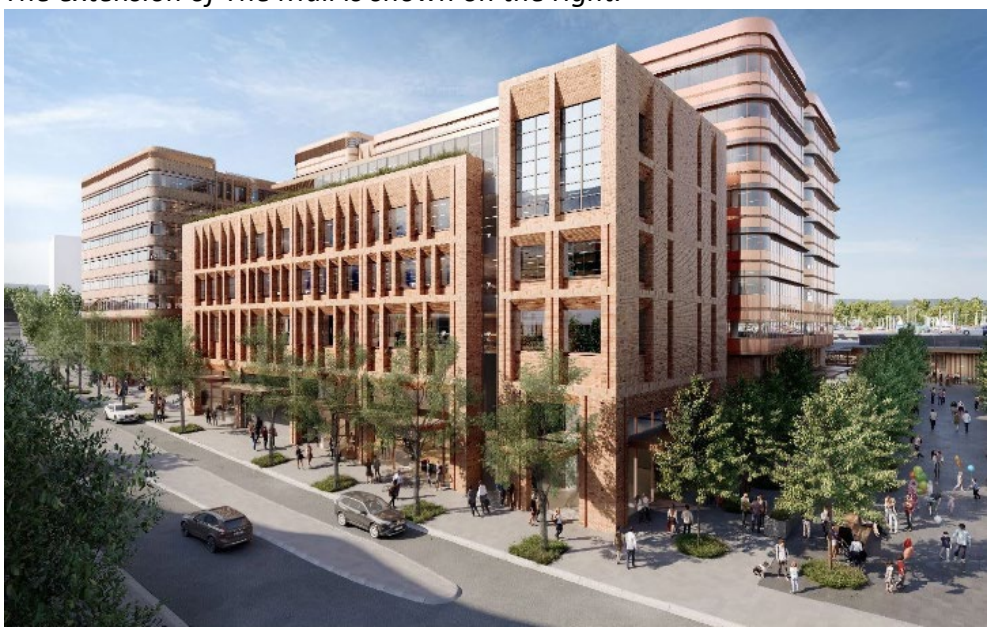


***Figure 12:*** *Approved commercial development (DA-528/2020) as viewed from the extension of The Mall pedestrian access, looking north.*



## 3. SUMMARY

Based on the Environmental Planning and Assessment Act 1979 (EP&A Act 1979) and the Department of Planning and Environment guideline, the following key policies are relevant to Council's assessment of the application:

- Greater Sydney Region Plan.
- South District Plan.
- State Environmental Planning Policies.
- Ministerial Directions.
- Council's Local Strategic Planning Statement (LSPS) "Connective City 2036".
- Exhibited and Adopted Bankstown City Centre Master Plan.
- Department of Planning and Environment's *Local Environmental Plan Making Guideline (December 2021)*.

In relation to the proposed amendments to the BLEP 2015, Council's assessment findings indicate (summarised in Section 5 below and detailed in the Planning Proposal at Attachment A) the proposal demonstrates strategic merit as it would:

- Provide development capacity that is consistent with the strategic policy direction and vision for Bankstown CBD as the City's preeminent Strategic Centre as set out in Council's Local Strategic Planning Statement and the Bankstown Masterplan.
- Result in 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 Master Plan.
- Allow the significant existing development capacity of the site to be refocussed towards the future Metro Station consistent with the height principles set out in the Bankstown Masterplan.
- Make the site more accessible to the public and integrated into the street network by adding a new road and pedestrian connections.
- Create a substantial new public park to assist Council achieve its vision within the Bankstown Master Plan of all residents in Bankstown being within a 200m to 400m walking catchment of a green open space.
- Facilitate renewal of a site that is highly constrained by long term leases.
- Increase housing choice in Bankstown CBD by increasing the stock of "built to rent", student and key worker housing.
- Deliver a range of increased building heights that will be consistent with the B4 Mixed Use Zoning of the site, its size, strategic location, and controls proposed for comparable sites within the CBD.
- Provide housing for approximately 2,500 new residents within the Bankstown CBD proximate to employment opportunities and high quality public transport infrastructure.
- Provide housing and jobs growth in a highly accessible location well served by existing and future planned public transport infrastructure.

The strategic and site specific merit of the proposal is able to be met subject to implementing the recommendations of this report and as follows in Section 4.

## 4. ASSESSMENT

### 4.1 Consistency with Strategic Planning Framework

#### *4.1.1 Greater Sydney Region Plan – A Metropolis of Three Cities*

The Greater Sydney Region Plan (GRSP) was released by the GSC in March 2018. It provides a 40-year vision for the Greater Sydney region and is designed to inform district and local plans and the assessment of Planning Proposals.

The Greater Sydney Region Plan identifies several key objectives around the need to ensure communities are healthy, resilient and socially connected; and improving housing supply to all groups in the community. The proposal will facilitate economic investment in the Canterbury Bankstown LGA during the construction and operational phases, provide significant new employment generating floor space and housing and will assist with Bankstown further evolving into its strategic centre role.

The Planning Proposal is consistent with several planning objectives in the GSRP. These include:

- Objective 4: Infrastructure use is optimised.
- Objective 6: Services and infrastructure meet communities' changing needs.
- Objective 7: Communities are healthy, resilient and socially connected.
- Objective 10: Greater housing supply.
- Objective 14: A Metropolis of Three Cities - integrated land use and transport creates walkable and 30 minute cities.
- Objective 22: Investment and business activity in centres.

*4.1.2 South District Plan*

The GSC released the South District Plan on 18 March 2018 to give effect to the GSRP. The South District Plan contains priorities and actions to guide the development and planning of the south district while improving the district's social, economic and environmental assets. The redevelopment of the site that would result from this proposal will deliver a genuine mixed use precinct and increased opportunities for social interaction on the site through a new public park, pedestrian boulevards and plazas and improved interface with the new Metro station and relationship with surrounding land uses and street network. The proposal aligns with the following South District Planning Priorities:

- Planning Priority S3 – Providing services and social infrastructure to meet people's changing needs.
- Planning Priority S4 – Fostering healthy, creative, culturally rich and socially connected communities.
- Planning Priority S9 – Growing investment, business opportunities and jobs in strategic centres.
- Planning Priority S12 – Delivering integrated land use and transport planning and a 30-minute city.

The application will enable the delivery of transit-oriented development and co-locate facilities and services which is consistent with the principles for strategic centres in the South District Plan. The proposal will contribute to the 30 minute city vision of the Plan by providing employment opportunities and new housing within the same location and adjacent to a future Metro station with high frequency services to other strategic centres and the broader Sydney Region.

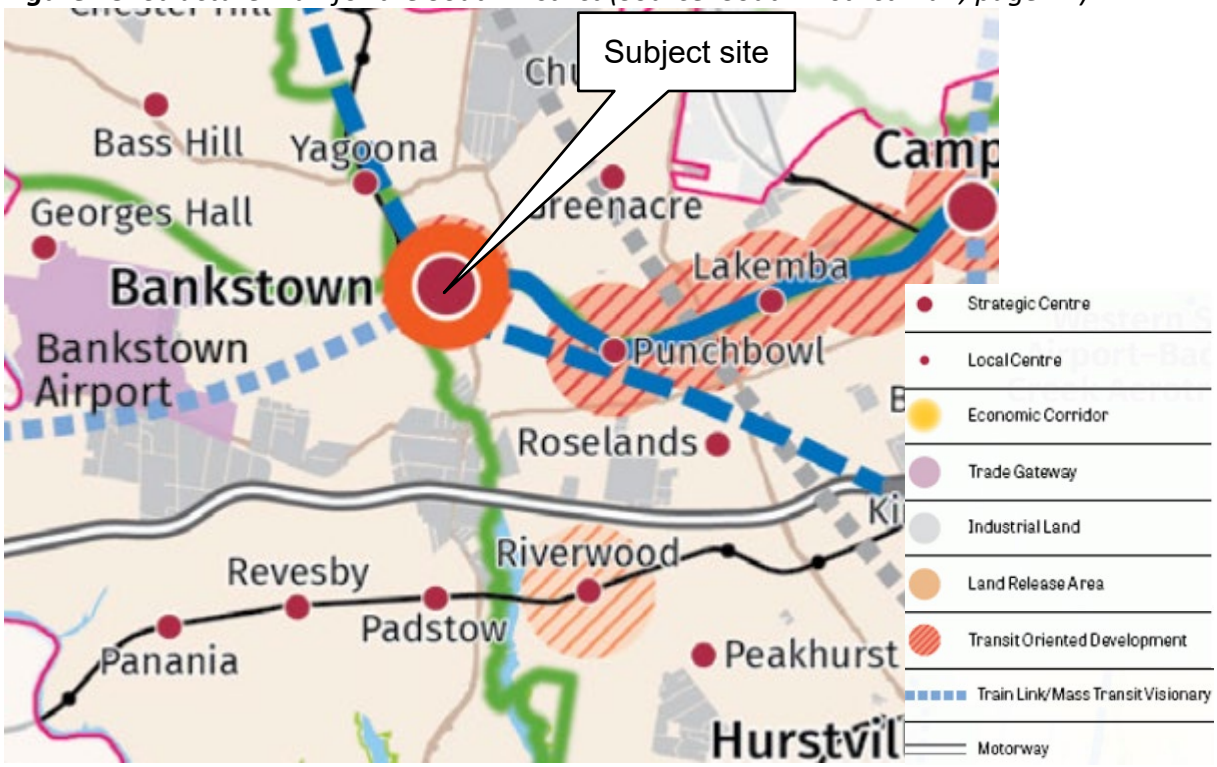
The proponent has committed to the delivery of public infrastructure and benefits including a new public park, an indoor multi-purpose facility, incubator space/co-working offices, cycleways and extension of Jacob Street to improve connectivity within the Bankstown CBD. These facilities will enhance walkability and cycling within the Bankstown strategic centre.

The proposal will deliver approximately 8,000 jobs to 2036 which is significant contribution towards the South District Plan 2036 baseline target of 17,000 jobs for Bankstown. The proposal will also achieve consistency with the following Bankstown specific actions within the South District Plan:

- Encourage new lifestyle and entertainment uses to activate streets and grow the night-time economy.

- Facilitate the attraction of office and commercial floor space and provide opportunities to allow commercial and retail activities to innovate.
- Encourage activation of secondary streets.
- Improve integration with existing and future rail and bus transport infrastructure in the Bankstown city centre.

***Figure 13**: Structure Plan for the South District (Source: South District Plan, page 11)*

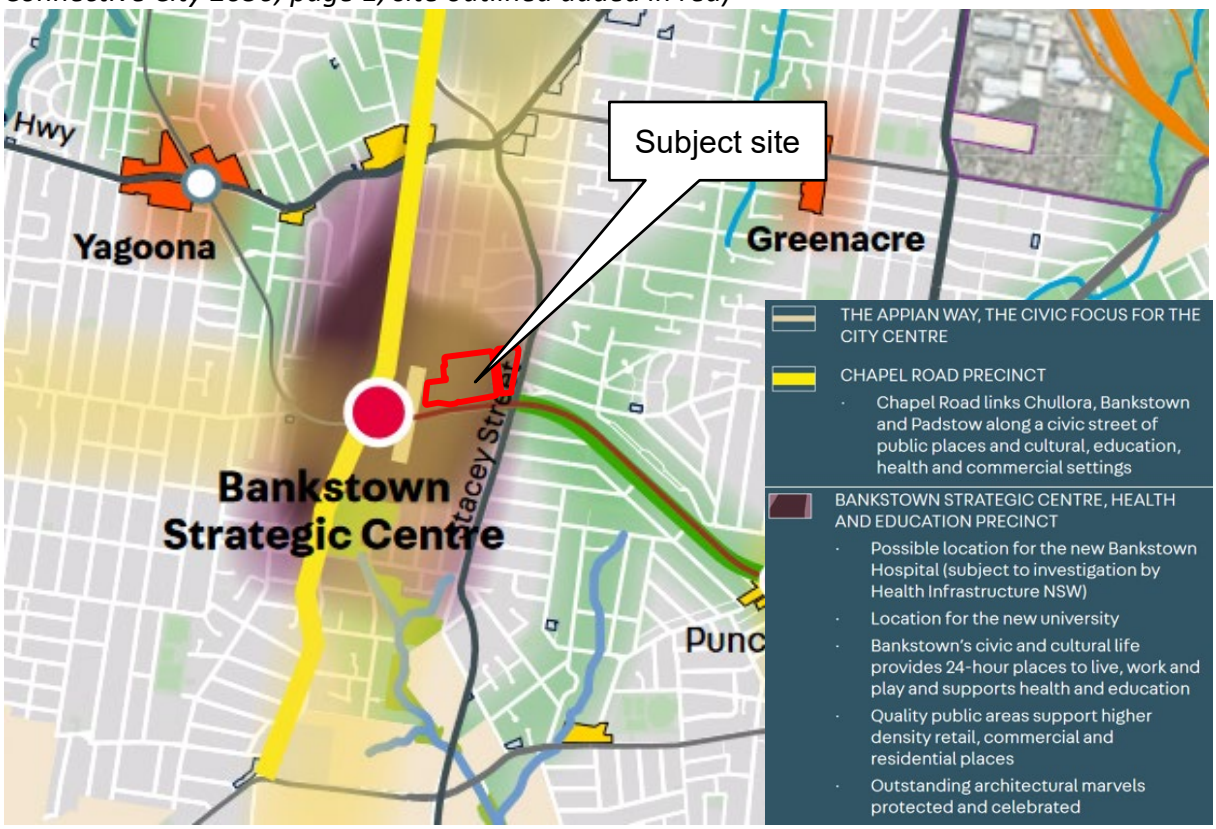



*4.1.3 Local Strategic Planning Statement – 'Connective City 2036'*

The LSPS Connective City 2036 establishes a hierarchy of centres within the LGA and identifies Bankstown and Campsie as Strategic Centres, consistent with the GSRP and SDP and provides 10 "Evolutions" that will shape and deliver the objectives of the LSPS. The LSPS grants Bankstown "City Centre" status which is the highest categorisation in the city and notes that Bankstown along with Campsie, as the other Strategic Centre in the LGA, will be the key focus for jobs, cultural activities and housing.

The LSPS sets a housing target of 50,000 additional dwellings accommodating 80% of increased housing supply in established centres and sustainable growth in local village and small village centres. The LSPS nominates the Bankstown City Centre as the "economic heart of the City", with targets for 25,000 jobs and 25,000 students by 2036. The LSPS also seeks to encourage visitor accommodation, affordable housing and provide for art and cultural services. The Planning Proposal is well positioned to deliver jobs (through retail and commercial office floor space), housing, visitor/hotel accommodation and social and community facilities in accordance with the objectives of the LSPS.

***Figure 14:*** *The LSPS 'Connective City 2036' plan showing the location of the site (Source: Connective City 2036, page 1, site outlined added in red)*




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 delivery of residential accommodation and employment floor space on a site that is suitable for the scale and intensity proposed given the size of the site, its location within the CBD and near public transport infrastructure, the minimal overall amenity impacts to the adjacent areas and connectivity to nearby centres.

*4.1.4 Bankstown City Centre Master Plan*

As recommended in the Bankstown City Master Plan (Master Plan), Council resolved for the Bankstown Central application to 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. The Master Plan identifies the opportunity for multi-purpose indoor sports facilities to be delivered as part of any redevelopment of key sites such as Bankstown Central (Action 1.1.5).

The adopted Master Plan also includes indicative height principles for the site based on the intensification strategy, noting that height of building controls and other matters will be tested and resolved separately through the Planning Proposal process. It is noted that the incentive clause mechanisms within the Master Plan do not apply to the Bankstown Central site in recognition of the large size of the site and its ability to be staged over time and deliver a significant proportion of future housing and jobs growth.

Council is progressing with the preparation of the Planning Proposal to implement the Bankstown Master Plan and will submit to the Department of Planning and Environment later in 2022. Council staff have been supportive of considering a separate Planning Proposal for this site given its size, complexity, public benefit offer, and the need for further detailed analysis and design considerations to be addressed during the preparation of a site specific DCP. Notwithstanding, the Bankstown Masterplan has provided principles for this site which have been reflected in the Planning Proposal.

***Figure 15:*** *Bankstown City Centre Master Plan 'Framework Map'*



***Figure 16:*** *Bankstown City Centre Master Plan 'Bankstown Land and Zoning Map'*

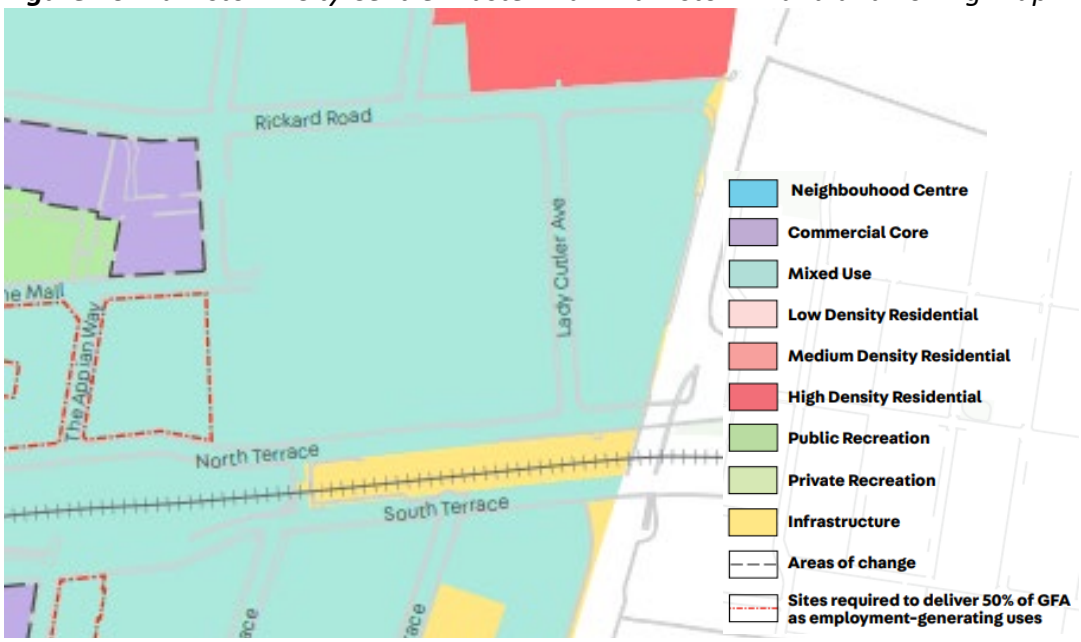
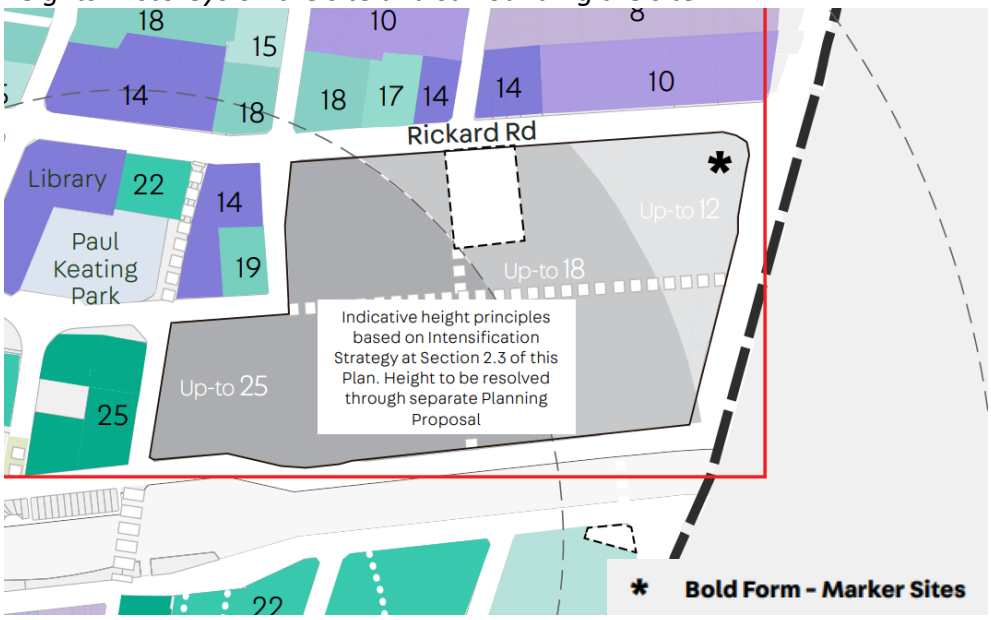



***Figure 17:*** *Bankstown City Centre Master Plan 'Proposed Building Heights Map' showing heights in storeys on the site and surrounding the site*




**4.2 Urban Design and Concept Structure Plan**

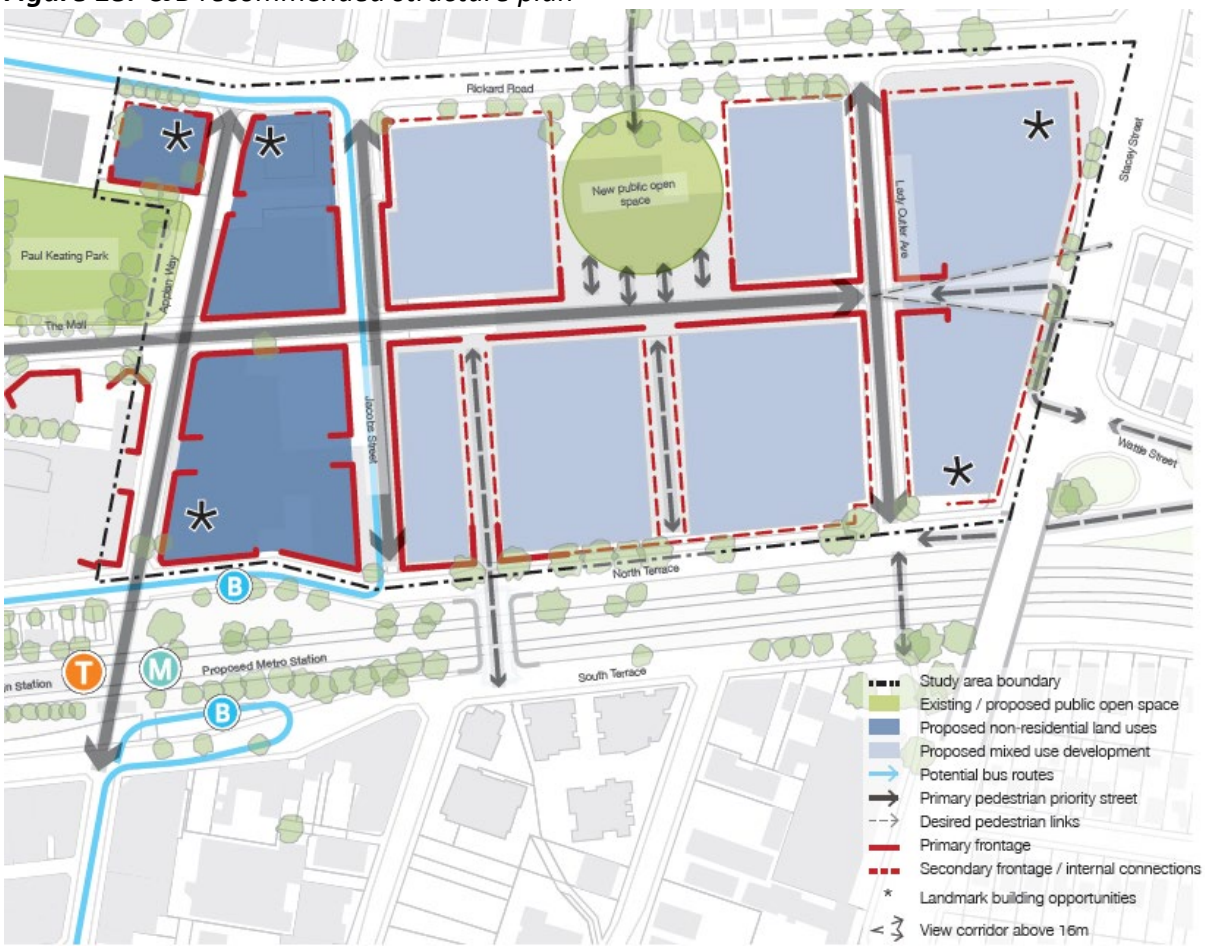
Council officers have held constructive discussions with the landowner and provided feedback on future master planning for the Bankstown Central site since 2015. Urban design and structure planning work was also undertaken in 2019 and urban design principles provided to the proponent as a guide for a future Planning Proposal in December 2019.

The Planning Proposal generally reflects the dialogue between Council and the proponent and incorporates key urban design principles developed by a Council commissioned Urban Design Study prepared by specialist urban design consultants. This document, known as the *Bankstown Central Urban Design Study* of November 2019, informs the Council's assessment of the Planning Proposal on the following 10 key urban design "structuring elements" for the redevelopment of the site:

1. A new central open space/public park of 5,000m$^2$.
2. Jacobs Street is extended between Rickard Road and North Terrace.
3. An east-west link as an extension of The Mall running between Jacobs Street and Lady Cutler Drive.
4. Land bound by the Appian Way, Rickard Road, Jacobs Street and North Terrace to be reserved for commercial land uses. Residential land uses to be minimised in order to facilitate employment generating floor space and uses.
5. Pedestrian linkages between North Terrace and the new east west link.
6. Active frontages onto all streets and open spaces.
7. Breaking up the site into smaller city blocks with new roads and internal pedestrian connections to make the site more permeable for pedestrians, outward facing with active frontages and better integrated with the surrounding area.
8. Optimise the site layout to facilitate the easy movement of people to and from public transport facilities and interchanging with other transport modes.
9. Encourage walking by locating car parking on the periphery of the centre.
10. Appian Way is the primary north south pedestrian link for the centre (noting the 'centre' includes land beyond the site to the east).

The structure plan suggested by Council in 2019 illustrates these 10 structuring elements (see Figure 19 below).

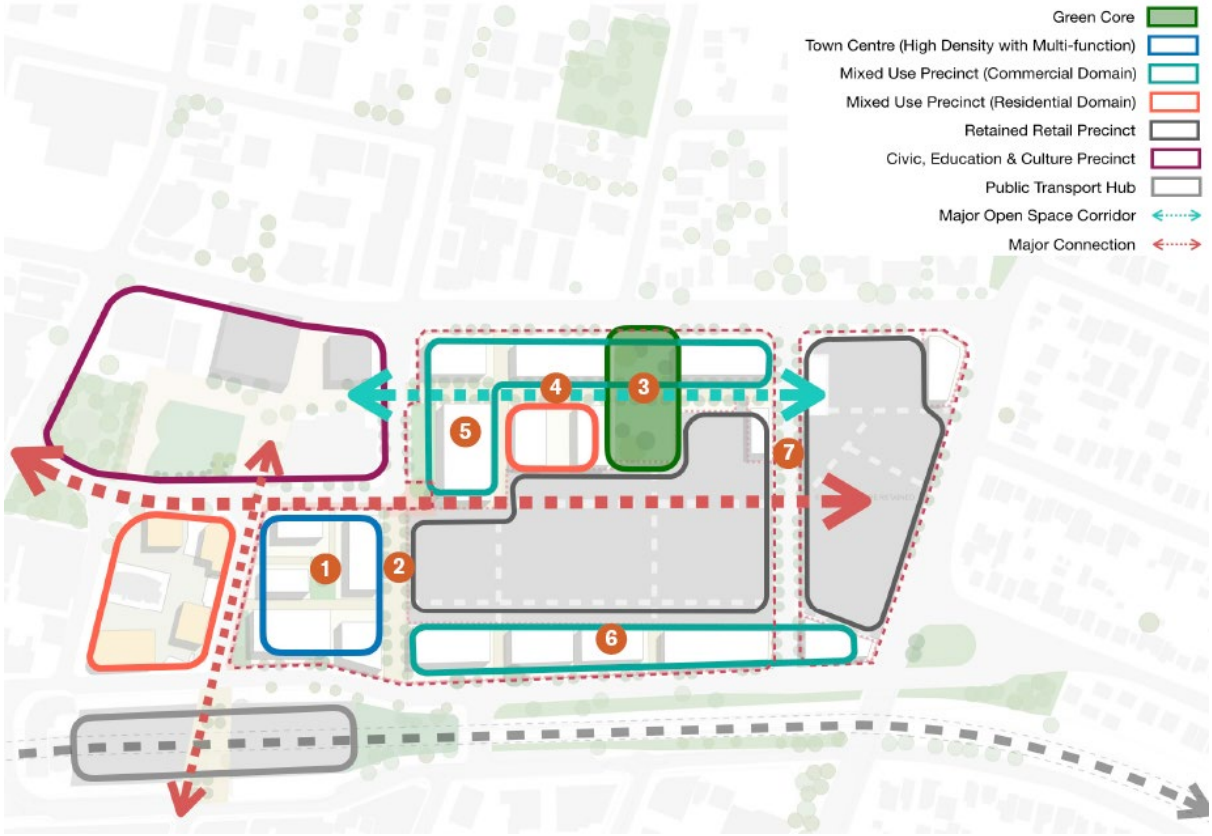
***Figure 18:*** *SJB recommended structure plan*



The structure plan submitted by the proponent adheres to most of the principles developed by Council, and importantly provides a 5,000m$^2$ public park located on Rickard Road, extends Jacob Street and commits to 50% minimum employment generating uses for the Town Centre Precinct. Some of the differences between the 10 key urban design "structuring elements" developed by SJB Architects and the Planning Proposal include:

- The main east-west link is to the north of The Mall.
- The extension of The Mall through the site is to be pedestrian only and an internalised link through the shopping centre rather than an 'open to the air' thoroughfare.
- No new north south links between The Mall and North Terrace due to retention of the core central areas of the existing shopping centre.
- No changes to the Stacey Street Precinct in terms of providing pedestrian links.

***Figure 19:*** *Proponent's site master plan prepared by FJMT*




The proposed departures from Council's suggested structure plan do not necessarily hinder achieving the desired outcomes. Of the above differences, a significant departure is that the east-west link suggested as an open extension of The Mall has been provided as an extension from Civic Drive to Lady Cutler Avenue. The Planning Proposal will facilitate instead of a dedicated street, an internalised east-west pedestrian link extending from The Mall to Lady Cutler Avenue. . This new internalised pedestrian link will deliver similar positive pedestrian only connectivity outcomes within an all-weather protected environment. A pedestrian only link is also consistent with Council's Bankstown Complete Streets policy.

The proponent's east west link to the north off The Mall in addition to the internalised east-west extension of The Mall will also improve connectively between the northern part of the site, the eastern edge of the CBD and the CBD core and rail/Metro stations to the west and south-west by linking with The Appian Way and Jacob Street extension.

Whilst an "open to sky" east west link as an extension of The Mall is not proposed in the proponent's concept design due to the physical constraints imposed by the continued operation of the shopping centre, it is Council's position that this Planning Proposal does not prevent such a thoroughfare being delivered as a longer term outcome for the site. The Planning Proposal vision includes retention of a vast majority of the existing shopping centre, which physically hinder limits the ability to deliver a new pedestrian or slow traffic street through the middle of the site.

The other remaining inconsistencies between the proposal and Council's suggested structure plan are relatively minor and will be further examined and addressed in the site specific DCP to be prepared and publically exhibited by Council concurrently with the Planning Proposal and Planning Agreement. The key matters that will be addressed in the site specific DCP will include, but not limited to:

- Character statements and design objectives for each precinct
- Staging
- Active street frontages
- Podium and tower setbacks.
- Street wall height
- Building separation
- Landscaped areas
- Public open space and landscaping
- Solar access
- Environmental sustainability
- Car parking and vehicle loading, and
- Design quality (incl. principles for varied building heights).

<u>Environmental Sustainability</u>

To ensure future development on the site achieves a high standard of environment sustainability and building performance, the site specific DCP will include the requirement for an Environmentally Sustainable Design (ESD) report to be submitted with DAs to confirm what building design measures will be implemented to reduce construction waste and to minimise energy and water consumption once operational.

The DCP will also require commercial development to be designed consistent with the requirements of the National Construction Code, the National Australian Built Environment Rating System (NABERS), as well as certification under the Green Star and WELL rating systems. Future residential redevelopment of the site will be required to comply as a minimum with the relevant BASIX and NatHERS requirements. Further, the site specific DCP will include sustainability requirements such as the following which will also be implemented as part of the Bankstown City Centre Development Control Plan:

- Deep soil landscape controls for increased tree canopy across the site
- Reduced heat reflectivity and absorption controls for new buildings
- Revised natural ventilation controls
- Natural refrigerants for all cooling systems
- Stormwater collection and reuse
- Green roofs and green wall design, and
- Maximum car parking rates.

### 4.3 Floor Space Ratio

The Planning Proposal seeks an increase in FSR for the site overall from 3.5:1 to 3.9:1 which equates to approximately 48,300m$^2$ of additional floor space. The existing and proposed FSRs for each precinct are as follows:

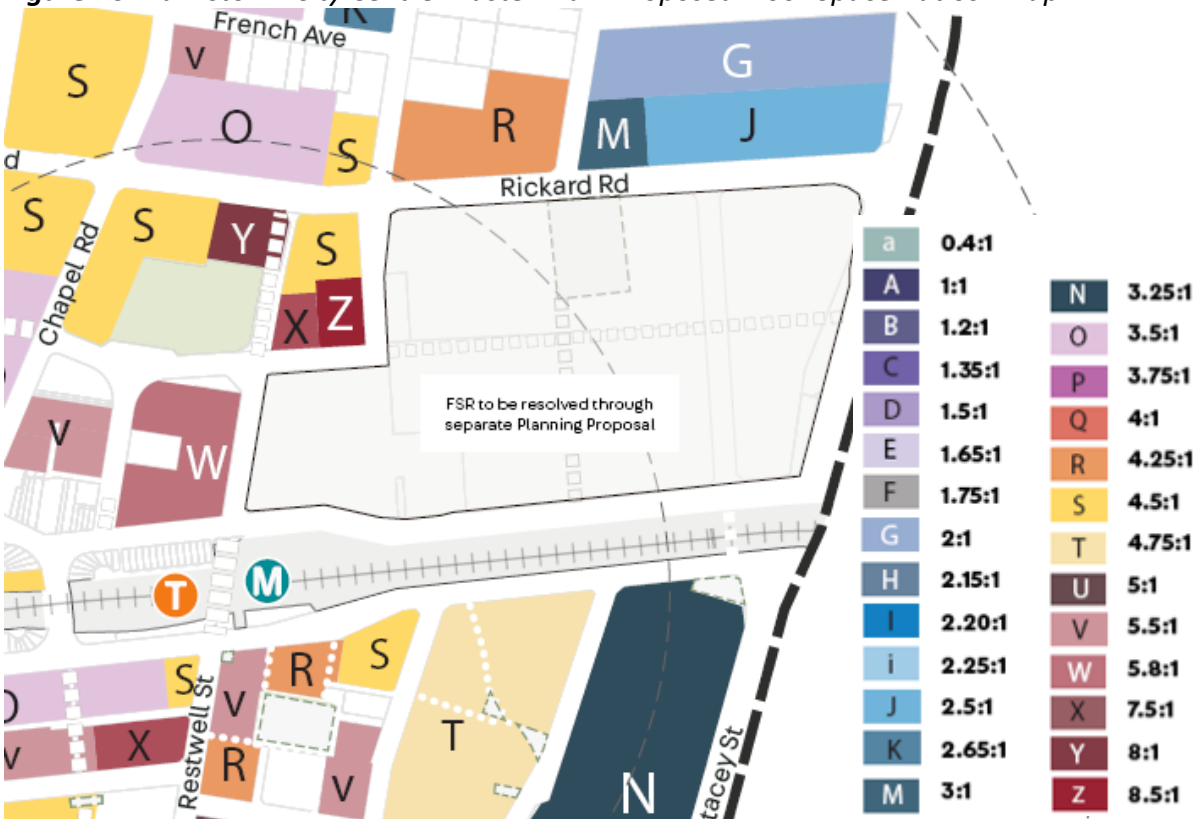
***Table 4:*** *Summary of current and proposed Floor Space Ratios for the subject site*

| Precinct | Current FSR | Current FSR + sustainability bonus (Cl 4.4A) | Proposed FSR | Difference |
|---|---|---|---|---|
| Town Centre Precinct | 3:1 | 3.5:1 | 7:1: | + 3.5:1 |
| North Terrace Precinct | 3:1 | 3.5:1 | 3.8:1 | + 0.3:1 |
| Rickard Road Precinct | 3:1 | 3.5:1 | 3.4:1 | - 0.1:1 |
| Stacey Street Precinct | 3:1 | 3.5:1 | 3:1 | - 0.5:1 |

The FSR of 7:1 proposed on the Town Centre Precinct seeks to capitalise on the location of that precinct close to the CBD core and within 50m of the Bankstown railway station and future Metro station. The increased FSRs for the Town Centre Precinct (7:1) and North Terrace (3.8:1) are supported by Council because the higher FSR is located in areas that are best suited to higher building density, and thus employment and dwelling floor space, due to their proximity to mass transit transport services, the minimal environmental impacts likely to occur on the surrounding area as a result of tall towers in these locations, and the location of nearby proposed public facilities including parks and open space within short walking distance. Further discussion of the solar impact analysis of this proposal is provided below under 4.4. Building Height.

Higher FSRs in these locations will also provide a logical transition in FSRs proposed within the Bankstown City Centre Master Plan on adjoining sites to the west and south which ranges from 4.25:1 to 8.5:1 (refer to the figure below). In context of the Master Plan, the proposed FSRs for the site are consistent with those on other strategically important sites within close proximity to the future Metro Station.

***Figure 20:*** *Bankstown City Centre Master Plan 'Proposed Floor Space Ratios" map*




To ensure employment floor space is delivered to assist Council in achieving its jobs growth target the Planning Proposal will include a planning mechanism in BLEP 2015 to impose a minimum non-residential development floor space control of 50% for the Town Centre Precinct and a minimum 40% non-residential floor space across the entire site. The details of the planning mechanism will be included in the Planning Proposal prior to exhibition.

The precinct based approach to applying different FSRs to each precinct is considered a logical and practical means of locating density in the right location and delivering the vision for the site and the Bankstown CBD. The precinct based FSRs will be reflected in the draft BLEP 2015 maps and assist with the staged delivery of public benefits linked with a Planning Agreement.

The proposed FSRs in this Planning Proposal are consistent with Council's objectives for the future growth Bankstown CBD in the LSPS and in the Master Plan and to cater for the expected worker and resident population by 2036. . The use of an overall FSR is mainly to assist with comparisons with the current overall FSR under BLEP 2015. This has no impact on the FSRs sought for the proposal which remain as per the proposed FSRs for each precinct as outlined in Table 4 and an overall FSR for the site is not proposed to be applied as an LEP Amendment.

**4.4 Building Height**

The Planning Proposal will allow the site to deliver increased building heights consistent with Council's and the State Government's future desired character and adopted strategic vision of the Bankstown CBD.

The tallest building heights are proposed on the western and southern sides of the site, forming a cluster of taller towers in a future CBD core. This approach is supported as it is located closer to the Bankstown Railway and future Metro Station and forms a synergy with future development on the Compass Site (83-85 and 99 North Terrace and 62 The Mall) which permits towers up to 83m/approx. 25 storeys, Western Sydney University at 83m and the 'Hoyts' cinema site (63 The Mall) up to 74m/19 storeys. The proposed building heights will progressively lower in height across the site from south west to north and east to provide a scale transition with the areas to the north and east of the site.

The proposed heights are constrained to the maximum PANS-OPS building heights permitted under aeronautical constraints imposed by proximity of the site with Bankstown Airport. The maximum building height limit of RL 108.2 is consistent with the Airspace Constraints Study commissioned by Council as part of the Bankstown City Centre Master Plan. Notwithstanding, given the Master Plan did not confirm building heights on the site, referral of the Planning Proposal to the Bankstown Airport operator, Sydney Metro Airports and the relevant Commonwealth authorities such as Civil Aviation Safety Authority (CASA), would be undertaken by Council subject to conditions of a Gateway determination.

The recommended building heights have been assessed for solar access impacts and found that height has been located in areas to minimise impacts. The proposed building heights will maintain solar access to key public spaces including the future public park facing Rickard Road located on the site and the future extension of The Appian Way that will form a new pedestrian plaza between the existing heavy rail line and the new Metro station(to be delivered by 2024). A majority of the overshadowing will fall onto the railway corridor to the south of the site, to the east of the future Metro Station.

The site specific DCP to be prepared by Council will ensure the varied distribution of heights is controlled to provide a visually interesting skyline as the site develops with some variation in tower heights. Development controls such as building separation, podium/street wall heights, setbacks, solar access, car parking and landscaped areas will assist with providing appropriate built form outcomes consistent with the objectives of the Planning Proposal and strategic vision for Bankstown CBD.

The Planning Proposal building heights are compatible with the building heights envisaged for the site as part of Council's suggested structure plan of 2019. The structure plan recommended landmark towers in the north east, north west, south west and south east corners of the site and opportunities for the tallest towers to be located in the south west corner (referred as the Town Centre Precinct in this Planning Proposal), along North Terrace and on the eastern side of the site.

Council's suggested structure plan recommends towers up to RL108.2 (approximately 25 storeys) in the Town Centre and Stacey Street Precincts which is the maximum permitted under PANS-OPS aeronautical operational constraints imposed by Bankstown Airport airspace safety requirements (refer to Figure 22 below).

Council's assessment of the proposal has given regard to the design principles for the site in the suggested structure plan and the Bankstown Master Plan, and it supports locating the tallest towers in the Town Centre Precinct (up to 86m) and along the southern edge of the North Terrace Precinct (up to 83m). The location of these taller building heights aligns with the Bankstown Master Plan which proposes towers ranging in height from 19 to 25 storeys closest to the Town Centre Precinct including sites ranging from 15 to 25 storeys on the southern side of the railway line (see Figure 21).

***Figure 21:*** *Bankstown City Centre Master Plan 'Proposed Building Heights" map*

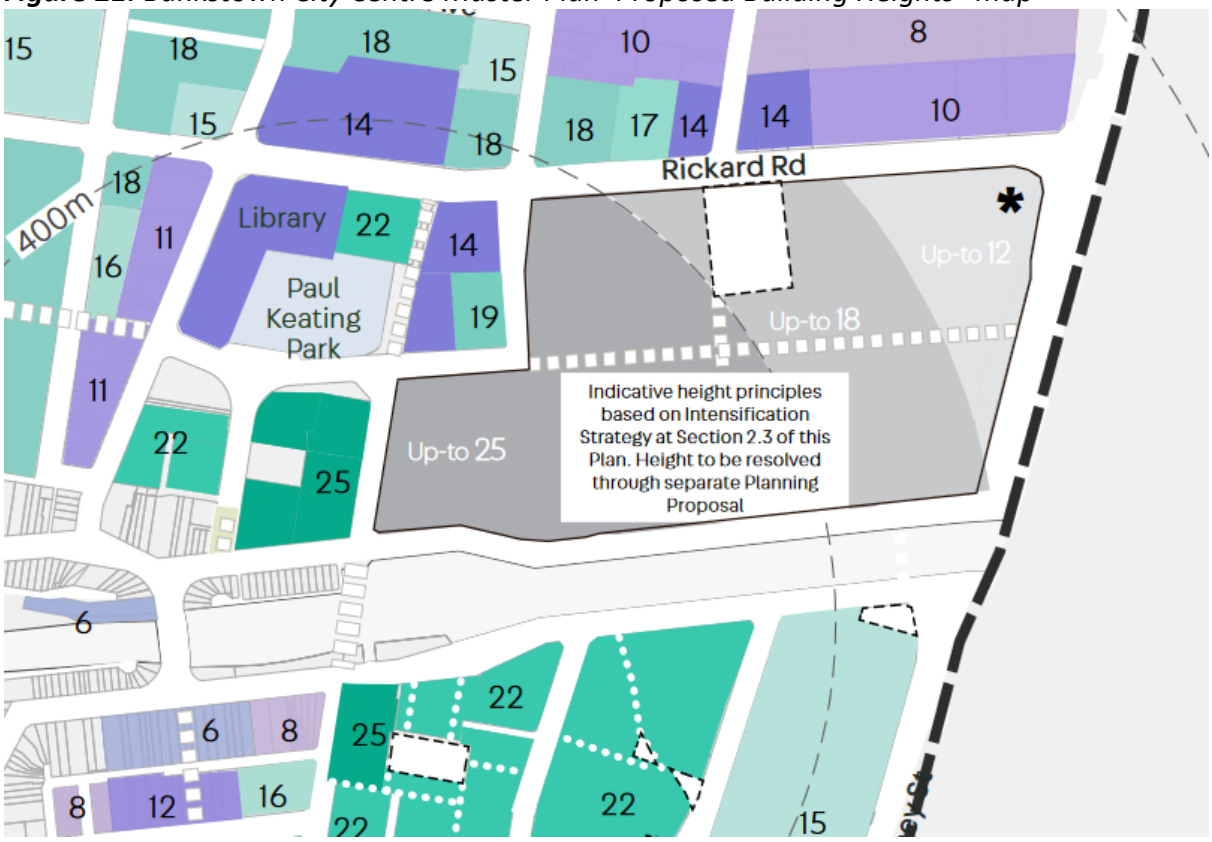
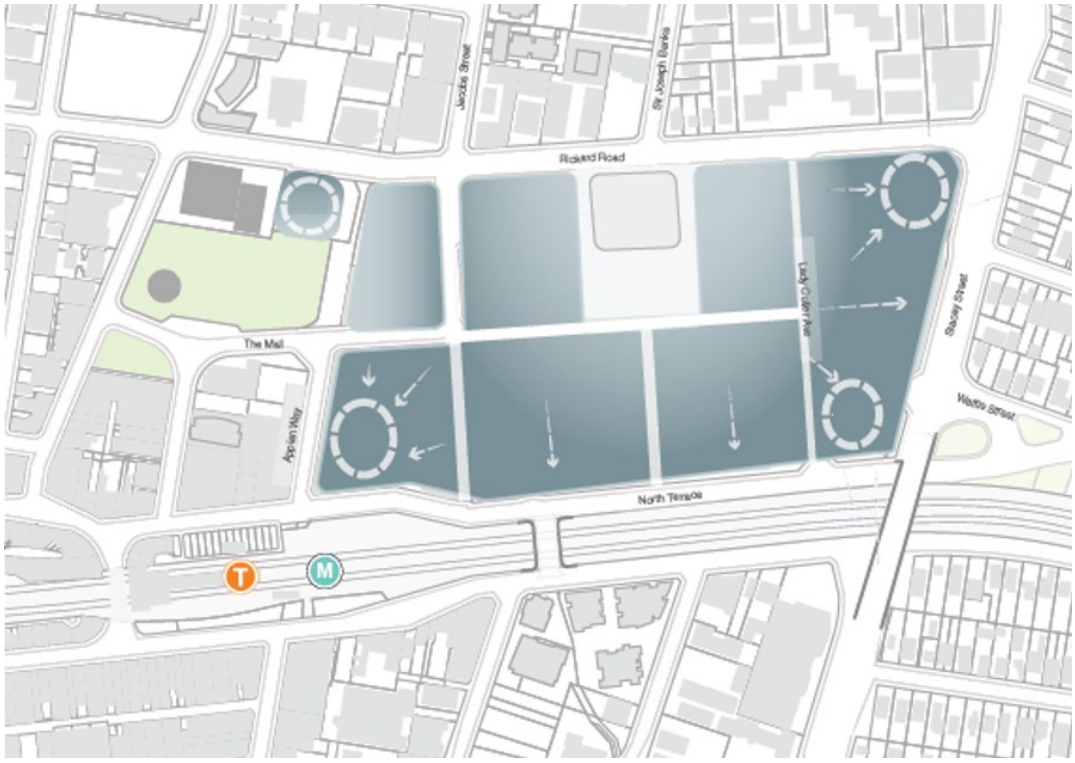



***Figure 22:*** *Recommended landmark tower locations (circled) from Council's suggested structure plan*




A discussion of the key matters addressed during the assessment of building height implications for each Precinct is provided below.

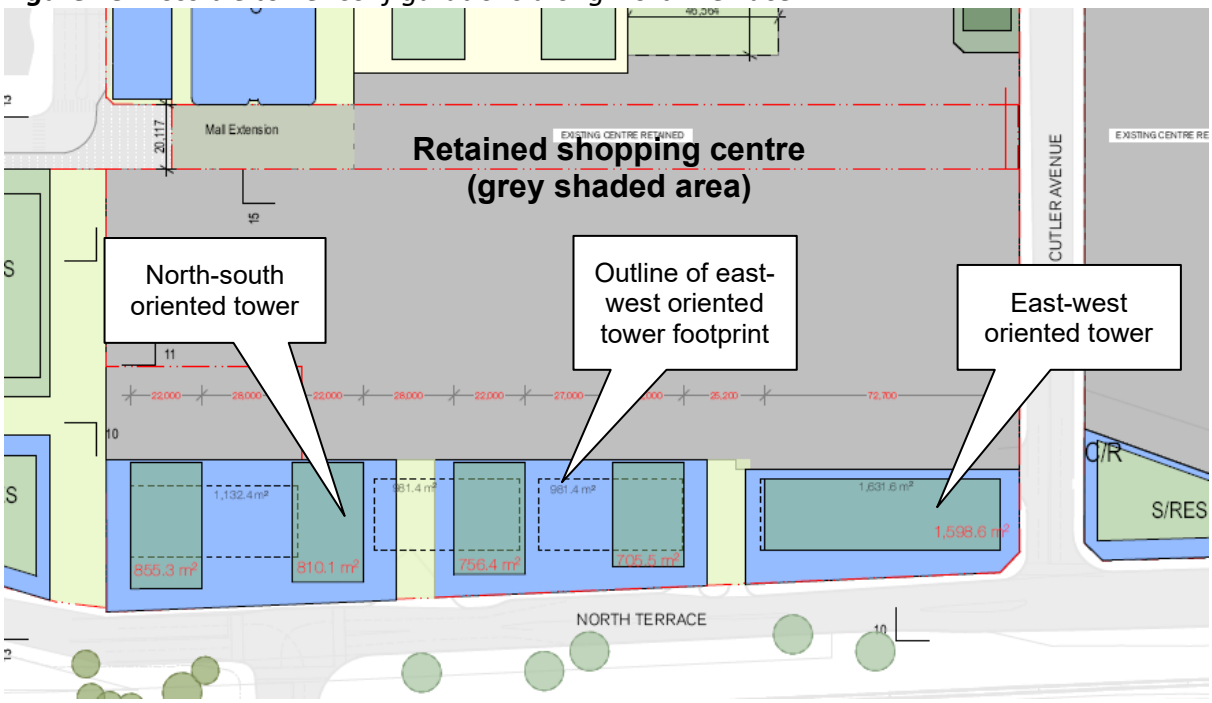
Town Centre Precinct and North Terrace Precinct

Council's assessment of the building heights for the Town Centre precinct considered potential solar access impacts on The Appian Way and onto the proposed pedestrian concourse to be constructed between the existing Bankstown railway station and the future Metro station as an extension of Restwell Street. Council's Bankstown Master Plan designates The Appian Way and Restwell Streets as 'Key Streets' and development must maintain solar access to 50% of these streets between 12pm-2pm on the Winter Solstice.

The solar analysis conducted for the proposal illustrates that 86m tower heights (RL 108.2) has no impact on the solar access achievable on the future Metro Station concourse between 12-2pm, nor will the proposal cast shadows onto the Appian Way after 11.30am on the Winter Solstice.

The Planning Proposal seeks to enable towers up to 83m along the North Terrace frontage of the site (on the southern edge of the North Terrace Precinct). Because the concept design seeks to retain the central core of the existing shopping centre, this will create relatively narrow strip of land along North Terrace where four towers are proposed to be located. The proponent provided building footprints showing towers up to 72m in length may be provided in this location in an east-west orientation due to the constraints of the site. See figure below.

***Figure 23:*** *Possible tower configurations along North Terrace*




The figure above also shows indicative alternative tower forms orientated north-south which could have 22m lengths to North Terrace. Council's preference is for towers along North Terrace to have a north-south orientation to minimise visual bulk and building mass. Taller, narrower tower forms in a north-south orientation would also have the potential to minimise solar access impacts to the residential development to the south along South Terrace. Council intends to manage this issue by including objectives, and development controls if necessary in the site specific DCP to ensure towers along North Terrace minimise visual bulk and mass and maximises building separation to provide visual interest and higher amenity of occupants on and off the site in accordance with SEPP 65 and the Apartment Design Guide.

The site specific DCP will require any towers on the site to demonstrate through solar access modelling that the private open space and key living spaces of adjoining residential properties will not be adversely impacted on the Winter Solstice by future development on the site.

<u>Stacey Street Precinct</u>

Two towers are proposed to 'bookend' the Stacey Street precinct which comprises land bound by Stacey Street, Rickard Road, Lady Cutler Drive and North Terrace. The northern tower height of 46m will act as a marker for the eastern edge of the Bankstown CBD. The southern tower will have a maximum building height of 55m and will provide a transition to the taller towers to the west in the North Terrace Precinct to the lower scale development on the eastern side of Stacey Street. The site specific DCP will include controls to ensure noise, odour and other amenity impacts from road traffic on Stacey Street and noise from the railway line are appropriately managed to ensure good amenity of residents in the towers is maintained.

The tower heights proposed in the planning proposal give regard to the building height 'Intensification Strategy' of the Bankstown Master Plan which provides a coherent approach to applying heights across the Bankstown CBD with the tallest buildings and thus greater population density near the Bankstown railway station/future Metro station and reducing building heights the further distance from that central point. The proposed tower heights of 46m and 55m also consider the fact that the majority of the Stacey Street Precinct will remain a lower scale retail shopping centre building as part of this Planning Proposal.

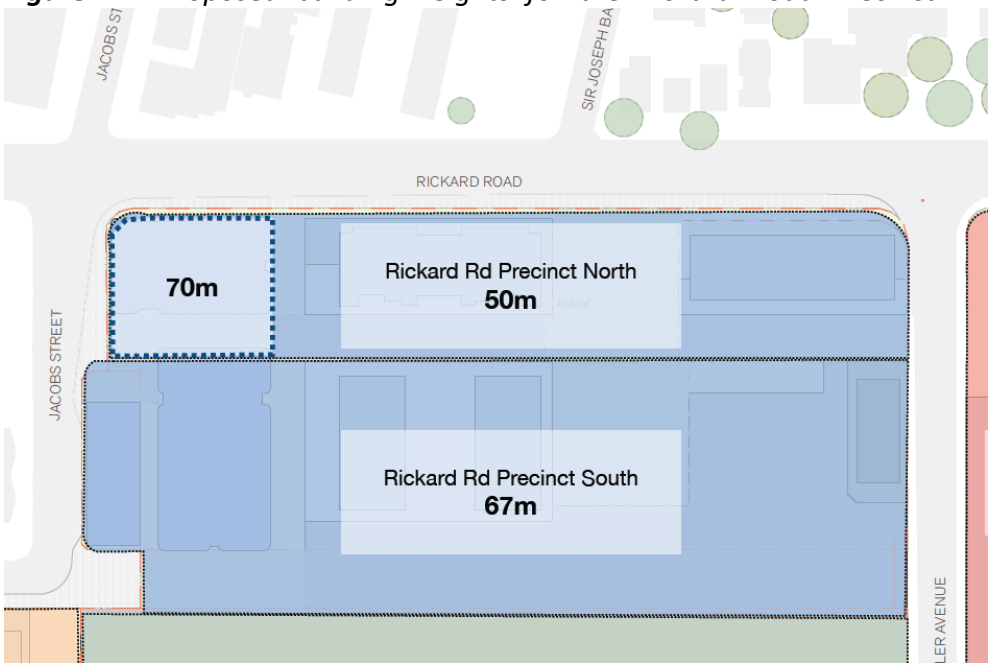
The Stacey Street Precinct is proposed to be developed as the final two stages by the proponent, likely after 2032. The proponent has advised that leases for the two largest tenancies within the Stacey Street Precinct, Woolworths and Big W, expire in 2046. Dan Murphy's lease expires in 2036. The constraints imposed by the large size of these anchor tenancies, and the long term lease expirations, will dictate when the Precinct will be available for redevelopment. For these reasons, the Planning Proposal will not increase the building height above the central core of the existing shopping centre and the existing 35m maximum building height will be maintained for the majority of the Precinct.

Rickard Road Precinct

The Rickard Road Precinct is split in into two precincts, with the Rickard Road North Precinct proposing a maximum building height of 50m with a 70m building height on the western end of the North Precinct, at the intersection of Jacob Street and Rickard Road. This 70m building height is taller than Council's suggested structure plan which recommends a 35m building height (approximately 10 storeys) along the entire northern side of the Rickard Road Precinct. The proposed 50m height is acceptable as it will be consistent with the 48m to 61m maximum building height along the northern side of Rickard Road opposite the site under the Bankstown Master Plan. The taller tower element up to 70m on the western edge of the North Precinct is supported by Council, despite the departure from Council's suggested structure plan on the basis that a 70m building height:

- Demarcates an important corner within the CBD to the site and acts a landmark tower that signals the entrance to the northern 'core' of the CBD and creates a strong visual presence on the Bankstown Central site.
- Creates a small cluster of taller towers along this part of Rickard Road that transitions from the 70m tower element (approx. 20 storeys), to Council's 11 storey Civic Tower and terminating at the proposed WSU Bankstown campus tower (19 storeys, 83m). The proposed 70m height is similar to the maximum building heights opposite to the northern side of Rickard Road of 17 and 18 storeys.
- Achieves this additional height without impacting solar access to key public open space on and off-site.
- Enhances the prominence and stature of Rickard Road as a key thoroughfare/boulevard which is a roadway of a scale that is able to support taller towers in this location.

***Figure 24:*** *Proposed building heights for the Rickard Road Precinct – North and South*




### 4.5 Staging

The Planning Proposal envisages delivery over seven stages (refer to Figure ***25***). The proposed staging is largely influenced by the timing of commercial lease expiration of large retail tenants within the Bankstown Central shopping centre site. The staging of the Planning Proposal is important to understand how redevelopment will occur over the site over the coming years, as well as how a future planning agreement for public benefits would be linked to each stage:

| ***Stage*** | ***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* |

The proponent has provided reasonable detail regarding the constraints and Council is supportive of the staging of the delivery of the project, however the key public benefits including the public park, multi-purpose indoor facility and incubator space should be delivered as early as possible to ensure the increased resident and worker population on the site is able to use these facilities once they commence occupying the site.

***Figure 25:*** *The proponent's indicative staging plan*




In light of the above, Council makes the following comments regarding the proponent's proposed staging:

- It is not desirable or practical for delivery of the new public park to be split across two stages with no certainty regarding when the second part of the park will be completed. The first part of the park completed would be located within the surrounding existing car parking with poor connectivity and activation with the existing centre.
- The Jacob Street extension should be carried out in a single stage, not split across two stages (Stages 2 and 3). This is to ensure that vehicle traffic, including buses, is able to move efficiently through the Bankstown CBD particular given the conversion of The Appian Way to pedestrian focussed shared zone.

Council recognises that despite the lease expiration timing issue, the delivery of the project is dependent on external market conditions and broader economic influences. Council is cognisant that the staging provided by the proponent is indicative only and there is no guarantee that the timing proposed for the commencement of each stage of the project will proceed as nominated by the proponent.

Notwithstanding, the delivery of public infrastructure works that are required to support the intensification of the site must delivered in a logical sequence that is linked to the redevelopment stages and incorporated into the Planning Agreement that Council will continue to negotiate with the proponent to maximise certainty around the delivery of these items.

**4.6 Affordable Housing**

The proposal as originally lodged in 2019 included provision of 5% affordable housing on-site which was equivalent to around 48 affordable rental units. A peer review of the planning proposal commissioned by Council identified a future need for affordable housing for persons living in the Bankstown CBD noting that *"High density Bankstown CBD living is likely to become a place for not only lone person households but also couples with children too due to the services within reach and affordable housing choice*". The peer review report supports the provision of 5% affordable rental housing on the site.

Over the course of the assessment of the application, Council exhibited and adopted the Bankstown Master Plan in late 2021. The Master Plan includes mechanisms to incentivise new development to deliver affordable housing, new infrastructure and employment generating floor space through an incentive height and floor space system. For sites to receive a Floor Space Ratio uplift of more than 1:1 above the current maximum FSR controls, the delivery of one of the following will be required:

- The delivery of on-site infrastructure,
- The delivery of affordable housing, or
- The delivery of substantial employment generating floor space (greater than 50%).

The Master Plan stipulates that development that is providing onsite infrastructure, or more than 50% employment generating floor space will not be required to contribute to affordable housing. The Master Plan defines 'on-site infrastructure as any of the following:

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

While the application is being progressed separately to the Bankstown Master Plan Planning Proposal, it is important that it reflects its principles. One of the key principles of the Master Plan 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 overall and new public open space and a multi-purpose sporting facility. If the site were within the Master Plan area, there would not be a requirement to deliver affordable housing. It is acknowledged that the controls within the Master Plan in relation to uplift were not necessarily envisaged to apply to large sites of the scale of the Bankstown Central site (11.4ha) and therefore comparisons of the site with surrounding, much smaller sites which are subject to the Master Plan incentive planning mechanisms, is not an instructive comparison.

It is important to note that the site is not currently built to its maximum potential and the proponent has the ability to submit a Development Application for shop top housing across the site. If a DA was submitted under current planning rules it would not be required to deliver any affordable housing or public infrastructure as identified in this Planning Proposal.

As noted in this report, 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 adopted Bankstown City Centre Master Plan. This is a significant contribution towards fulfilling the targets of Council and may reduce development pressures on other areas within the LGA. In addition, the Letter of Offer submitted by the proponent will include provision of public infrastructure that will benefit the residents and workers on the site in the future, as well as people that visit from outside of the site.

The proponent has submitted an Affordable Housing Statement of Intent which makes the following comments:

- The provision of affordable housing will be explored by the land owners.

- The proposal will facilitate key worker accommodation within the site which could help support the delivery of employment generating uses on the Site and across the Bankstown CBD including future infrastructure like a new hospital in the CBD, the provision of allied health services and expansion of education uses within the CBD, including WSU.
- Subject to its financial viability, the proponent will consider the provision of a component of affordable housing on the site as the design of the residential components are developed.
- The proponent is in discussions with WSU regarding the potential for student accommodation to be delivered on the site to support its initial demand.
- It is the proponent's intention to retain ownership of any affordable housing delivered on the site. This poses a barrier as to how affordable housing will be incorporated into the Build to Rent (BTR) given such housing will not be able to be transferred to Council or other party to be managed.

For the reasons above, Council has accepted that affordable housing will not be a mandatory requirement of the Planning Proposal as the required minimum employment generating floor space will be delivered across the site.

**4.7 Public Benefit/Infrastructure Needs**

The proponent has provided a Letter of Offer that outlines a commitment to deliver a range of public infrastructure and community benefits to be delivered following the finalisation of the Planning Proposal and the making of the LEP Amendment. The items in the Letter of Offer are summarised in the table below and include the proponent's proposed method of delivery and timing. Further negotiation is required between Council and proponent to ensure the scope of works, delivery and timing is acceptable. The items contained in the Letter of Offer will be ultimately included as part of a Planning Agreement to be exhibited and finalised post Gateway.

***Table 5:*** *Requested items for Public Benefit and required infrastructure works*

| Public Infrastructure/benefit | Proponent's Delivery and Timing |
|---|---|
| 1 An easement over a 5,000m$^2$ publically accessible open space (Public Park) along Rickard Road including a playground and urban plaza. The Proponent will deliver the works and create an easement over the park in favour of Council to facilitate public access. The park would remain in the ownership of Vicinity. | To be delivered in stages with the northern portion of the park to be delivered prior to the issue of the Occupation Certificate (OC) for Towers L and M. The southern portion of the park to be delivered prior to the issue of the OC for Towers Q and R.<br><br>Capped at a total cost of $5.5 million excluding demolition and costs associated with reconfiguring the Centre to construct the park.<br><br>**Council comment**: The staged delivery of the park is not supported as there is no certainty when the second portion will be delivered. This is an important component of the long term success of this site and should be delivered in a single stage. The total cost has yet to be reviewed by Council. |

| | | |
|---|---|---|
| 2 | Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way to North Terrace | The Proponent to demolish and clear the land of all structures and improvements where the Jacobs Street extension is to be located within the eastern side of the Town Centre Precinct. That part of the site would be then handed over to Council to construct the road prior to the first OC being granted for redevelopment of the Town Centre Precinct.<br><br>Upon Council's completion of the road works the land will be subdivided, and ownership transferred to Council. All costs associated with the land subdivision would be borne by the Proponent.<br><br>**Council comment**: Council does not object in principle to the proposed delivery and timing of this item. However the transfer of ownership of the future Jacobs Street extension to Council should occur at the time of the first OC as they are likely to be multiple OCs related to this Precinct.<br><br>It is Council's expectation that the design and construction of the Jacobs Street extension would be delivered by the applicant (in consultation with Council) as a requirement of any future DA for the Town Centre Precinct as is the standard practice for other large scale redevelopment in the Canterbury Bankstown LGA. |
| 3 | Deliver a 1,000m$^2$ Multi-Purpose Facility (MPF) for two indoor courts and enter into long term lease with Council to operate. | Council to provide the Proponent with a 30-year triple net lease for $1 net rent plus outgoings including land tax in relation to the MPF. The intention being the MPF is leased with a "peppercorn" rent with ongoing maintenance and operational costs to be borne by Council and offset with income generated from its operation.<br><br>The delivery of the MPF will be subject to DA approval and the MPF GFA is to be allocated based on bonus GFA over and above the FSR allocated to the Land as shown on the FSR map or otherwise available to the site.<br><br>If a suitable location is not identified and agreed between the proponent and Council the proponent will provide a monetary contribution of up to $4million to Council for construction of the facility elsewhere within the Bankstown area.<br><br>**Council comment**: Council accepts ongoing management of the facility and does not object in principle to the proposed 'peppercorn rent' arrangement, however the costing for the $4million monetary contribution has not yet been reviewed by Council. Council has yet to form a position on offsetting the MPF GFA as additional FSR over and above the proposed FSR of 3.9:1. |

| | | |
|---|---|---|
| 4 | Deliver 200m$^2$ of Incubator Space to be fitted out as a warm shell open plan layout suitable for use as office space and enter into long term lease with Council to operate. | Council to provide the Proponent with a 30-year triple net lease for $1 net rent plus outgoings including land tax. The intention being the Incubator Space is leased with a "peppercorn" rent with ongoing maintenance and operational costs to be borne by Council and offset with any income generated from its operation.<br><br>The delivery will be subject to DA approval and the Incubator Space's GFA is to be allocated based on bonus GFA over and above the FSR allocated to the Land as shown on the FSR map or otherwise available to the site.<br><br>**Council comment**: Council accepts ongoing management of the facility and does not object in principle to the proposed 'peppercorn rent' arrangement, however Council has yet to form a position on offsetting the incubator space GFA as additional FSR over and above the proposed FSR of 3.9:1. |
| 5 | Completion of proposed town centre separated cycleway along the southern side of Rickard Road and the eastern side of The Appian Way frontages to the site in accordance with Complete Streets requirements. | Works to be delivered in accordance with Complete Streets requirements and staged to align with the delivery of each adjoining building within the detailed concept masterplan.<br><br>**Council comment**: Council does not object in principle to the proposed delivery and timing of this item. However in the event there is an opportunity to deliver the works prior to when the proponent proposes, Council should be able to seek funding for the works from the proponent and the item removed from the Planning Agreement. |

**4.8 Transport and Access**

Vision for Bankstown CBD under the Master Plan and Complete Streets

The Complete Streets CBD Transport and Place Plan was adopted by Council in October 2019. The Complete Streets plan provides a vision and detailed framework to transform Bankstown into a more liveable, safe and attractive City. The core principle of Complete Streets is to provide well-designed, quality streets so that whether by foot, bike, bus, train or car it is easy to get into and around the city centre safely and conveniently. Complete Streets seeks to make the Bankstown CBD a desirable destination to live, work and visit, famous for its cultural diversity and walkable streets.

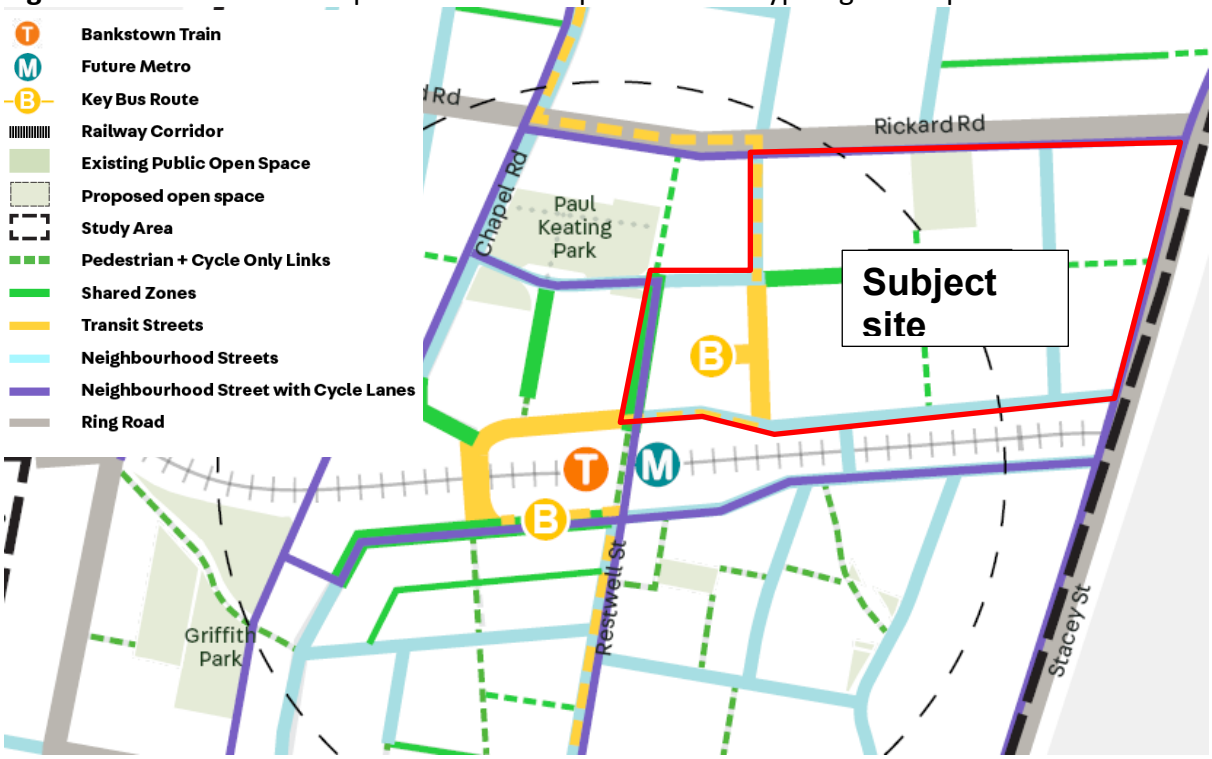
The key strategies of Complete Streets relevant to the Planning Proposal are:

- Strategy D – Simplify bus routes and better integrate station and layover space.
- Strategy E – Slower, safer CBD streets.
- Strategy F – High amenity CBD streets.
- Strategy H – Connect regional cycling links through the CBD.
- Strategy J – Create pedestrian priority 'Activity Spine' linking key destinations with transport

Council provided the proponent with these principles prior to the lodgement of the application and the Planning Proposal has addressed these requirements through providing the Jacob Street extension, providing an east-west extension through the site, including pedestrian focused boulevards and plazas, and committing to deliver the cycleway along Rickard Road and The Appian Way.

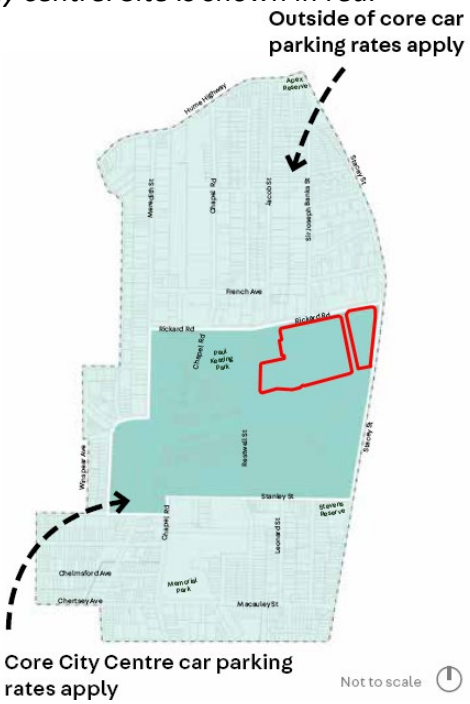
Complete Streets has been developed through detailed microsimulation traffic modelling undertaken by independent traffic consultants. The modelling included consideration of how the Bankstown CBD street network will respond to and require changes to accommodate traffic and parking demands from future development and increasing pedestrian/cycling movements. Complete Streets also has considered the potential Bankstown Central redevelopment and provides recommended street changes on and around the site to cater for the planned growth on the site (refer to the figure below).

**Figure 26:** Bankstown Complete Streets 'Proposed Street Typologies' map




The Bankstown City Centre Master Plan builds on the vision and detailed traffic modelling work completed in Complete Streets by providing new building height and density controls as well as identifying new public open space and other public infrastructure that is required for Bankstown to develop into the future. A key change that is included in the Bankstown Master Plan is the introduction of a maximum parking rate for private development in the inner core area (approximately 400m walking distance from Bankstown railway station). Outside this core area, a reduced minimum and upper maximum parking rate will apply. The rates have been informed by Council's Off-Street Parking and Servicing/Loading Study for Bankstown.

***Figure 27:*** *Master Plan changes to car parking within the core city centre and outside of core city centre. Site is shown in red.*




The table below provides a review of the proponent's proposed reduced car parking rates against the rates in the Bankstown Master Plan for the inner core area. The car parking rates in the Master Plan will be included as part of the Bankstown City Centre DCP to be prepared in conjunction with the Bankstown City Centre Planning Proposal.

***Table 6:*** *Review of proponent's car parking rates against Bankstown Master Plan*

| **Land use type** | **Recommended Planning Proposal rate** | **Bankstown City Centre Master Plan Rate – maximum car parking rate (inner CBD core area)** | **Supported by Council?** |
|---|---|---|---|
| Office premises | 0 to 0.5 spaces / 100m$^2$ GFA | 1.25 space / 100m$^2$ GFA | Yes |
| Retail premises | 3 to 3.5 spaces / 100m$^2$ GFA | 1.25 space / 100m$^2$ GFA | Yes – however further justification is required to demonstrate reasonableness of higher rate against the Master Plan and likely impact of commuter demand reductions by introducing paid parking |
| Residential apartment buildings and shop top housing | 1, 2 and 3 Bedroom and visitors: Ranging from 0 to 1 space / dwelling | 1 Bedroom: 0.5 space / dwelling<br>2 Bedroom: 1 space / dwelling<br>3 bedroom: 1.5 space / dwelling<br>Visitor: 1 space / 10 dwellings | Yes – however slight adjustments to the rates are recommended to align with RMS Guide to Traffic Generating Development |

| | | | |
|---|---|---|---|
| Hotel | 0 to 0.2 spaces / room | Not addressed in Master Plan | Further detail required post-Gateway. See assessment discussion below under 'Assessment of the Traffic and Transport Implications of the Planning Proposal ' |
| Student accommodation | 0.1 spaces / apartment | Not addressed in Master Plan | |
| Child care centre | Nil | Not addressed in Master Plan | |

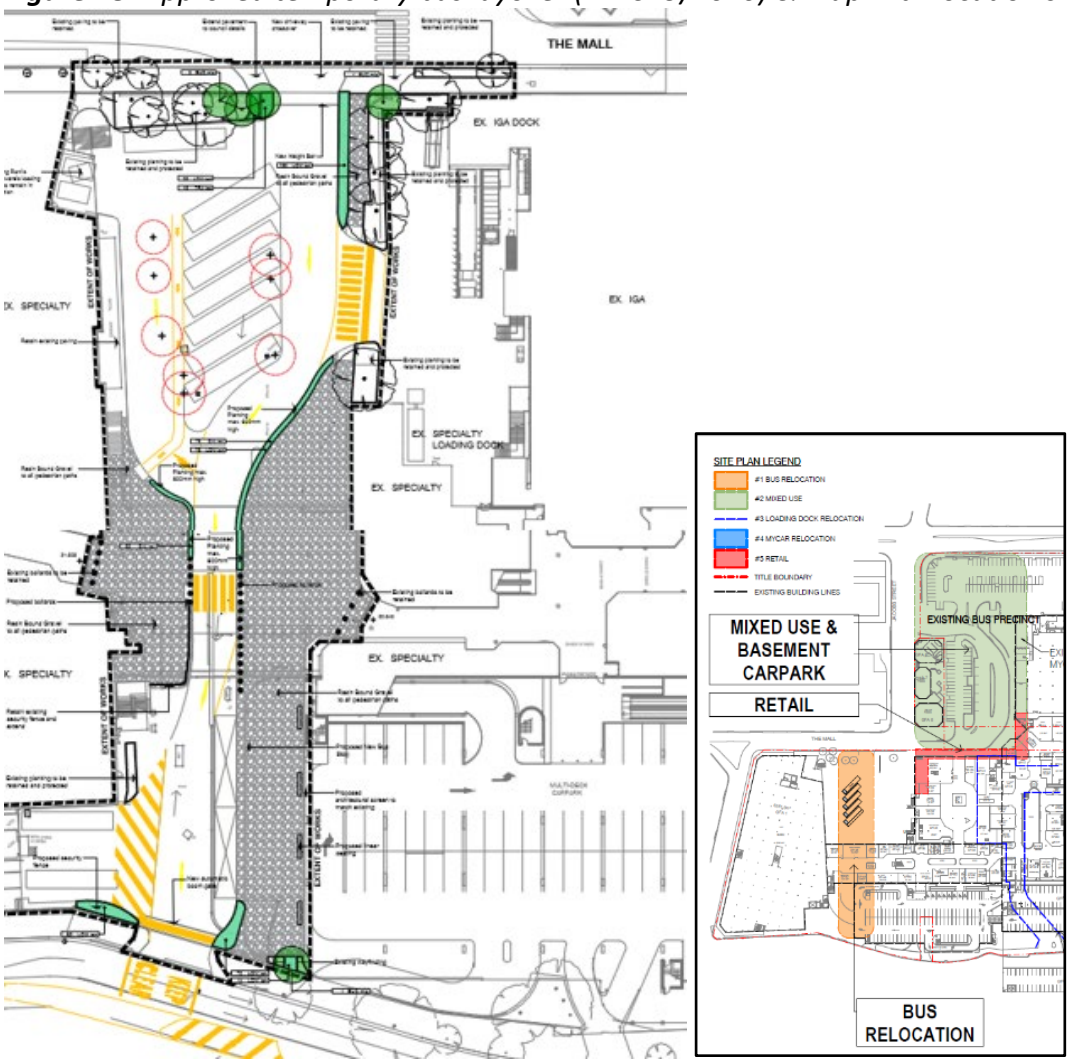
Permanent Bus Interchange Location - Council's Position

A key public transport issue that affects the Bankstown CBD and Planning Proposal that has yet to be progressed by TfNSW relates to the future permanent location of the bus interchange for Bankstown that is currently within the Bankstown Central site. The issue of the permanent location of the bus interchange is not yet resolved despite several years of Council requesting TfNSW prioritise the matter for resolution in consultation with Council and Vicinity.

On 14 May 2021, Council approved a development application for minor partial demolition of elements of the existing Bankstown Central shopping centre. The approved works will accommodate the relocation of the existing bus interchange to a new interim location for bus layover within the site, between The Mall and North Terrace, with associated line markings, pedestrian crossings and bus stops. The new temporary bus layover will provide 10 bus layover bays (both on-site and on-street).

These works have commenced and it is expected the temporary interchange will commence operation in 2022. Once operational, the existing bus interchange on the Bankstown Central site fronting Jacob Street will close and be converted to a customer car park.

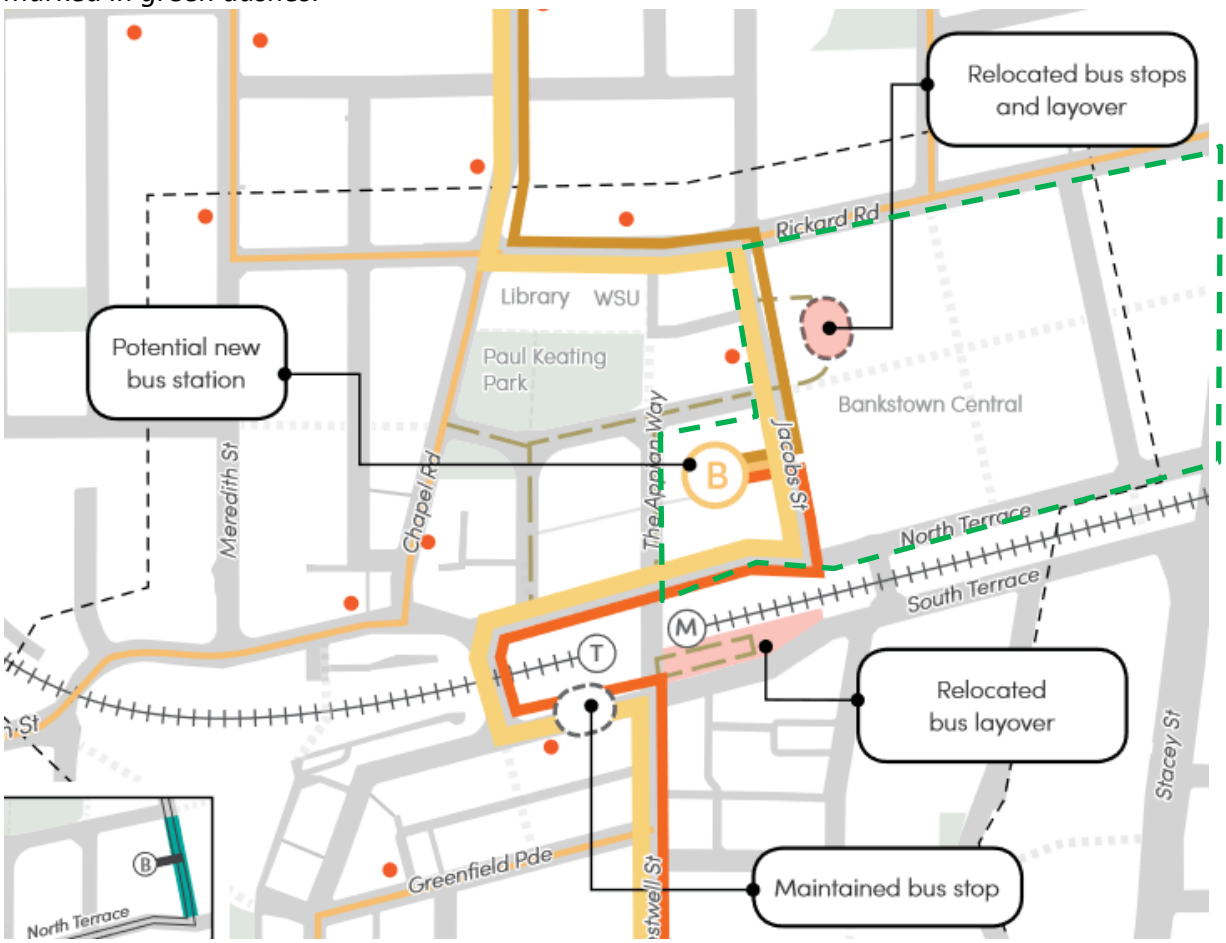
***Figure 28:*** *Approved temporary bus layover (DA-529/2020) & map with location shaded*




Council's Complete Streets nominates the bus interchange in the Town Centre Precinct as a new permanent location as part of a reconfiguration and rationalisation of the bus routes that run through the Bankstown CBD noting that this is ultimately a decision for TfNSW. The reasons for this preferred permanent location are:

- Simplified north-south bus services along one route.
- Results in an amalgamated bus interchange (currently two) on the north side of the future Metro station. This location allows service to be integrated with the future Metro and service key destinations, including the future WSU campus, Bankstown Central and Saigon Place.
- Includes layover space and allows for the removal of existing layover space south of the railway.
- Less bus movements across the bridge (due to amalgamated bus interchange).

***Figure 29:*** *Future public transport network map (from Complete Streets p127). The site is marked in green dashes.*



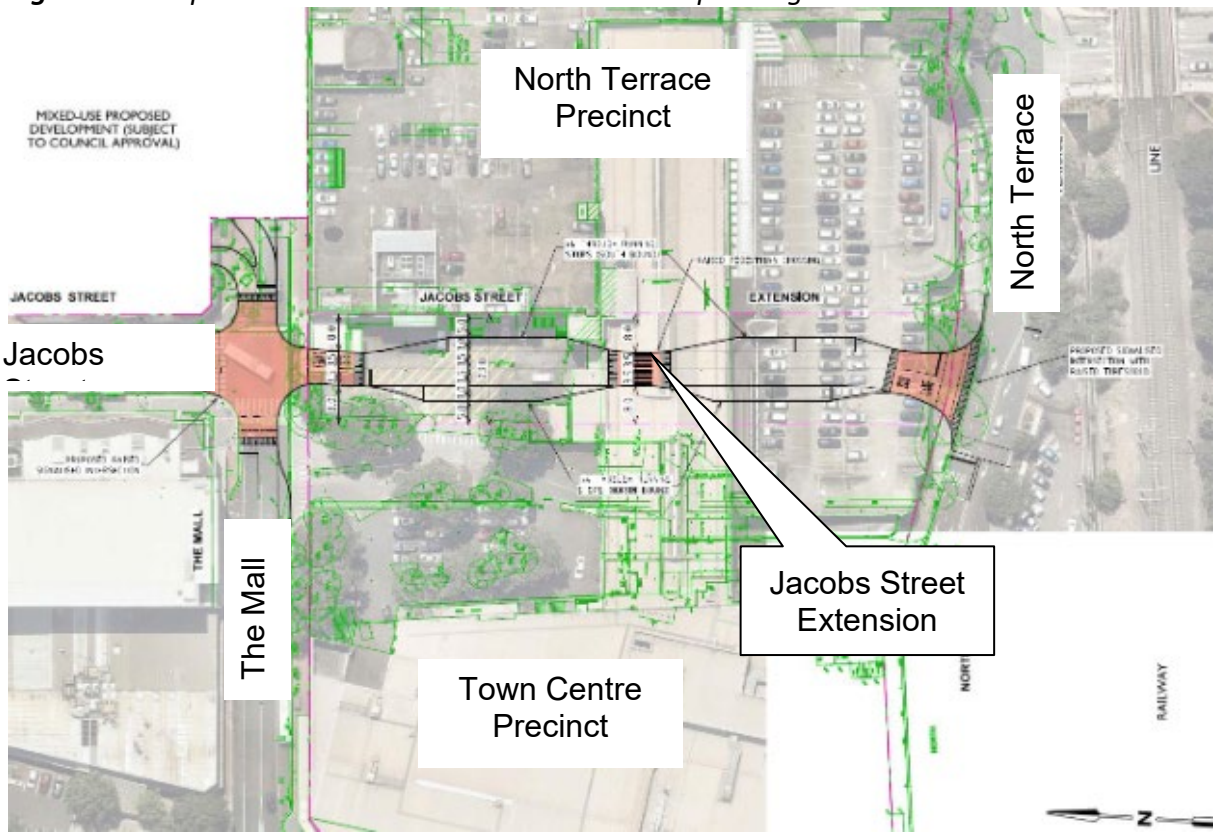

Permanent Bus Interchange Location – Proponent's Position

The proponent considers that the provision of a bus station within the CBD – such as on the Bankstown Central site – is considered unnecessary. Rather, the adoption of an on-street bus stop arrangement is considered preferable for the long-term planning of the CBD for the following reasons:

- It supports the provision of a productive CBD by avoiding the inefficient use of land.
- It improves bus operating travel times by avoiding deviations off the road network carrying the bus services.
- It places bus services in the public domain where buses are visible (not hidden within a station) and will promote public transport use.
- It improves the experience for users of the buses by allowing persons to wait in weather protected but open-air areas, with high levels of amenity and security provided from adjacent land use.
- Aligns with the Complete Streets objective of simplifying bus routes through the CBD and with the arrangement envisaged within that document for Bankstown Plaza South.
- Is proximate to other transport services including Bankstown railway station/future Metro station.

To achieve this outcome, the proponent's traffic consultant proposes to remove the bus interchange from the Bankstown Central site and create a bus layover in the future Jacob Street extension as shown in the concept diagram below. This would be delivered in a staged approach to allow changes to the surrounding road network to occur before the Jacob Street extension and bus layover is constructed and becomes operational.

***Figure 30:*** *Proponent's Jacobs Street Extension Concept Design*




The proponent's revised traffic impact assessment makes the following statement regarding the future permanent location for the bus interchange:

*"Recent discussions between WSP and Transport for NSW (TfNSW) indicate that terminating bus services will not need to remain within the CBD indefinitely and should indeed be positioned outside of the CBD e.g. to its north. This advice is consistent with TfNSW's Guidelines for Planning of Bus Layover Parking (Sept 2018), which states the following regarding the location of layover bays:*

*The location of bus layover should support productive places. To this end locating layover outside of centres where compact form and walkability are key features should be considered. Where layover is located within a centre it should be located away from streets with high levels of active frontages and areas of pedestrian activity. Within centres options to minimise the footprint of the layover should be thoroughly investigated".*

<u>Permanent Bus Interchange Location – Way Forward</u>

While it is evident that Council and the land owner (Vicinity) have differing opinions on the permanent location of the bus interchange, both parties are willing to work towards a solution that aligns with the objectives of Bankstown Complete Streets and intended outcomes of the Planning Proposal.

TfNSW has yet to provide any response or clarification on the preferred location for the bus interchange. At the meeting in February 2022 between Council and TfNSW, TfNSW Officers advised the project will be progressed however no certainty has been provided when a decision will be made. It is noted that TfNSW did not object to the relocation of the existing bus interchange under DA-529/2020 and provided recommended conditions of development consent for Council to include in the DA determination.

Council awaits a response from TfNSW on this matter and will participate in discussions with TfNSW and Vicinity on resolving the permanent location for the bus interchange or layover. However given Council has requested a decision from TfNSW for several years, the assessment of the Planning Proposal can no longer be delayed and must progress towards consideration by Council's Local Planning Panel. The Planning Proposal can proceed towards Gateway while the bus interchange matter is resolved by TfNSW, Council and Vicinity. Any revisions necessary to accommodate the bus interchange on the site can be made post-Gateway as stipulated by conditions of the Gateway determination.

Early Engagement with TfNSW

Council has continued to engage with TfNSW during the preparation of the Bankstown Complete Streets Place Strategy and during the preparation of the Bankstown City Centre Master Plan. Similarly, Council has engaged with TfNSW early in the process for this Planning Proposal and requested initial high level feedback on the Planning Proposal in August 2021 following receipt of the amended proposal and response to information request from the proponent in July 2021.

TfNSW provided preliminary comments to Council regarding the Planning Proposal on 24 December 2021. Council met with TfNSW in February 2022 to discuss the letter and will continue to engage with TfNSW as the Planning Proposal progress. However, Council notes that most of the issues raised by TfNSW in their preliminary comments are broader transport issues that have already been addressed in the Bankstown Complete Streets Place Strategy and Bankstown Master Plan.

Following the meeting with TfNSW, Council provided copies of the Bankstown Complete Streets Place Strategy including the associated traffic modelling files, the adopted Bankstown City Centre Master Plan including its supporting traffic study to assist with TfNSW's further review of the broader traffic and transport implications across the Bankstown CBD. As noted above, Council has sought to engage with TfNSW across all significant strategic planning projects.

The table below provides a response to each of the matters raised by TfNSW and how the matters have either already been addressed in previous work completed by Council or are proposed to be addressed once there is greater certainty regarding the Planning Proposal, post-Gateway.

The proponent has also provided a response to the TfNSW letter and clarified the scope for further work to be done post-Gateway as it pertains to this Planning Proposal. Council concurs with the proponent's response and approach to separate traffic and transport matters that are relevant to the Planning Proposal and for other matters that fall outside the scope of the Planning Proposal and require a separate response by Council.

| Transport for NSW Issue | Council Response |
|---|---|
| <u>Existing conditions assessment</u><br>Define the existing conditions of the transport system serving the master plan site, addressing the levels of performance for all transport modes, including walking, cycling and freight. | **Response**: Council has completed this work as part of Bankstown Complete Streets.<br><br>Council and the proponent's traffic consultant can work together to review and amend the existing traffic modelling prepared for Bankstown Complete Streets if necessary to reflect any changes to existing conditions since the model was completed. |
| <u>Connections</u><br>Assess the impacts and opportunities arising from the master plan proposal on travel demands and operation of the rail and bus networks and future Metro.<br>Define a clear, permeable and accessible precinct network of walking and cycling connections to help achieve a sustainable transport system to accommodate the master plan proposal. | **Response**: Bankstown Complete Streets already provides details on how the road and transport infrastructure will be improved to cater for planned growth across the entire CBD, including the Bankstown Central site. The Bankstown City Centre Master Plan also provides details on how walking and cycling will integrate with the future Metro.<br><br>Details on the pedestrian and cycling connections will be included in the site specific DCP and will be consistent with Bankstown Complete Streets. The proponent will be required to address this in the DA stage of the project. |
| Investigate opportunities for a permanent bus interchange in consultation with TfNSW and Council. | **Response**: Council has approached TfNSW on this matter with no clear direction or resolution from TfNSW. Council will continue to prioritise this matter and seek to progress towards a decision with TfNSW and Vicinity.<br><br>Council considers this matter can progress concurrently with the Planning Proposal and should be resolved before exhibition of the Planning Proposal occurs. |
| <u>Traffic generation rates</u><br>Traffic generation rates should be identified through empirical evidence (i.e. surveys of similar land uses with comparable characteristics) with consideration of cumulative impacts of other known traffic generating developments within the area of influence. | **Response**: Council's traffic impact assessment peer review has identified some additional information that is required to provide justification for traffic generation rates used by the proponent.<br><br>Council will request this information post-Gateway and update the Planning Proposal and support reports prior to exhibition. |
| <u>Transport Modelling</u><br>The following three stage modelling approach should be considered:<br>1. Strategic transport modelling using existing model resources (i.e. STM and STFM) to identify travel | **Response**: 'Aimsun' microscopic modelling has already been independently completed which informed the Bankstown Complete Streets analysis and recommendations. |

| Transport for NSW Issue | Council Response |
|---|---|
| demands, patterns and mode splits.<br>2. Appropriate modelling software that considers route choice based on travel time delay and dynamic/coordinated traffic signal operations (i.e. microsimulation, hybrid model, or mesoscopic model).<br>3. Intersection modelling - based on the flows from the above modelling exercise. | Council has provided the microscopic modelling results to TfNSW along with the supporting reports and documents including the Traffic Modelling Report, Transport and Place Analysis and Workshop Summary. |
| The above modelling approach should include a base year model, future years base case (without development), and a separate model with full development and background traffic growth. Consultation should be undertaken with TfNSW and Council to agree on the year the future base should be modelled.<br><br>The proponent's traffic consultant should collaborate with TfNSW and Council to identify and agree on the geographical boundary/extent of the model study area which will be based on the output from the strategic models (Item #1 above), key travel links to measure impacts of development traffic on travel time and intersections to be modelled. | **Response**: As above, Bankstown Complete Streets already provides details on how the road and transport infrastructure will be improved to cater for planned growth across the entire CBD, including the Bankstown Central site.<br><br>The detailed microsimulation model completed for Bankstown Complete Streets can be reviewed and adjusted by Council and/or the proponent in consultation with TfNSW if required. There should be no need to create a new traffic model.<br><br>This matter can be undertaken post-Gateway and resolved before the matter is reported to Council post-exhibition. |
| <u>Identified Road and Transport Infrastructure</u><br>Based on the above modelling outputs, identify transport and road infrastructure requirements to support the proposed increase in floor space and changes to land use. Staging based on trigger points linked to GFA/masterplan stages should be identified. | **Response**: To be addressed in site specific DCP and DA stage.<br><br>Bankstown Complete Streets identifies transport and road infrastructure requirements to support the proposed increase in floor space and changes to land use across the entire CBD including the Bankstown Central site.<br><br>The proponent has provided an indicative staging plan that comprises seven stages to 2036 and potentially beyond. Council will work with the proponent and TfNSW as required to ensure necessary transport infrastructure is delivered at each stage of the development. This can be addressed within the site specific DCP and be required to be detailed at the DA stage when the final design and development yields are confirmed. |

| Transport for NSW Issue | Council Response |
|---|---|
| The proponent's traffic consultant will be required to work in collaboration with Council and TfNSW to develop a precinct network of walking and cycling connections linked to the master plan site to help achieve a sustainable transport system. | **Response**: To be addressed in site specific DCP and DA stage.<br><br>The Bankstown Complete Streets already identifies Council's preferred and recommended walking and cycling in and around the Bankstown Central site. The proponent's concept development plan also has considered how pedestrian movements will be integrated as the site redevelops.<br><br>The site specific DCP can include refinements and more detailed controls in relation to these matters. Council intends to work with the proponent and will consider input from the proponent's traffic consultant in developing the site specific DCP. |
| <u>Funding of transport and road network infrastructure</u><br>High level strategic/concept engineering plans overlayed on an aerial to scale should be developed to determine feasibility including any third party land components. | **Response**: These matters fall outside the scope of the Planning Proposal.<br><br>The Bankstown Complete Streets is a holistic vision and comprehensive plan that identifies required transport infrastructure for the Bankstown CBD. Further, the Greater Sydney Commission's *Collaboration Area – Bankstown CBD and Bankstown Airport Place Strategy* includes an action for TfNSW to lead the development of a place-based integrated transport strategy that considers the health, academic, research and training precinct, growth at Bankstown CBD and connectivity to, from and within the Collaboration Area. This work has yet to be finalised.<br><br>Ideally the issues raised by TfNSW should be resolved through the place-based integrated transport strategy for the Bankstown CBD. Any recommendations of the place-based integrated transport strategy would be expected to be incorporated in the Gateway determination.<br><br>Council welcomes the opportunity to continue a dialogue with State Government agencies on this matter. |
| Strategic cost estimates of any identified walking, cycling, and road infrastructure required in support of the Planning Proposal should be prepared. These costs should align with the NSW Global Rates. | |
| In consultation with Council, DPE and TfNSW, identify a planning/funding mechanism to deliver the identified transport infrastructure. | |

Assessment of the Traffic and Transport Implications of the Planning Proposal

The Planning Proposal was supported by a Transport Impact Assessment which found that the additional traffic generated by the indicative development yield is unlikely to have a notable impact on the operation of the road network in the future, subject to the adoption of progressive car parking and traffic generation rates nominated by the proponent's traffic consultant. The Transport Impact Assessment also notes that approximately 4,775 car spaces would be required for the proposal, an increase of 1,475 car spaces over the existing parking provision on-site.

An independent peer review of the Transport Impact Assessment commissioned by Council concludes that the proposal will have an increased traffic and parking impact on the Bankstown CBD road network and provides six recommendations for further information to be provided to ensure the impacts can be managed. The six recommendations are provided below.

- *Recommendation 4 – Car parking:* further detailed justification will be required during subsequent applications to ensure adequate parking is provided for the various uses. This should consider all land uses, temporal parking demands, and the cross-utilisation of parking spaces.

- *Recommendation 5 – Traffic generation:* The rates for residential hotel and student accommodation are accepted. It is acknowledged that adopting reduced parking rates would result in reduced trip rates. Further clarification is regarding the retail and commercial trip generation used in the modelling. Further justification will be required during subsequent applications to ensure road network impacts are adequately considered and mitigated.

**Comment:** Council considers the car parking rates, and resultant traffic generation, for the proposal requires resolution prior to the Planning Proposal being finalised. Council will address Recommendation 4 and 5 by including car parking rates in the site specific DCP to be prepared by Council for the site, to be informed by further information (and traffic modelling) from the proponent. Applying maximum car parking rates for the site in the DCP will be considered, to minimise traffic impacts, consistent with Council's Bankstown Complete Streets and Master Plan.

- *Recommendation 6 – Traffic Impacts:* justification is required for the adopted parking rates, insofar as where they have significant influences on generated trip volumes, and further intersection analysis is required to ensure that the ultimate road network impacts have been adequately considered across all scenarios.

**Comment:** Regarding Recommendation 6, Council Officers have requested the above additional information from the proponent and will address this component post-Gateway Determination on the basis the matter does not materially impact the overall conclusions of the traffic peer review report. Recommendations 1, 2 and 3 outline the following clarification and additional information should be submitted during the subsequent DA stages for the project to ensure site connectivity and traffic and parking impacts of future development is appropriately managed:

- *Recommendation 1 – Walking and cycling:* confirm safe and compliant connectivity to the surrounding network, and adequate internal provisions (i.e., bicycle parking, end of trip facilities etc.). A Green Travel Plan is recommended to be prepared with any DAs lodged.

- *Recommendation 2 – Public transport:* further stakeholder engagement will be required to ensure that the relocation of the bus interchange and creation of a transit only Jacob Street extension outcomes are consistent with the requirements of the subject site and TfNSW.

- *Recommendation 3 – Loading and logistics:* a Servicing Management Plan is to be prepared during subsequent DA stages to confirm the capacity of the existing loading dock to accommodate increased servicing demands generated by the proposed development, and the appropriateness of the existing loading dock to service the entire development safely and efficiently.

**Comment:** On the basis that recommendations 1, 2 and 3 raised in the peer review report can be resolved at the future DA stages of the project and have no consequential bearing on the assessment of the Planning Proposal, these matters will therefore not be pursued in this Planning Proposal as they relate to detailed design development beyond the higher level scope of this Planning Proposal stage of the project.

**4.9 Economic implications**

The Planning Proposal is supported by an economic analysis Market Depth Assessment and Retail Development Potential Assessment prepared by Urbis. Overall, the analysis suggests that a future retail redevelopment/expansion within the centre of the quantum proposed can be supported "within the next 10 years". Further, the analysis concludes there is strong demand for residential apartments, short term accommodation, commercial offices and moderate demand for student accommodation.

The proposal will have significant direct and indirect economic implications on the Bankstown CBD and overall LGA by virtue of the magnitude of potential economic stimulation generated by redevelopment of the large 11.4ha site. The Planning Proposal has the capacity to deliver approximately 8,437 additional jobs when the site is fully redeveloped 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 Master Plan.

The Planning Proposal indicates that it will also provide approximately 1,255 new dwellings which contributes 10% of the CBD's target of 12,500 dwellings by 2036.

A peer review report prepared for Council by independent economic specialists which concludes that the economic analysis undertaken for the Planning Proposal is generally acceptable in context of the strategic policy direction of the State Government and Council for Bankstown CBD to 2036, however it recommends clarification is sought from the proponent prior to exhibition of the Planning Proposal. These clarifications include:

- Assess level of impact of proposed commercial office space on other centres in the LGA.
- Assess current commercial office stock and market to clarify underlying and developing demand and uptake of commercial stock.

- Consideration of existing short-term accommodation in the area and clarification of how catchment share estimates were calculated to establish visitor nights.
- Further details on the likely mix of tenancies in the proposed additional 15,041m$^2$ retail floor space.
- Refining student population numbers for the WSU Bankstown CBD campus and longer term targets within Council's LSPS.

Council will work with the proponent to address the above matters during the post-Gateway phase of the Planning Proposal as the clarifications do not materially impact the underlying assessment and conclusions reached by the peer review consultant report or its support for the Planning Proposal.

Council recognises the difficulties in establishing a definitive forecast for some industries such as retail and hotel uses given the COVID-19 pandemic and possible long term structural implications on spending and travel habits. The peer review report acknowledges the major uncertainties created by, and likely to flow from, the COVID-19 pandemic and recommends a flexible approach should be considered for the commercial floor space, in particular, to develop into other uses (dependent on demand and market up-take) but while *"still maintaining a sufficient level of non-residential floor space in order for Bankstown to develop into one of the largest strategic, administration centre in the Sydney's south-west".* Council's approach to require a minimum 40% non-residential floor space across the site and minimum 50% non-residential floor space on the Town Centre Precinct does not mandate a particular retail, business or office premises use and therefore is consistent with this flexible approach recommended in the peer review report.

## 5. CONCLUSION

A detailed assessment of the application submitted to Council indicates the proposal demonstrates strategic and site specific merit as it would:

- Provide development capacity that is consistent with the strategic policy direction and vision for Bankstown CBD as the City's preeminent Strategic Centre as set out in Council's Local Strategic Planning Statement and the Bankstown Masterplan.
- Result in 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 Master Plan.
- Allow the significant existing development capacity of the site to be refocussed towards the future Metro Station consistent with the height principles set out in the Bankstown Masterplan.
- Make the site more accessible to the public and integrated into the street network by adding a new road and pedestrian connections.
- Create a new public park to assist Council achieve its vision within the Bankstown Master Plan of all residents in Bankstown being within a 200m to 400m walking catchment of a green open space.
- Facilitate renewal of a site that is highly constrained by long term leases.
- Increase housing choice in Bankstown CBD by increasing the stock of "built to rent" and student housing.
- Deliver a range of increased building heights that will be consistent with the B4 Mixed Use Zoning of the site, its size, strategic location, and controls proposed for comparable sites within the CBD.

- Provide housing for approximately 2,500 new residents within the Bankstown CBD proximate to employment opportunities and high quality public transport infrastructure.
- Provide housing and jobs growth in a highly accessible location well served by existing and future planned public transport infrastructure.

Should the proposal proceed to Gateway, the assessment identifies the following key issues to be addressed prior to exhibition. This is critical to ensuring a successful urban outcome for the site and its surroundings.

- Finalise the planning mechanism within the BLEP 2015 to limit total residential floor space to maintain jobs and employment growth on the site and in the CBD.
- Prepare a draft site specific development control plan (DCP) to ensure a development outcome that is sympathetic to the character of the surrounding area. The preparation of the draft site specific DCP will be led by Council.
- Revised traffic and economic reports to provide clarification, further modelling and justification on certain technical aspects as identified in the peer reviews and comments from TfNSW.
- Continue dialogue with TfNSW to undertake traffic modelling to test appropriateness of the proponent's adopted car parking and traffic generation rates to inform the site specific DCP.
- Draft a Planning Agreement that delivers the required infrastructure to support the redevelopment of the site in a staged manner.

## 6. NEXT STEPS

With consideration of this report and the Local Planning Panel's advice, should Council decide to support the Planning Proposal progressing to Gateway, the next steps would be to seek a Gateway Determination from the Department of Planning and Environment.

If a Gateway is issued, further technical studies identified in this report, a draft DCP and planning agreement would be drafted, and all information exhibited.

Following consideration of public and State agency feedback and any additional supporting information submitted by the proponent, the Planning Proposal would be provided to Council for a final decision.

-END-

CANTERBURY BANKSTOWN

# *Draft* Planning Proposal

## 1 & 1A North Terrace Bankstown "Bankstown Central"

**February 2022**

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F. Applicant's Revised Planning Proposal Maps and Metrics (February 2022)
G. Applicant's Concept Design and Urban Design Report
H. Applicant's Preliminary Traffic Impact Assessment
I. Applicant's Preliminary Aeronautical Height Assessment
J. Applicant's Community Needs Analysis
K. Applicant's Economic Analysis 'Becoming the Magnetic Centre of the Region'
L. Applicant's Original Proposed LEP Mapping
M. Applicant's Landscape Master Plan Concept Design
N. Applicant's Revised Draft Site Specific Development Control Plan
O. Council's Pre-lodgement Advice and Urban Design Principles (December 2019)
P. Council's Community Infrastructure Needs Peer Review
Q. Council's Economic Supply and Demand Peer Review
R. Council's Traffic and Transport Peer Review
S. Transport for NSW Preliminary Comments Letter
**T.** Applicant's Traffic Consultant Response to TfNSW letter dated 24 December 2021

## Planning Proposal Versions

### Proponent Version:

| Revision | Author | Date |
|---|---|---|
| 1 | Urbis | 20 December 2019 |

### Council Versions:

| Revision | Author | Date |
|---|---|---|
| 1 | Canterbury Bankstown Council | February 2022 – Report to Local Planning Panel and Council on assessment of planning proposal |

# Introduction

The *Bankstown Local Environmental Plan 2015* (BLEP 2015) is the statutory planning framework that establishes land use zones and building envelope controls such as floor space ratios and building heights in the former City of Bankstown.

Council is in receipt of an application to prepare a Planning Proposal for the site known as "Bankstown Central" shopping centre located at 1 and 1A North Terrace, Bankstown. The Planning Proposal envisages a 30 year vision delivered in stages to enable the following:

- Accommodate a concept plan comprising mixture of uses across the site up with height and density focussed along North Terrace and near the existing Bankstown Railway Station and future Metro Station.
- Facilitate reconfiguration of the existing shopping centre layout to accommodate the proposed additions and staged construction of approximately 18 towers around the retained central core of the shopping centre with exception of the Town Centre Precinct (Target site) which will involve construction of new towers following demolition of all existing structures within that precinct.
- Provision of new public open spaces such as a new 5,000m$^2$ public park and a pedestrian boulevard running east west along northern end of site between Jacob Street and Lady Cutler Drive and public plazas throughout the site.
- Facilitate extension of Jacobs Street between The Mall and Northern Terrace for road traffic and pedestrians.
- Relocation of the bus interchange and layover to a new permanent location either within or outside of the site subject. This will be subject to ongoing discussions with TfNSW and an agreement between the proponent, Council and TfNSW on the new location.

The Planning Proposal would enable the redevelopment of the site for a mixed use development comprising:

- Retail: 15,041m$^2$ (in addition to existing 91,000m$^2$ retail floor space).
- Commercial offices: 119,117m$^2$.
- Hotel: 439 rooms plus 89 serviced apartments.
- Residential: 1,255 apartments.
- Student Accommodation: 694 units.
- Childcare: 891m$^2$.
- New public open space: 5,000m$^2$ public park plus 5,615m$^2$ pedestrian focussed plazas and boulevards.

Subject to ongoing negotiation and a Planning Agreement between Council and the landowner, the Planning Proposal would facilitate delivery of the following public benefits and required infrastructure works and upgrades:

- 5,000m$^2$ publicly accessible open space (Public Park) along Rickard Road including a playground and urban plaza.
- Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way.
- 1,000m$^2$ multi-purpose indoor facility including two sports courts.
- 200 m$^2$ of 'Incubator Space' for business 'start-ups' to be fitted out as a warm shell open plan layout suitable for use as office space.
- Completion of proposed town centre separated cycleway along Rickard Road and Appian Way frontages to the site in accordance with Bankstown 'Complete Streets' requirements.

Further to the above, the proponent has provided a Statement of Intent regarding the provision of affordable housing in the event the minimum non-residential floor is not delivered on the site. The proponent has also committed to the delivery of public art throughout the site which will be informed by a Public Art Plan to be prepared by the proponent prior to exhibition and will include details of Aboriginal heritage interpretation

As per the Department's publication *'Local Environmental Plan Making Guideline (December 2021)'*, a Planning Proposal is a document that sets out the justification for making changes to Bankstown LEP 2015. A Planning Proposal is comprised of the following components:

| | |
|---|---|
| Part 1 | A statement of the intended outcomes of the Planning Proposal. It is a statement of what is planned to be achieved, not how it is to be achieved. |
| Part 2 | An explanation of the proposed changes to BLEP 2015 to achieve the intended outcomes. |
| Part 3 | The justification for making the proposed changes to BLEP 2015. |
| Part 4 | Maps to identify the intended outcomes of the Planning Proposal. |
| Part 5 | Details of the community consultation that is to be undertaken on the Planning Proposal. |
| Part 6 | Outline the indicative project timeline |

Following the exhibition process, a review of community feedback and any additional information may see updates and amendments to the Planning Proposal.

# Part 1 – Intended Outcomes

The subject site (site) at 1 and 1A North Terrace, Bankstown comprises the following 12 lots as shown in Table 1 and Figure 1.

***Table 1**: Subject site details*

| Property Address | Property Description | Current Zone | Site Area |
|---|---|---|---|
| 1 and 1A North Terrace, Bankstown | Lot 1 DP 795649<br>Lot 89A DP 405477<br>Lot 45 DP 618721<br>Lot 1 DP 237386<br>Lot 1 DP 1289891<br>Lot 23 DP 1117290<br>Lot 11 DP 746201<br>Lot 26 DP 1142237<br>Lot 1 DP 128989<br>Lot 31 DP 1142236<br>Lot 22 DP 1117290<br>Lot 18 DP 1117290 | B4 Mixed Use Zone under BLEP 2015 | 114,073m$^2$ |

***Figure 1:** Site Map*



The intended outcomes of this Planning Proposal are:

- To amend the existing planning controls to enable the staged redevelopment of the Bankstown Central site through increased employment floor space and housing diversity.
- To amend the existing planning controls to require design excellence and enable quality spaces for the community, including a new public park, improved pedestrian connectivity with the Bankstown CBD and Bankstown Railway Station/future Metro Station.
- To provide public benefits to the existing and future community commensurate with the increased residential and worker population on the site.
- To provide for increased housing choice and diversity in proximity to major public transport and services.
- To provide for economic growth and jobs through additional employment floor space which will promote employment, business activity and private sector investment within the centre.
- To manage the likely effects of the proposal in relation to traffic and surrounding development.
- To identify and deliver infrastructure and other public benefits to the community for staged delivery over the 20-30 year life of the proposal to be confirm in a Planning Agreement with the proponent post-Gateway.

# Part 2 – Explanation of Provisions

To achieve the intended outcomes, the proposed amendments to Bankstown Local Environmental Plan 2015 are:

- Amend the "Height of Buildings Map" to increase building height from 35m/41m up to PANS-OPS RL108.2 (a maximum building height of 86m is proposed).
- Amend the "Floor Space Ratio Map" (FSR) to change the FSR from 3:1 (plus 0.5:1 sustainability bonus via Clause 4.4A) to FSRs up to7:1, 3.8:1 and 3:4:1 across parts of the site.
- Amend Clause 4.4A 'Additional gross floor area for more sustainable development in Bankstown CBD commercial core' to exclude the subject site from the application of this clause. This is because the Planning Proposal does not seek to apply the existing 0.5:1 bonus on the basis the proposed FSRs include uplift that already factors in the maximum FSR sought to ensure certainty that future development will be able to achieve the FSRs proposed.
- Amend Clause 6.9 'Restrictions on development in Zone B4 Mixed Use' to achieve the following intended outcomes:
    - Enable residential development within the Rickard Road Precinct without the need to provide commercial premises or other non-residential purposes on the ground and first floor levels; and
    - Stipulate (a) a minimum 50% of non-residential floor space within the Town Centre Precinct and (b) a minimum 40% non-residential floor space across the entire site.

Proposed mapping is included at Part 4 – Maps and Appendix C.

# Part 3 – Justification

**Section A–Need for the Planning Proposal**

**1. Is the Planning Proposal a result of an endorsed local strategic planning statement, any strategic study or report?**

The Planning Proposal is a result of a request from the landowner to change the building height and Floor Space Ratio planning controls and Clauses 4.4A and 6.9 of the Bankstown LEP 2015 applicable to the site. The existing controls were implemented as a result of increased densities recommended in Council's Bankstown CBD Local Area Plan, which amended the Bankstown LEP 2015 (gazetted in March 2014). The Bankstown CBD LAP is clear in its support for *"redeveloping land within a reasonable walking distance of the Bankstown Railway Station for medium and high density housing". This vision is consistent with the Bankstown City Centre Master Plan and Council's vision for the growth of Bankstown in the Local Strategic Planning Statement 'Connective City 2036'. It is noted that the Master Plan acknowledges and supports the Planning Proposal proceeding separate from the Master Plan Planning Proposal.*

The proponent has undertaken a number of reports and studies to support their request, which Council considered in its assessment. Council also commissioned peer review studies in traffic, social impacts and economics to understand the key issues for investigation post-Gateway. The supporting documents (as amended in response to Council's feedback) and peer reviews are attached to this Planning Proposal.

The site is located adjacent to the Bankstown railway station and future Metro station that will commence operation in 2024. A bus interchange is located within the boundaries of the site. The site therefore has excellent public transport connectivity to the surrounding region and broader Sydney Metropolitan Public Transport Network. The Planning Proposal seeks to facilitate urban renewal of a large single landholding to provide employment growth and additional housing as sought by the Council's LSPS.

In accordance with the proponent's Letter of Offer and subject to the preparation of a draft Planning Agreement between Council and the proponent, the Planning Proposal would facilitate delivery of the following public benefits and required infrastructure works and upgrades:

- 5,000m$^2$ publicly accessible open space (Public Park) along Rickard Road including a playground and urban plaza.
- Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way.

- 1,000m$^2$ multi-purpose indoor facility including two sports courts.
- 200 m$^2$ of 'Incubator Space' for business 'start-ups' to be fitted out as a warm shell open plan layout suitable for use as office space.
- Completion of proposed town centre separated cycleway along Rickard Road and Appian Way frontages to the site in accordance with Bankstown 'Complete Streets' requirements.

The items included in the Letter of Offer support the vision for the site and broader Bankstown CBD as articulated within the Bankstown Master Plan and its supporting strategic and technical studies.

**2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

The Planning Proposal is the best means of achieving the objectives and intended outcomes for the site in a manner which will provide for housing and jobs growth, as well as an opportunity for significant public benefits.

Areas of the Bankstown CBD including the subject site were subject to planning control changes to the Bankstown LEP 2001 (Amendment No. 46 gazetted March 2014) recommended through the Bankstown CBD Local Area Plan (LAP). Despite the sustainability bonus 0.5:1 FSR uplift implemented by the Bankstown CBD LAP, very little renewal and jobs growth has occurred on the site.

Council has completed its master planning process for the Bankstown CBD and this proponent led Planning Proposal will result in a building height change on the site in conjunction with the Council-led process and would facilitate redevelopment of the Town Centre Precinct with regard for the proposed changes within the Bankstown Master Plan. Progressing this Planning Proposal separately from the Master Plan will allow the site specific issues to be resolved without delaying or impacting the timing for the progression of the Master Plan Planning Proposal.

The LSPS sets a housing target of 50,000 additional dwellings accommodating 80% of increased housing supply in centres along the Sydenham to Bankstown Metro line and sustainable growth in local village and small village centres. The LSPS nominates the Bankstown City Centre as the "economic heart" of the City, with 25,000 jobs and 25,000 students by 2036. The LSPS also seeks to encourage visitor accommodation, affordable housing and provide for art and cultural services. The Planning Proposal is well positioned to deliver jobs, housing (including build to rent and student housing) and social and community facilities in accordance with the objectives of the LSPS within walking distance of rail/future Metro and bus public transport services.

The proposal is uniquely positioned as the largest single private landholder in the Bankstown CBD to facilitate substantial redevelopment and renewal of the site and is an opportunity for the proposal to act as a catalyst, through the delivery of public benefits, social infrastructure, housing and local employment within the Bankstown CBD.

## Section B–Relationship to strategic planning framework

### 3. Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

### 3.1 Greater Sydney Region Plan 'A Metropolis of Three Cities'

The Greater Sydney Region Plan was released by the GSC in March 2018. It provides a 40-year vision for the Greater Sydney region and is designed to inform district and local plans and the assessment of Planning Proposals.

The Greater Sydney Region Plan identifies several key objectives around the need to ensure communities are healthy, resilient and socially connected; and improving housing supply to all groups in the community. The Planning Proposal is consistent with several planning objectives in the GSRP. These include:

| Objective | Consistent / Rationale |
|---|---|
| Objective 4: Infrastructure use is optimised | Yes.<br><br>The site is located adjacent to the Bankstown railway station and future Metro station that will commence operation in 2024. A bus interchange is located within the boundaries of the site and a permanent location will be resolved between TfNSW, Council and Vicinity concurrently as this Planning Proposal progresses. The site therefore has excellent public transport connectivity to the surrounding region and broader Sydney Metropolitan Public Transport Network. |
| Objective 6: Services and infrastructure meet communities' changing needs. | Yes.<br><br>There is a need to deliver social infrastructure that reflects the needs of the community now and in the future. The Planning Proposal includes a public benefit offer to provide additional infrastructure including a 5,000m$^2$ public park, a 1,000m$^2$ indoor multi-purpose facility, 200m$^2$ incubator/co-working space, cycleways along Rickard Road and The Appian Way and an extension of Jacob Street between The Mall and North Terrace. The proponent has also provided a statement of intent that advises that affordable housing would be provided in the event that |

| Objective | Consistent / Rationale |
|---|---|
| | a minimum of 40% employment generating floor space across the Bankstown Central site including 50% within the Town Centre Precinct is not delivered. |
| Objective 7: Communities are healthy, resilient and socially connected | Yes.<br><br>The Planning Proposal will increase housing density by providing 1,255 additional dwellings plus 694 student housing units near existing public transport (train, bus and future Metro Train services), encourage walking and active transport outcomes through delivery of new pedestrian and cycling connections in and around the site, provide new publically accessible indoor recreation space, a new public park, new commercial office, retail and local community facilities. |
| Objective 10: Greater housing supply | Yes.<br><br>The South District Plan specifies a target of 58,000 dwellings within the Canterbury Bankstown LGA by 2036. The Council's LSPS "Connective City 2036" sets a target of 50,000 dwellings by 2036. The Planning Proposal will also provide approximately 1,255 new dwellings which contributes around 10% of the CBD's target of 12,500 dwellings by 2036 in Council's Housing Strategy. |
| Objective 11: Housing is more diverse and affordable | Yes.<br><br>The Planning Proposal seeks to facilitate 694 student housing units and 1,255 apartments (including build to rent) as part of the proposal. The built to rent housing would be suitable to key workers such as police, fire and other emergency services workers and public health workers such as nurses.<br><br>The GSRP sets a target of between 5-10% of new residential floor space to be affordable rental housing for very low and low-income households *"noting that these parameters will be tailored to each nominated area"*. The proponent has also provided a statement of intent that advises that affordable housing would be provided in the event that a minimum of 40% employment generating floor space across the Bankstown Central site including 50% within the Town Centre Precinct is not delivered. |
| Objective 12: Great places that bring people together. | Yes.<br><br>The proposal includes a new public park and indoor multi-purpose facility that will provide opportunities for passive and active recreation for the local community. The park will be accessible via existing and proposed public footpaths and future cycleways identified in Council's *Complete Streets* policy. These features will facilitate social gatherings and provide opportunities for social interaction. |

| Objective | Consistent / Rationale |
|---|---|
| Objective 14: A Metropolis of Three Cities - integrated land use and transport creates walkable and 30 minute cities | Yes.<br><br>Bankstown is a Strategic Centre in the Greater Sydney Region Plan. The site is located adjacent to the Bankstown railway station and future Metro station that will commence operation in 2024. A bus interchange is located within the boundaries of the site and will be relocated to permanent location subject to an agreement between TfNSW, Council and Vicinity.<br><br>The site will include provision of new public footpaths and delivery of cycleways within the Bankstown CBD. The site therefore has excellent public transport connectivity to the surrounding region and broader Sydney Metropolitan Network. |
| Objective 22: Investment and business activity in centres | Yes.<br><br>The Planning Proposal will facilitate an additional 119,117m$^2$ of commercial and 15,041m$^2$ of retail floor space on site. In total, approximately 8,437 jobs are estimated to be generated by the proposal through the eventual redevelopment of the site. |

<u>Discussion</u>

The Planning Proposal achieves consistency with the aims and objectives of the *Greater Sydney Region Plan – A Metropolis of Three Cities*. The Planning Proposal will deliver a new precinct that will offer a range of diverse housing choice through a mix of dwelling types including the emerging build to rent accommodation and student housing typologies. As a mixed use precinct the proposal has strategic planning merit as it accords with the key Greater Sydney Region Plan objectives under "A city for people" (Objectives 6, 7 and 8) and "Housing the city" (Objectives 10 and 11).

The Planning Proposal would facilitate a total of approximately 8,437 additional jobs when the site is fully redeveloped 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 Master Plan. The quantum of commercial floor space is considered acceptable for the site and is consistent with the strategic policy objectives of NSW Government and Council for commercial office and associated uses to be located within Bankstown CBD, an important Strategic Centre and Health and Education Precinct.

The proposal provides a network of internal streets, public footpaths and shared cycleways that connect to the proposed public parks on the site and adjoining the site. The proposal has the attributes of a walkable community.

The site has excellent access to existing and future public transport, including rail, Metro and bus services. The site is located within the Bankstown Strategic Centre and due to its location, and range of land uses proposed, is able to fully fulfil the objectives of providing future residents a 30 minute city. The proposal therefore will achieve consistency with Objective 14 "*A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities".*

| Objective | Consistent / Rationale |
|---|---|
| | Careful and sensitive design is required for this scale of development. Council will prepare a site specific DCP to include built form design development controls including building separation, setbacks, street wall/podium heights, solar access to key public spaces, views and building height diversity and variety. The DCP will be developed with consideration of the urban design principles established for the site by SJB as reviewed by Council's internal Urban Design Team and as well as the design principles within *Better Placed* by Government Architect NSW to facilitate high standard urban design outcomes during the subsequent DA stages for the site.<br><br>As there has been minimal renewal in the centre and a lack of take up of the existing development controls, the proposal represents an opportunity for the renewal of the subject site to act as a catalyst for the centre. |

## 3.2 South District Plan

The GSC released the South District Plan on 18 March 2018 to give effect to the Greater Sydney Regional Plan. The District Plan contains priorities and actions to guide the development and planning of the south district while improving the district's social, economic and environmental assets.

| Objective | Consistent / Rationale |
|---|---|
| **Liveability** | Yes. |
| Planning Priority S1: Providing services and social infrastructure to meet people's changing needs | The Planning Proposal is consistent with the stated priorities as it is specifically aimed at the delivery of new employment floor space and housing on a large CBD site with no housing currently, which will significantly improve housing diversity and choice within Bankstown. |
| Planning Priority S2: Fostering healthy, creative, culturally rich and socially connected communities | The Proposal will facilitate the delivery of a substantial quantum of residential accommodation and employment floor space on a site that is suitable for the scale and intensity proposed given the size of the site, its location within the CBD and near public transport infrastructure, the minimal overall amenity impacts to the adjacent areas and connectivity to nearby centres. |
| Planning Priority S3: Providing housing supply, choice and affordability, with access to jobs and services | The proposal will allow for a transit-oriented development that will assist in achieving housing diversity and affordability on a site that is well located to services and facilities.<br><br>Undertaking development in accordance with the site specific DCP, to be prepared by Council, will facilitate high quality urban design outcomes. |
| Planning Priority S4: Creating and renewing great places and local | The proposal presents an opportunity to incorporate facilities to encourage the use of car-sharing, electric and hybrid vehicles, including car charging stations. |

| Objective | Consistent / Rationale |
|---|---|
| centres, and respecting the District's heritage | The proposal will improve the viability and liveability of the Bankstown CBD though the expanded commercial floor space within the centre and substantial public domain upgrades consistent with the liveability priorities. |
| **Productivity**<br><br>Planning Priority S12: Delivering integrated land use and transport planning and a 30-minute city | Yes.<br><br>The site is within the Bankstown CBD, which is a Strategic Centre and a Health and Education Precinct. The proposal would result in significant contribution to the jobs growth target in the LSPS and South District Plan. The proposal is consistent with the District Plan's emphasis on bringing jobs closer to where people live by providing new retail and office development in an accessible location.<br><br>The proposed provision of substantial housing including student accommodation and apartments (including build to rent housing) and additional employment floor space within walking distance of Bankstown railway station (and future Metro station), is consistent with the District Plan's emphasis on improving access to jobs on the basis that from an economic perspective, having access to a larger number of jobs means greater potential for job and skill matching, enhanced opportunities for skill and knowledge development and ultimately better outcomes for households and the economy overall. Student accommodation is well placed to service the new Western Sydney University Bankstown Campus, currently under construction and anticipated to attract around 10,000 students and with around 2,000 on campus daily. This will assist in investment and growth of Bankstown as a health and education precinct.<br><br>The proposal has an opportunity to significant assist Bankstown to fulfil its Strategic Centre role and make the centre a vibrant and attractive place to live, work and visit. The proposal will enhance the public domain through streetscape works and improve access to public parks through construction of new pedestrian footpaths and parts of a new cycleway network to be delivered in stages in accordance with a Planning Agreement between Council and the proponent.<br><br>New and improved walking and safe cycling links, improvements to the public domain and an increased tree canopy will encourage people to walk or cycle to and from public transport interchanges which supports Planning Priority S12. The proposal will also facilitate adequate land is available for transit uses, for example bus layovers, subject to approval from TfNSW *(Action 55(i))*. |

| Objective | Consistent / Rationale |
|---|---|
| **Sustainability**<br><br>Planning Priority S15 Increasing urban tree canopy cover and delivering Green Grid connections<br><br>Planning Priority S16 Delivering high quality open space | Yes.<br><br>By providing new housing and employment floor space within an existing centre, the proposal maximises efficient use of existing infrastructure and reduces pressure on land on the fringe of Metropolitan Sydney and other sensitive areas. Future buildings on the site would be required to be consistent with the principles of ecological sustainable design and a BASIX certificate would need to accompany any future DAs for residential buildings.<br><br>Water Sensitive Urban Design (WSUD) will be featured in the detailed design including a stormwater concept plan, which should aim to reduce the pollutant runoff from the site. The Planning Proposal would not result in any adverse impacts on bushland or any waterways and is unlikely to impact on any other aspects of the South District's environment that the District Plan seeks to protect.<br><br>The concept landscape plan submitted with the Planning Proposal shows additional trees planted along the proposed pedestrian east west pedestrian boulevard link, around the perimeter of the site and to the proposed public park. The proposal is able to demonstrate increased urban tree canopy which will assist with mitigating the urban heat island effect. |

## 4. Will the Planning Proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

### 4.1 Community Strategic Plan '*CBCity 2028*'

CBCity 2028 is Council's 10 year plan to guide the City of Canterbury Bankstown on its journey to be a thriving and dynamic city. The Planning Proposal is consistent with the identified "destinations" in CBCity 2028 in that it will:

- Accommodate population growth in an established centre in a manner which contributes to housing diversity and the quality of the local housing stock.
- Facilitate improved movement around the city.
- Have the potential to deliver attractive, sustainable and affordable build environment.
- Will comply with the local provisions, in this instance, the relevant site specific DCP to be developed by Council.

### 4.2 Local Strategic Planning Statement '*Connective City 2036*'

The LSPS "Connective City 2036" establishes a hierarchy of centres within the LGA and identifies Bankstown and Campsie as Strategic Centres, consistent with the GSRP and SDP and provides 10 "Evolutions" that will shape and deliver the objectives of the LSPS. The LSPS grants Bankstown "City Centre" status which is the highest order centre of the LGA's 88 centres and notes that Bankstown along with Campsie, as the other Strategic Centre in the LGA, will be the key focus for jobs, cultural activities and housing.

The LSPS sets a housing target of 50,000 additional dwellings accommodating 80% of increased housing supply in centres along the Sydenham to Bankstown Metro line and sustainable growth in local village and small village centres. The LSPS nominates the Bankstown City Centre as the "economic heart of the City, with 25,000 jobs and 25,000 students by 2036. The LSPS also seeks to encourage visitor accommodation, affordable housing and provide for art and cultural services. The Planning Proposal is well positioned to deliver jobs, housing and social and community facilities in accordance with the objectives of the LSPS.

The Planning Proposal is consistent with the primary objectives of the LSPS as it relates to the site, including providing high density housing near stations, 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 delivery of a substantial quantum of residential accommodation and employment floor space on a site that is suitable for the scale and intensity proposed given the size of the site, its location within the CBD and near public transport infrastructure, the minimal overall amenity impacts to the adjacent areas and connectivity to nearby centres.

The Planning Proposal will assist with achieving the Evolution 'Actions' of the LSPS including:

- E1.1.5 Focus on Bankstown City Centre, Chullora, Campsie and the Eastern Lifestyle and Medical Precinct and Bankstown Aviation and Technology Precinct – when determining land use planning and advocacy priorities in the first five years of this plan.
- E3.1.53 Provide capacity for 25,000 jobs and 25,000 students in Bankstown City Centre by 2036.
- E3.5.68 Encourage student housing in Bankstown City Centre to support the growing education role of Bankstown City Centre and Bankstown Aviation and Technology Precinct.
- E3.7.75 Provide housing typologies that support the employment role of Bankstown, Campsie.
- E6.2.114 Confirm the role of Bankstown as a strategic centre through master planning that facilities housing diversity.
- E6.10.135 Allow student housing in Bankstown to support its health and education function.

### 4.3 Bankstown CBD Local Area Plan

The Bankstown CBD LAP was adopted at the Ordinary Council Meeting on 20 September 2011.

The Bankstown CBD LAP seeks to concentrate around 80% of the then 3,800 dwelling target and 4,000 new jobs (to 2031) within a 1km walking catchment of the Bankstown CBD to encourage the CBD to become a more "liveable and attractive place" where a greater proportion of residents are closer to public transport and services. The Bankstown CBD LAP considered the subject site as part of the "Northern CBD Core" and its potential to be redeveloped in the future to contribute to the revitalisation of the Bankstown CBD:

*"A Northern CBD Core precinct that continues to function as the heart of the City of Bankstown, with a mix of retail and commercial activities on the ground and first floors, and high density living above. The Northern CBD Core will have Sydney's best local Civic Precinct, serviced by a high quality pedestrian environment (particularly near the railway station and Bankstown Centro) and mid–block connections."*

The Bankstown CBD LAP notes that the Northern CBD Core has:

*"The capacity of this precinct is good as it contains many of the large sites suitable for mixed use redevelopment e.g. Compass Centre, RSL Club site, Bankstown Centro and the railway station."*

The Bankstown CBD LAP is clear in its support for *"redeveloping land within a reasonable walking distance of the Bankstown Railway Station for medium and high density housing".* Further the proposal will be consistent with the objectives and aims of the Bankstown CBD LAP and would be able to assist in achieving the following specific actions relevant to the site:

- Providing new employment floor space predominantly at ground and first floor level in the B4 Mixed Use Zone (Action II).
- Facilitate redevelopment and sustainable renewal of key strategic sites (including the subject site) by creating more detailed design controls (Action L2).
- Providing a public plaza, square and main street space and shared use of car park roof for green space/court sports (Action G6).
- Increased tree canopy cover along The Appian Way, Rickard Road and North Terrace (Action G8).
- Upgrade and enhance areas of high pedestrian activity to enable increased pedestrian permeability and cycling (Action C3).
- Providing a range of multi-functional open spaces to serve community needs (Action C4).

Following Council's adoption in September 2011, the recommendations of the Bankstown CBD LAP were included in the amendment of BLEP 2001 gazetted in March 2014. While the strategic vision for Bankstown is now encapsulated within the Bankstown City Centre Master Plan, the Bankstown CBD LAP provides context and background for Council's and the community's aspiration for Bankstown to grow into a more significant centre with more jobs, housing and a good place for pedestrians and cyclists.

### 4.4 Affordable Housing Strategy 2020

The proposal as originally lodged in 2019 included provision of 5% affordable housing on-site which was equivalent to around 48 affordable rental units. A peer review commissioned by Council identified a future need for affordable housing for persons living in the Bankstown CBD noting that *"High density Bankstown CBD living is likely to become a place for not only lone person households but also couples with children too due to the services within reach and affordable housing choice*". The peer review report supports the provision of 5% affordable rental housing on the site.

Over the course of the assessment of the application, Council exhibited and adopted the Bankstown Master Plan in late 2021. The Master Plan includes mechanisms to incentivise new development to deliver affordable housing, new infrastructure and employment generating floor space through an incentive height and floor space system. For sites to receive a Floor Space Ratio uplift of more than 1:1 above the current maximum FSR controls, the delivery of one of the following will be required:

- The delivery of on-site infrastructure,
- The delivery of affordable housing, or
- The delivery of substantial employment generating floor space (greater than 50%).

The Master Plan stipulates that development that is providing onsite infrastructure, or more than 50% employment generating floor space will not be required to contribute to affordable housing. The Master Plan defines 'on-site infrastructure as any of the following:

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

While the Planning Proposal is not subject to the planning framework in the Master Plan it will include delivery of 50% employment generating floor space in the Town Centre Precinct, 40% employment generating floor space across the entire site and new public open space and a multi-purpose sporting facility. If the site were within the Master Plan area, there would not be

a requirement to deliver affordable housing. However, it is noted that other land adjoining the site could receive an FSR uplift of 1:1 which is greater than the 0.423:1 that the application is seeking for this site and those adjoining sites would not be required to provide affordable housing in addition to employment generating floor space to receive bonus FSR.

As noted in this report, the Planning Proposal has the potential to supply 6% of the additional jobs growth target and around 10% of the new dwellings target to 2036 for the Bankstown Strategic Centre. This is a significant contribution towards fulfilling the targets of Council and may reduce development pressures on other areas within the LGA. In addition, the Letter of Offer submitted by the proponent will include provision of public infrastructure that will benefit the residents and workers on the site in the future, as well as people that visit from outside of the site.

The proponent has submitted an Affordable Housing Statement of Intent which makes the following comments:

- The provision of affordable housing will be explored by the land owners.
- The proposal will facilitate key worker accommodation within the site which could help support the delivery of employment generating uses on the Site and across the Bankstown CBD including future infrastructure like a new hospital in the CBD, the provision of allied health services and expansion of education uses within the CBD, including WSU.
- Subject to its financial viability, the proponent will consider the provision of a component of affordable housing on the site as the design of the residential components are developed.
- The proponent is in discussions with WSU regarding the potential for student accommodation to be delivered on the site to support its initial demand.
- It is the proponent's intention to retain ownership of any affordable housing delivered on the site. This poses a barrier as to how affordable housing will be incorporated into the Build to Rent (BTR) given such housing will not be able to be transferred to Council or other party to be managed.

For the reasons above, Council has accepted that affordable housing will not be a mandatory requirement of the Planning Proposal if the required minimum employment generating floor space will be delivered across the site.

### 4.5 Employment Lands Strategy 2020

The employment lands strategy recommends establishing Bankstown as the major CBD in south west Sydney to attract investment to the LGA and deliver a larger range of jobs, services and facilities to the local population. The Employment Lands Strategy identifies baseline job targets and specific forecast for the Bankstown CBD including:

- 17,000 baseline target for jobs by 2036.

- 25,000 high growth target for jobs by 2036.

The Planning Proposal would facilitate redevelopment of the site that could generate approximately 8,437 jobs when the site is fully redeveloped which is over 100% of the "baseline" additional jobs target of 7,880 jobs by 2036 and 53% of the "high" additional jobs target of 15,880 jobs by 2036 as per the Bankstown CBD jobs targets in Council's Employment Lands Strategy. It is noted that the Bankstown City Centre Master Plan adopts the 'high growth' jobs target of 25,000. The Planning Proposal would facilitate 60% of Council's target of 14,000 new jobs in the Bankstown CBD by 2036 as outlined in the adopted Master Plan.

The Planning Proposal will provide 119,117m$^2$ of commercial and 15,041m$^2$ of additional retail floor space on the site which equates to around 24% to 49% of the baseline to high targets for employment generating floor space within the Bankstown CBD.

The employment lands strategy identifies that the Bankstown local centre lacks character, good quality pedestrian connections, civic spaces and public domain. Public domain works including streetscape upgrades along Appian Way, a 5,000m$^2$ public park and separate public plaza and an east west pedestrian link are also proposed for the site totalling around 10,000m$^2$ of pedestrian focussed space on the site, is consistent with the objectives of the Employment Lands Strategy.

### 4.6 Housing Strategy 2020

The Housing Strategy recognises Bankstown is an emerging CBD, highly accessible strategic centre and Health-Education Precinct. High rise housing will contribute to meeting the need for additional housing in the LGA, allowing other centres to retain their character.

Bankstown CBD is identified as having an additional dwelling projection of 12,500 by 2036 required to meet forecast housing demand. The Planning Proposal will contribute 1,255 residential apartments plus 694 student accommodation units (1,949 in total, or around 15.5% of the 12,500 new dwelling target by 2036 in the Bankstown CBD) which will support increased business activity and a more vibrant city centre.

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. Further, as the proposal is the significant site in the Bankstown CBD, the proposed renewal of the site will have the potential to act as a catalyst to renewal elsewhere within the Bankstown CBD and deliver significant public benefits.

### 4.7 Bankstown City Centre Master Plan

As recommended in the Bankstown City Master Plan (Master Plan), Council resolved for the Bankstown Central application to 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. The Master Plan identifies the opportunity for multi-purpose indoor sports facilities including one centre of at least 1,500m2 with courts as part of any redevelopment of the key sites such as Bankstown Central (Action 1.1.5).

The adopted Master Plan also includes indicative height principles for the site based on the intensification strategy, noting that height of building controls and other matters will be tested and resolved separately through the Planning Proposal process. It is noted that the incentive clause mechanisms within the Master Plan do not apply to the Bankstown Central site in recognition of the large size of the site and ability to deliver significant proportion of future housing and jobs growth.

Council is progressing with the preparation of the Planning Proposal to implement the Master Plan and will submit to the Department of Planning and Environment later in 2022.

Submitting a site-specific Planning Proposal will likely result in a faster assessment process and therefore, facilitate the development of a high quality mixed-use development on this strategic site more quickly than awaiting gazettal of the Bankstown Master Plan Planning Proposal. It also enables certainty about the LEP outcome, enabling the progression of a site-specific DCP for this site.

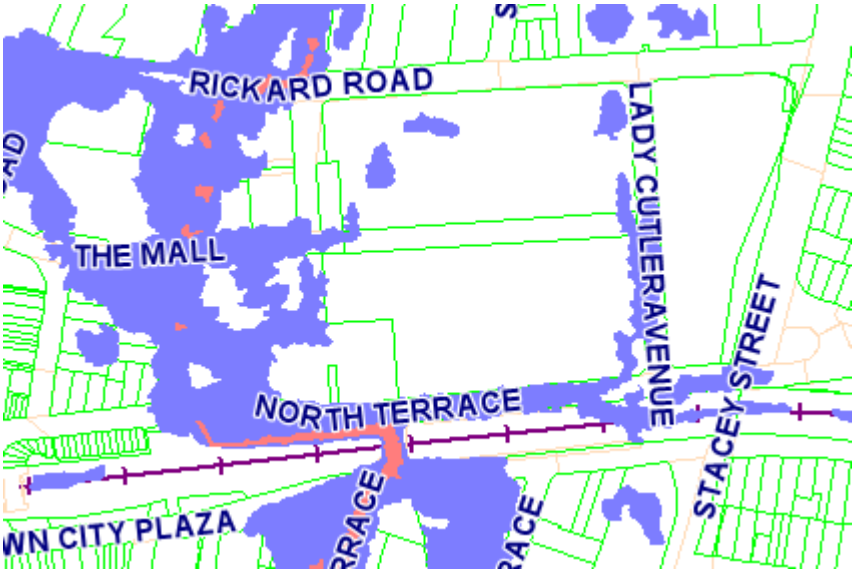
### 5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

This Planning Proposal's consistency with applicable State Environmental Planning Policies is summarised in Appendix A.

## 6. Is the Planning Proposal consistent with applicable Ministerial Directions? (s9.1 Directions)

This Planning Proposal is consistent with most applicable Ministerial Directions (refer to Appendix B), and discussed further below:

| Direction | Consistent / Rationale |
|---|---|
| Direction 1.1 Business and Industrial Zones | Consistent, as the proposal will retain the existing B4 Mixed Use Zoning of the land that permits commercial premises with consent. The proposal would facilitate increased FSR and employment generating floor space (approximately 8,437 new jobs). The Planning Proposal seeks to safeguard 40% of the overall site floor space as employment generating floor space and at least 50% of the Town Centre Precinct as employment generating.<br><br>The proposal will facilitate employment growth in a well-connected strategic centre within easy walking distance of Bankstown railway station and future Metro station (opening 2024). |
| Direction 3.1 Residential Zones | Consistent, as the Planning Proposal does not reduce the permissible residential density of the site. |
| Direction 3.4 Integrating Land use and Transport | Consistent, as the subject site is located within a strategic centre and within less than 800m from Bankstown railway station. The proposal facilitates increased housing, employment and social infrastructure near existing public transport services, which will enable local employment and use of public transport. The proposal also includes delivery of a mixed use precinct that will facilitate active transport modes through and around the site, connecting to bus and rail transport services. |
| Direction 3.5 Development Near Licensed Aerodromes | Consistent. The site is subject to prescribed airspace restrictions due to the proximity to the Bankstown Airport. Bankstown Airport is subject to the federal Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996. Airspace above the Bankstown CBD is affected by operational requirements for Bankstown Airport. A building that penetrates the Obstacle Limitation Surface (OLS) requires approval under that legislation from the Commonwealth Department of Infrastructure and Regional Development.<br><br>The proponent submitted a Preliminary Aeronautical Impact Assessment Report, which indicates the Obstacle Limitation Surface level is 108.2 metres AHD. The submitted concept design complies with this requirement.<br><br>Council will refer the Planning Proposal to the relevant Commonwealth Government Departments post-Gateway to obtain necessary approvals for the proposed maximum building heights. |

| Direction | Consistent / Rationale |
|---|---|
| Direction 4.3 Flood Prone Land | In relation to existing conditions, the site forms part of the Salt Pan Creek upper catchment and is affected by an overland flow path, stretching from Rickard Road to the open channel at North Terrace. Portions of the western site side of the site, including the Town Centre Precinct and along Lady Cutler Avenue are classified as 'medium' flood risk. See figure below.<br>  <br><br>As part of the new WSU Bankstown campus tower at 74 Rickard Road, Council identified the inadequate capacity of the existing stormwater system in this part of the Bankstown CBD and that bloc<br><br>While a freeboard is a common safeguard to minimise risk on the site, Council recommended that further infrastructure works be delivered that would mitigate flooding impacts associated with the WSU Bankstown building, noting that these works would include broader stormwater infrastructure beyond the site.<br><br>Council has finalised the decision of the required stormwater infrastructure works and is satisfied that the design, including the culvert works and other associated works, are consistent with the Salt Pan Creek Catchments Floodplain Risk Management Plan and will decrease flooding along the Appian Way and around the WSU Bankstown site, including western side of the Bankstown Central site, as a result of these works. The works will commence in 2022.<br><br>The issue of flooding in the Bankstown CBD has also been investigated as part of the Bankstown Master Plan. Council's Asset Planning – Stormwater Officer provided the following comments: |

| Direction | Consistent / Rationale |
|---|---|
| | *"Ministerial Direction 4.3 Flood Prone Land Objectives:*<br><br>*The Draft Bankstown City Centre Master Plan has been developed generally in accordance with the objectives of Ministerial Direction 4.3 Flood Prone Land. The Master Plan has been developed in consultation with:*<br>• *Bankstown DCP (2015)*<br>• *Bankstown Development Engineering Standards (2009)*<br>• *Salt Pan Creek Stormwater Catchment Study (Bewsher/BMT, 2009)*<br>• *Salt Pan Creek Catchments Floodplain Risk Management Study and Plan (Bewsher, 2013)*<br><br>*The above planning and policy documents are based on the principles with the NSW Flood Prone Land Policy and NSW Floodplain Development Manual (2005).*<br><br>*Industry Peer Review:*<br><br>*Notwithstanding the above comments, it is recommended that the Draft Master Plan be reviewed by a suitably qualified industry expert experienced in the matters of floodplain development with respect to the NSW Flood Prone Policy and NSW Floodplain Development Manual (2005)."* |
| Direction 5.10 – Implementation of Regional Plans | Consistent. This direction aims to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in the Greater Sydney Region Plan - A Metropolis of Three Cities. As discussed above, the proposal is consistent with this plan and thus the Direction. |
| Direction 6.1 – Approval and Referral Requirements | Consistent. This Planning Proposal is consistent with this Direction in that it does not introduce any provisions that require any additional concurrence, consultation or referral. |
| Direction 6.3 Site Specific Provisions | Consistent, as the LEP contains existing site specific provisions that apply to development on the site (per Clause 4.4A of the BLEP 2015 '4.4A Additional gross floor area for more sustainable development in Bankstown CBD commercial core' and Clause 6.9 '6.9 Restrictions on development in Zone B4 Mixed Use'.<br><br>The Planning Proposal seeks to exclude the site from Clause 4.4A which will remove the 0.5:1 maximum bonus applicable to the site. The proposal also seeks to exclude the site from Clause 6.9 so that the northern part of the site (within the Rickard Road Precinct) will be able to be developed with residential apartment buildings without the need to provide non-residential floor space at ground and first floor levels. |

## Section C–Environmental, social and economic impact

**7. 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 located within a highly urbanised setting with the entirety of the site built upon by structures, hard stand car parking and vehicle driveways. There are no original stands of vegetation or watercourses on or near the site. Based on a review of the NSW BioNet Atlas mapping maintained by the Department of Environment and Planning there are no recorded instances of threatened species on the site. Therefore this Planning Proposal does not adversely affect any critical habitat or threatened species, populations or ecological communities, or their habitats.

**8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

Natural hazards

The site is not affected by any known natural hazards such as flooding, land slip or bushfire.

Contamination

Due to the historical use of the site originally for detached housing and subsequently for a shopping centre since the 1960s it is considered unlikely that there are any significant contamination issues with the site. The site is also currently zoned for the subject use, and any other environmental impacts of the proposal would be relatively minor and of a scale that they would be adequately managed through the development application stage.

## Traffic, car parking and vehicle servicing

Vision for Bankstown CBD under the Master Plan and Complete Streets

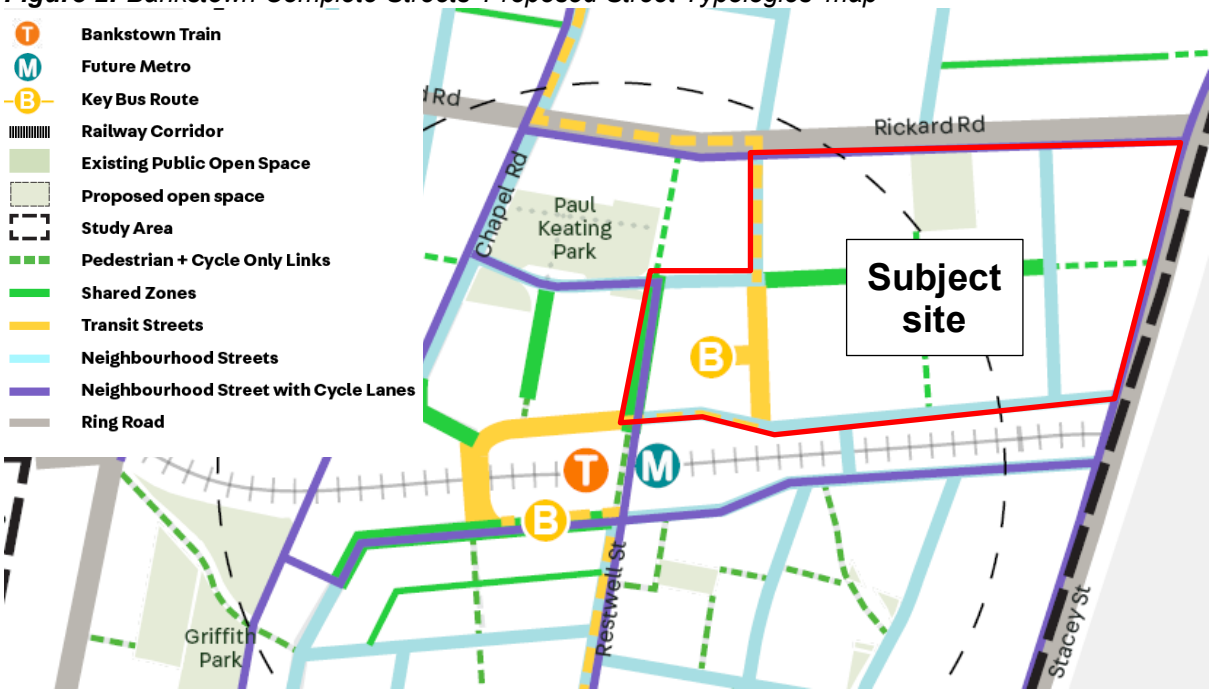
The Complete Streets CBD Transport and Place Plan which was adopted by Council in October 2019. The Complete Streets plan provides a vision and detailed framework to transform Bankstown into a more liveable, safe and attractive City. The core principle of Complete Streets is to provide well-designed, quality streets so that whether by foot, bike, bus, train or car it is easy to get into and around the city centre safely and conveniently. Complete Streets seeks to make the Bankstown CBD a desirable destination to live, work and visit, famous for its cultural diversity and walkable streets.

The key strategies of Complete Streets relevant to the Planning Proposal are:

- Strategy D – Simplify bus routes and better integrate station and layover space.
- Strategy E – Slower, safer CBD streets.
- Strategy F – High amenity CBD streets.
- Strategy H – Connect regional cycling links through the CBD.
- Strategy J – Create pedestrian priority 'Activity Spine' linking key destinations with transport

Council provided the proponent with these principles prior to the lodgement of the application and the Planning Proposal has addressed these requirements through providing the Jacob Street extension, providing an east-west extension of The Mall, including pedestrian focused boulevards and plazas, and committing to deliver the cycleway along Rickard Road and The Appian Way.

***Figure 2:*** *Bankstown Complete Streets 'Proposed Street Typologies' map*




Complete Streets has been developed through detailed microsimulation traffic modelling undertaken by traffic consultants GTA (now Stantec). The modelling included consideration of how the Bankstown CBD street network will respond to, and require changes to accommodate traffic and parking demands from future development and increasing pedestrian/cycling movements. Complete Streets also has considered the potential Bankstown Central redevelopment and provides recommended street changes on and around the site to cater for the planned growth on the site (refer to the Figure 2).

The Bankstown City Centre Master Plan builds on the vision and detailed traffic modelling work completed in Complete Streets by providing new building height and density controls as well as identifying new public open space and other public infrastructure that is required for Bankstown to develop into the future. A key change that is included in the Bankstown Master Plan is the introduction of a maximum parking rate for private development in the inner core area (approximately 400m walking distance from Bankstown railway station). Outside this core area, a reduced minimum and upper maximum parking rate will apply. The rates have been informed by Council's Off-Street Parking and Servicing/Loading Study for Bankstown.

***Figure 3:*** *Master Plan changes to car parking within the core city centre and outside of core city centre. Site is shown in red.*




The table below provides a review of the proponent's proposed reduced car parking rates against the rates in the Bankstown Master Plan for the inner core area. The car parking rates in the Master Plan will be included as part of the Bankstown City Centre DCP to be prepared in conjunction with the Bankstown City Centre Planning Proposal.

| Land use type | Recommended Planning Proposal rate | Bankstown City Centre Master Plan Rate – maximum car parking rate (inner CBD core area) | Supported by Council? |
|---|---|---|---|
| Office premises | 0 to 0.5 spaces / 100m$^2$ GFA | 1.25 space / 100m$^2$ GFA | Yes |
| Retail premises | 3 to 3.5 spaces / 100m$^2$ GFA | 1.25 space / 100m$^2$ GFA | Yes – however further justification is required to demonstrate reasonableness of higher rate against Master Plan and likely impact of reduced commuter demand by introducing paid parking |
| Residential apartment buildings and shop top housing | 1, 2 and 3 Bedroom and visitors: Ranging from 0 to 1 space / dwelling | 1 Bedroom: 0.5 space / dwelling<br>2 Bedroom: 1 space / dwelling<br>3 bedroom: 1.5 space / dwelling<br>Visitor: 1 space / 10 dwellings | Yes – however slight adjustments to the rates are recommended to align with RMS Guide to Traffic Generating Development |
| Hotel | 0 to 0.2 spaces / room | Not addressed in Master Plan | No – further detail required post-Gateway. See assessment discussion below under 'Assessment of the Traffic and Transport Implications of the Planning Proposal ' |
| Student accommodation | 0.1 spaces / apartment | Not addressed in Master Plan | |
| Child care centre | Nil | Not addressed in Master Plan | |

Permanent Bus Interchange Location - Council's Position

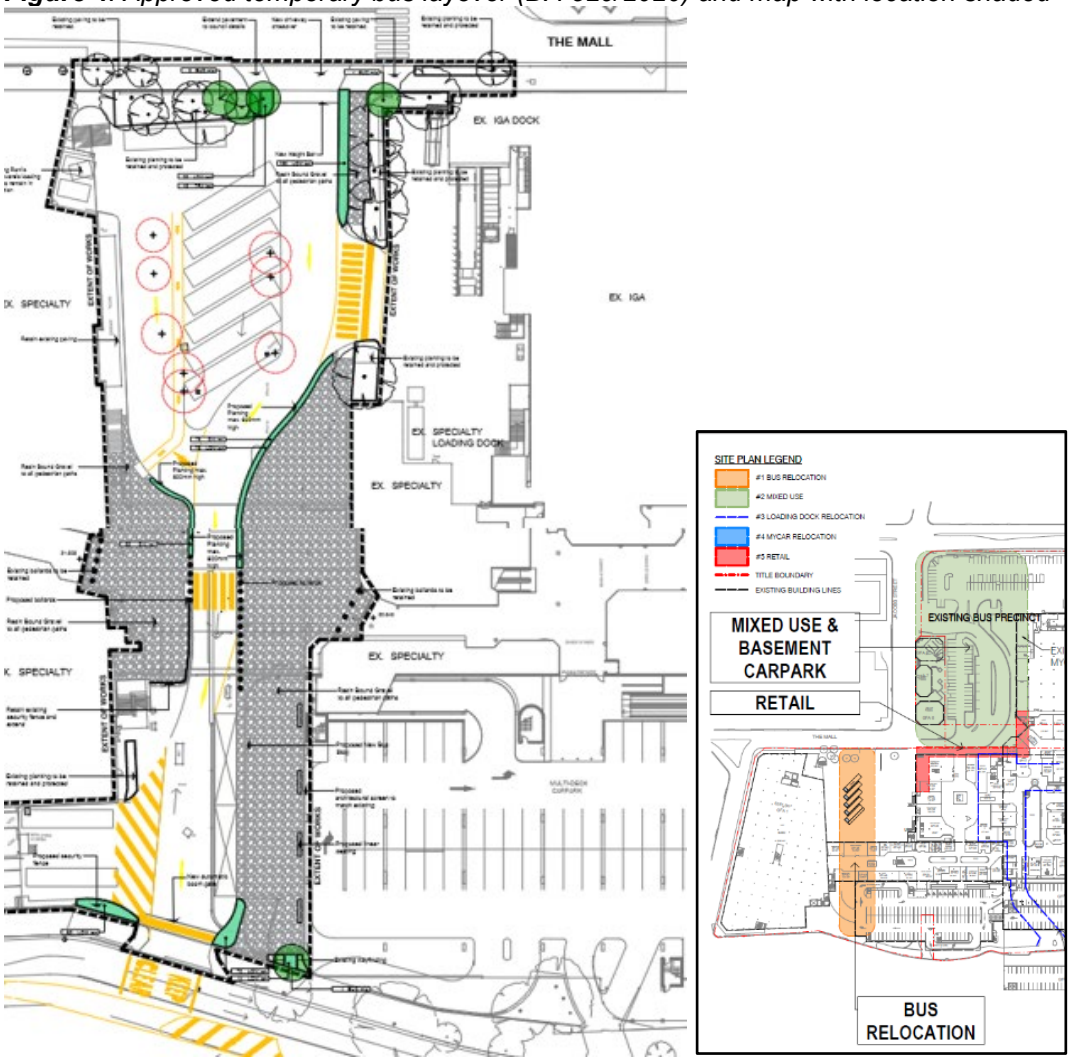
A key public transport issue that affects the Bankstown CBD and Planning Proposal that has yet to be progressed by TfNSW relates to the future permanent location of the bus interchange for Bankstown that is currently within the Bankstown Central site. The issue of the permanent location of the bus interchange is not yet resolved despite several years of Council requesting TfNSW prioritise the matter for resolution in consultation with Council and Vicinity.

On 14 May 2021, Council approved a development application for minor partial demolition of elements of the existing Bankstown Central shopping centre. The approved works will accommodate the relocation of the existing bus interchange to a new interim location for bus layover within the site, between The Mall and North Terrace, with associated line markings,

pedestrian crossings and bus stops. The new temporary bus layover will provide 10 bus layover bays (both on-site and on-street).

These works have commenced and it is expected the temporary interchange will commence operation in 2022. Once operational, the existing bus interchange on the Bankstown Central site fronting Jacob Street will close and be converted to a customer car park.

***Figure 4**: Approved temporary bus layover (DA-529/2020) and map with location shaded*

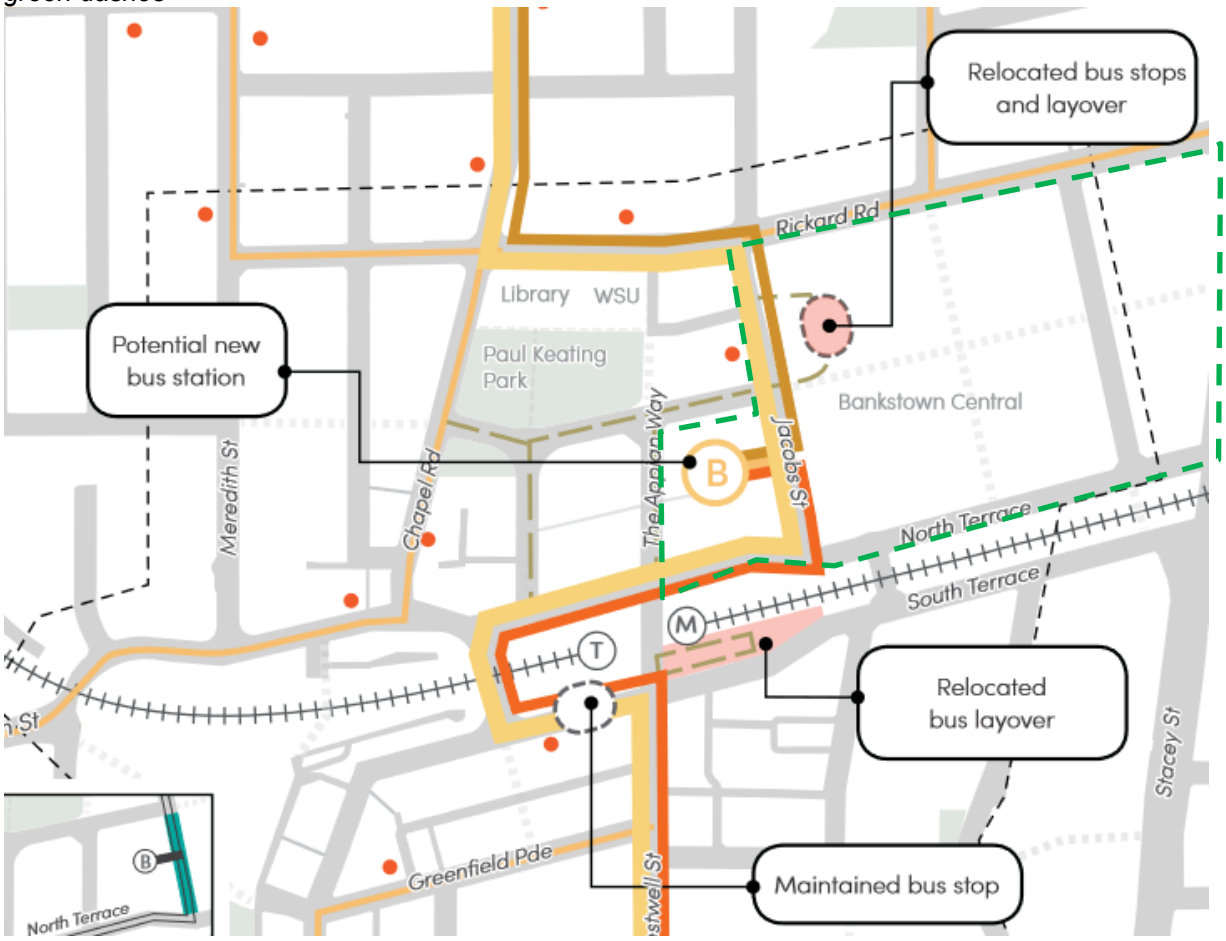



Council's Complete Streets nominates the bus interchange in the Town Centre Precinct as a new permanent location as part of a reconfiguration and rationalisation of the bus routes that run through the Bankstown CBD. The reasons for this preferred permanent location are:

- Simplified north-south bus services along one route.

- Results in an amalgamated bus interchange (currently two) on the north side of the future Metro station. This location allows service to be integrated with the future Metro and service key destinations, including the future WSU campus, Bankstown Central and Saigon Place.
- Includes layover space and allows for the removal of existing layover space south of the railway.
- Less bus movements across the bridge (due to amalgamated bus interchange).

***Figure 5**: Future public transport network map (from Complete Streets p127). The site is marked in green dashes*




Permanent Bus Interchange Location – Proponent's Position

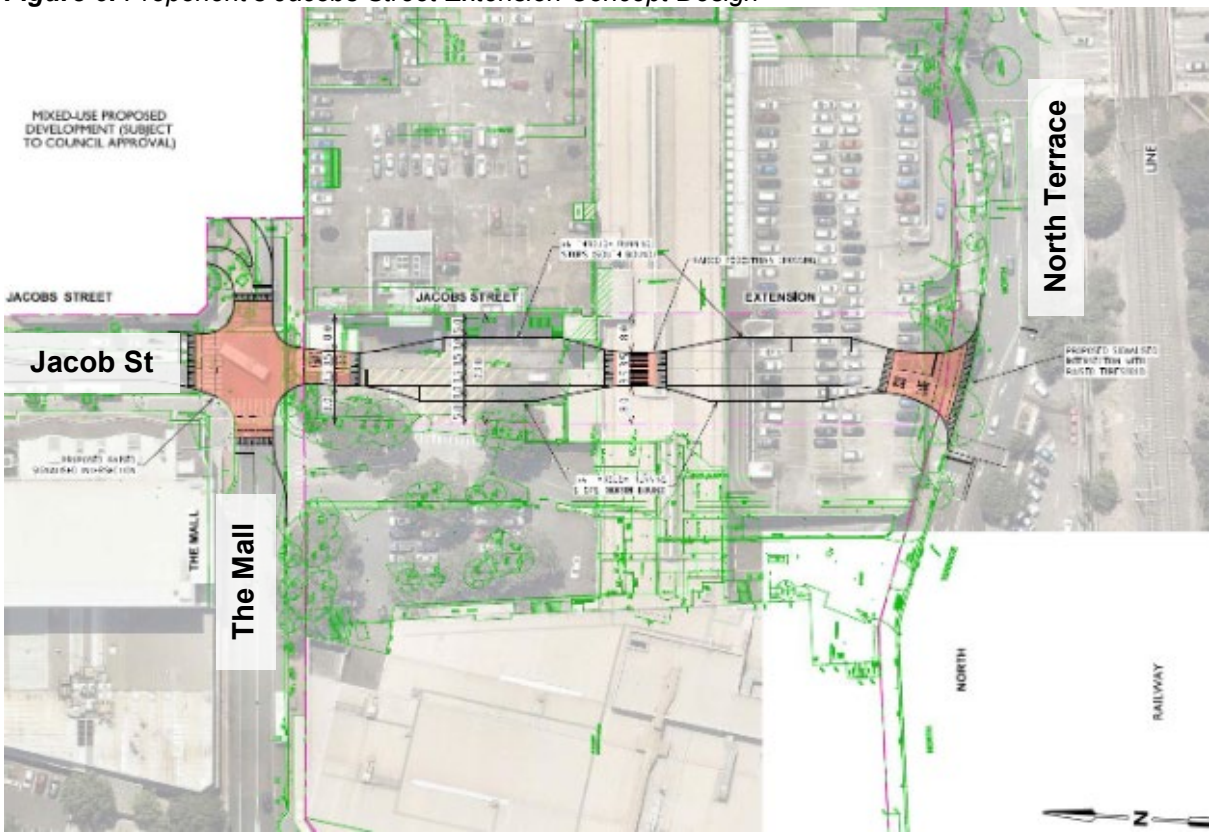
The proponent considers that the provision of a bus station within the CBD – such as on the Bankstown Central site – is considered unnecessary. Rather, the adoption of an on-street bus stop arrangement is considered preferable for the long-term planning of the CBD for the following reasons:

- It supports the provision of a productive CBD by avoiding the inefficient use of land.

- It improves bus operating travel times by avoiding deviations off the road network carrying the bus services.
- It places bus services in the public domain where buses are visible (not hidden within a station) and will promote public transport use.
- It improves the experience for users of the buses by allowing persons to wait in weather protected but open-air areas, with high levels of amenity and security provided from adjacent land use.
- Aligns with the Complete Streets objective of simplifying bus routes through the CBD and with the arrangement envisaged within that document for Bankstown Plaza South.
- Is proximate to other transport services including Bankstown railway station/future Metro station.

To achieve this outcome, the proponent's traffic consultant proposes to remove the bus interchange from the Bankstown Central site and create a bus layover in the future Jacob Street extension as shown in the concept diagram below. This would be delivered in a staged approach to allow changes to the surrounding road network to occur before the Jacob Street extension and bus layover is constructed and becomes operational.

***Figure 6:*** *Proponent's Jacobs Street Extension Concept Design*



The proponent's revised traffic impact assessment makes the following statement regarding the future permanent location for the bus interchange:

*"Recent discussions between WSP and Transport for NSW (TfNSW) indicate that terminating bus services will not need to remain within the CBD indefinitely and should indeed be positioned outside of the CBD e.g. to its north. This advice is consistent with TfNSW's Guidelines for Planning of Bus Layover Parking (Sept 2018), which states the following regarding the location of layover bays:*

*The location of bus layover should support productive places. To this end locating layover outside of centres where compact form and walkability are key features should be considered. Where layover is located within a centre it should be located away from streets with high levels of active frontages and areas of pedestrian activity. Within centres options to minimise the footprint of the layover should be thoroughly investigated".*

Permanent Bus Interchange Location – Way Forward

While it is evident that Council and the land owner (Vicinity) have differing opinions on the permanent location of the bus interchange, both parties are willing to work towards a solution that aligns with the objectives of Bankstown Complete Streets and intended outcomes of the Planning Proposal.

TfNSW has yet to provide any response or clarification on the preferred location for the bus interchange. At the meeting in February 2022 between Council and TfNSW, TfNSW Officers advised the project will be progressed however no certainty has been provided when a decision will be made. It is noted that TfNSW did not object to the relocation of the existing bus interchange under DA-529/2020 and provided recommended conditions of development consent for Council to include in the DA determination.

Council awaits a response from TfNSW on this matter and will participate in discussions with TfNSW and Vicinity on resolving the permanent location for the bus interchange or layover. However given Council has requested a decision from TfNSW for several years, the assessment of the Planning Proposal can no longer be delayed and must progress towards consideration by Council's Local Planning Panel. The Planning Proposal can proceed towards Gateway while the bus interchange matter is resolved by TfNSW, Council and Vicinity. Any revisions necessary to accommodate the bus interchange on the site can be made post-Gateway as stipulated by conditions of the Gateway determination.

Early Engagement with TfNSW

Council has engaged with TfNSW for several years to seek feedback during the preparation of the Bankstown Complete Streets Place Strategy and during the preparation of the

Bankstown City Centre Master Plan. Similarly, Council has engaged with TfNSW early in the process for this Planning Proposal and requested initial high level feedback on the Planning Proposal in August 2021 following receipt of the amended proposal and response to information request from the proponent in July 2021.

TfNSW provided preliminary comments to Council regarding the Planning Proposal on 24 December 2021. Council met with TfNSW in February 2022 to discuss the letter and will continue to engage with TfNSW as the Planning Proposal progress. However, Council notes that most of the issues raised by TfNSW in their preliminary comments are broader transport issues that have already been addressed in the Bankstown Complete Streets Place Strategy and Bankstown Master Plan.

Following the meeting with TfNSW, Council provided copies of the Bankstown Complete Streets Place Strategy including the associated traffic modelling files, the adopted Bankstown City Centre Master Plan including its supporting traffic study to assist with TfNSW's further review of the broader traffic and transport implications across the Bankstown CBD. As noted above, Council has sought to engage with TfNSW across all significant strategic planning projects and provided TfNSW with as much information on hand.

The table below provides a response to each of the matters raised by TfNSW and how the matters have either already been addressed in previous work completed by Council or are proposed to be addressed once there is greater certainty regarding the Planning Proposal, post-Gateway.

The proponent has also provided a response to the TfNSW letter and clarified the scope for further work to be done post-Gateway as it pertains to this Planning Proposal. Council concurs with the proponent's response and approach to separate traffic and transport matters that are relevant to the Planning Proposal and for other matters that fall outside the scope of the Planning Proposal and require a separate response by Council.

| Issue | Council Response |
|---|---|
| <u>Existing conditions assessment</u><br>Define the existing conditions of the transport system serving the master plan site, addressing the levels of performance for all transport modes, including walking, cycling and freight. | **Response**: Council has completed this work as part of Bankstown Complete Streets.<br><br>Council and the proponent's traffic consultant can work together to review and amend the existing traffic modelling prepared for Bankstown Complete Streets if necessary to reflect any changes to existing conditions since the model was completed. |
| <u>Connections</u><br>Assess the impacts and opportunities arising from the master plan proposal on | **Response**: Bankstown Complete Streets already provides details on how the road and transport infrastructure will be improved to cater for planned |

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|---|---|
| travel demands and operation of the rail and bus networks and future Metro.<br>Define a clear, permeable and accessible precinct network of walking and cycling connections to help achieve a sustainable transport system to accommodate the master plan proposal. | growth across the entire CBD, including the Bankstown Central site. The Bankstown City Centre Master Plan also provides details on how walking and cycling will integrate with the future Metro.<br><br>Details on the pedestrian and cycling connections will be included in the site specific DCP and will be consistent with Bankstown Complete Streets. The proponent will be required to address this in the DA stage of the project. |
| Investigate opportunities for a permanent bus interchange in consultation with TfNSW and Council. | **Response**: Council has approached TfNSW on this matter for several years with no clear direction or commitment to resolve this matter received from TfNSW. Council will continue to prioritise this matter and seek to progress towards a decision with TfNSW and Vicinity.<br><br>Council considers this matter can progress concurrently with the Planning Proposal and should be resolved before exhibition of the Planning Proposal occurs. |
| <u>Traffic generation rates</u><br>Traffic generation rates should be identified through empirical evidence (i.e. surveys of similar land uses with comparable characteristics) with consideration of cumulative impacts of other known traffic generating developments within the area of influence. | **Response**: Council's traffic impact assessment peer review has identified some additional information that is required to provide justification for traffic generation rates used by the proponent.<br><br>Council will request this information post-Gateway and update the Planning Proposal and support reports prior to exhibition. |
| <u>Transport Modelling</u><br>The following three stage modelling approach should be considered:<br>1. Strategic transport modelling using existing model resources (i.e. STM and STFM) to identify travel demands, patterns and mode splits.<br>2. Appropriate modelling software that considers route choice based on travel time delay and dynamic/coordinated traffic signal operations (i.e. microsimulation, hybrid model, or mesoscopic model). | **Response**: 'Aimsun' microscopic modelling has already been completed by Stantec traffic consultants which informed the Bankstown Complete Streets analysis and recommendations.<br><br>Council has provided the microscopic modelling files to TfNSW along with the supporting reports and documents including the Traffic Modelling Report, Transport and Place Analysis and Workshop Summary. |

| | |
|---|---|
| 3. Intersection modelling - based on the flows from the above modelling exercise. | |
| The above modelling approach should include a base year model, future years base case (without development), and a separate model with full development and background traffic growth. Consultation should be undertaken with TfNSW and Council to agree on the year the future base should be modelled.<br><br>The proponent's traffic consultant should collaborate with TfNSW and Council to identify and agree on the geographical boundary/extent of the model study area which will be based on the output from the strategic models (Item #1 above), key travel links to measure impacts of development traffic on travel time and intersections to be modelled. | **Response**: As above, Bankstown Complete Streets already provides details on how the road and transport infrastructure will be improved to cater for planned growth across the entire CBD, including the Bankstown Central site.<br><br>The detailed microsimulation model completed for Bankstown Complete Streets can be reviewed and adjusted by Council and/or the proponent in consultation with TfNSW if required. There should be no need to create a new traffic model.<br><br>This matter can be undertaken post-Gateway and resolved before the matter is reported to Council post-exhibition. |
| <u>Identified Road and Transport Infrastructure</u><br>Based on the above modelling outputs, identify transport and road infrastructure requirements to support the proposed increase in floor space and changes to land use. Staging based on trigger points linked to GFA/masterplan stages should be identified. | **Response**: To be addressed in site specific DCP and DA stage.<br><br>Bankstown Complete Streets identifies transport and road infrastructure requirements to support the proposed increase in floor space and changes to land use across the entire CBD including the Bankstown Central site.<br><br>The proponent has provided an indicative staging plan that comprises seven stages over 20-30 years. Council will work with the proponent and TfNSW as required to ensure necessary transport infrastructure is delivered at each stage of the development. This can be addressed within the site specific DCP and be required to be detailed at the DA stage when the final design and development yields are confirmed. |
| The proponent's traffic consultant will be required to work in collaboration with Council and TfNSW to develop a precinct network of walking and cycling connections linked to the master plan site | **Response**: To be addressed in site specific DCP and DA stage.<br><br>The Bankstown Complete Streets already identifies Council's preferred and recommended walking and cycling in and around the Bankstown Central site. The |

| | |
|---|---|
| to help achieve a sustainable transport system. | proponent's concept development plan also has considered how pedestrian movements will be integrated as the site redevelops.<br><br>The site specific DCP can include refinements and more detailed controls in relation to these matters. Council intends to work with the proponent and will consider input from the proponent's traffic consultant in developing the site specific DCP. |
| <u>Funding of transport and road network infrastructure</u><br>High level strategic/concept engineering plans overlayed on an aerial to scale should be developed to determine feasibility including any third party land components. | **Response:** These matters fall outside the scope of the Planning Proposal.<br><br>The Bankstown Complete Streets is a holistic vision and comprehensive plan that identifies required transport infrastructure for the Bankstown CBD. Further, the Greater Sydney Commission's *Collaboration Area – Bankstown CBD and Bankstown Airport Place Strategy* includes an action for TfNSW to lead the development of a place-based integrated transport strategy that considers the health, academic, research and training precinct, growth at Bankstown CBD and connectivity to, from and within the Collaboration Area. This work has yet to be finalised.<br><br>Ideally the issues raised by TfNSW should be resolved through the place-based integrated transport strategy for the Bankstown CBD. Any recommendations of the place-based integrated transport strategy would be expected to be incorporated in the Gateway determination.<br><br>Council welcomes the opportunity to continue a dialogue with State Government agencies on this matter. |
| Strategic cost estimates of any identified walking, cycling, and road infrastructure required in support of the Planning Proposal should be prepared. These costs should align with the NSW Global Rates. | |
| In consultation with Council, DPE and TfNSW, identify a planning/funding mechanism to deliver the identified transport infrastructure. | |

<u>Assessment of the Traffic and Transport Implications of the Planning Proposal</u>

The Planning Proposal was supported by a Transport Impact Assessment which found that the additional traffic generated by the indicative development yield is unlikely to have a notable impact on the operation of the road network in the future, subject to the adoption of progressive car parking and traffic generation rates nominated by the proponent's traffic consultant. The Transport Impact Assessment also notes that approximately 4,775 car spaces would be required for the proposal, an increase of 1,475 car spaces over the existing parking provision on-site.

A peer review has been undertaken by Bitzios Consulting for Council. The Peer review concludes that the proposal will have an increased traffic and parking impact on the Bankstown CBD road network and provides six recommendations for further information to be provided to ensure the impacts can be managed. Council's response to the six recommendations is provided below.

- *Recommendation 4 – Car parking:* further detailed justification will be required during subsequent applications to ensure adequate parking is provided for the various uses. This should consider all land uses, temporal parking demands, and the cross-utilisation of parking spaces.

- *Recommendation 5 – Traffic generation:* The rates for residential hotel and student accommodation are accepted. It is acknowledged that adopting reduced parking rates would result in reduced trip rates. Further clarification is regarding the retail and commercial trip generation used in the modelling. Further justification will be required during subsequent applications to ensure road network impacts are adequately considered and mitigated.

Council considers the car parking rates, and resultant traffic generation, for the proposal requires resolution prior to the Planning Proposal being finalised. Council will address Recommendation 4 and 5 by including car parking rates in the site specific DCP to be prepared by Council for the site, to be informed by further information (and traffic modelling) from the proponent. Applying maximum car parking rates for the site in the DCP will be considered, to minimise traffic impacts, consistent with Council's Bankstown Complete Streets and Master Plan.

- *Recommendation 6 – Traffic Impacts:* justification is required for the adopted parking rates, insofar as where they have significant influences on generated trip volumes, and further intersection analysis is required to ensure that the ultimate road network impacts have been adequately considered across all scenarios.

Regarding Recommendation 6, Council Officers have requested the above additional information from the proponent and will address this component post-Gateway Determination on the basis the matter does not materially impact the overall conclusions of the traffic peer review report.

Recommendations 1, 2 and 3 outline the following clarification and additional information should be submitted during the subsequent DA stages for the project to ensure site connectivity and traffic and parking impacts of future development is appropriately managed:

- *Recommendation 1 – Walking and cycling:* confirm safe and compliant connectivity to the surrounding network, and adequate internal provisions (i.e., bicycle parking, end of trip facilities etc.). A Green Travel Plan is recommended to be prepared with any DAs lodged.

- *Recommendation 2 – Public transport:* further stakeholder engagement will be required to ensure that the relocation of the bus interchange and creation of a transit only Jacob Street extension outcomes are consistent with the requirements of the subject site and TfNSW.

- *Recommendation 3 – Loading and logistics:* a Servicing Management Plan is to be prepared during subsequent DA stages to confirm the capacity of the existing loading dock to accommodate increased servicing demands generated by the proposed development, and the appropriateness of the existing loading dock to safely and efficiently service the entire development.

On the basis that recommendations 1, 2 and 3 raised in the peer review report can be resolved at the future DA stages of the project and have no consequential bearing on the assessment of the Planning Proposal, these matters will therefore not be pursued in this Planning Proposal as they relate to detailed design development beyond the higher level scope of this Planning Proposal stage of the project.

Provision of public open space

The urban design study prepared by SJB Architects in 2019 for Council identified the need for the site to provide a public park of around 5,000m$^2$. This was further reinforced by the community and social infrastructure needs peer review commissioned by Council during the assessment of the Planning Proposal. The Bankstown Master Plan has also identified that there is a public open space deficiency within the site and near the site and the provision of a new public park on the site will address this issue. The Letter of Offer and concept design submitted by the proponent includes new public open spaces such as a new 5,000m$^2$ public park plus 5,615m$^2$ of pedestrian focussed plazas and pathways such as the pedestrian boulevard running east west along northern end of site between Jacob Street and Lady Cutler Drive and public plazas throughout the site.

Overshadowing

Preliminary overshadowing modelling indicates the building heights will not detrimentally impact any key existing and proposed public open space, with the highest increases in heights clustered around the train line and train station. Development objectives and controls will be included in the site specific DCP to ensure future development maintains acceptable solar access for adjoining public spaces, key streets within Bankstown and sensitive uses such as residential dwellings.

Urban Design and Concept Structure Plan

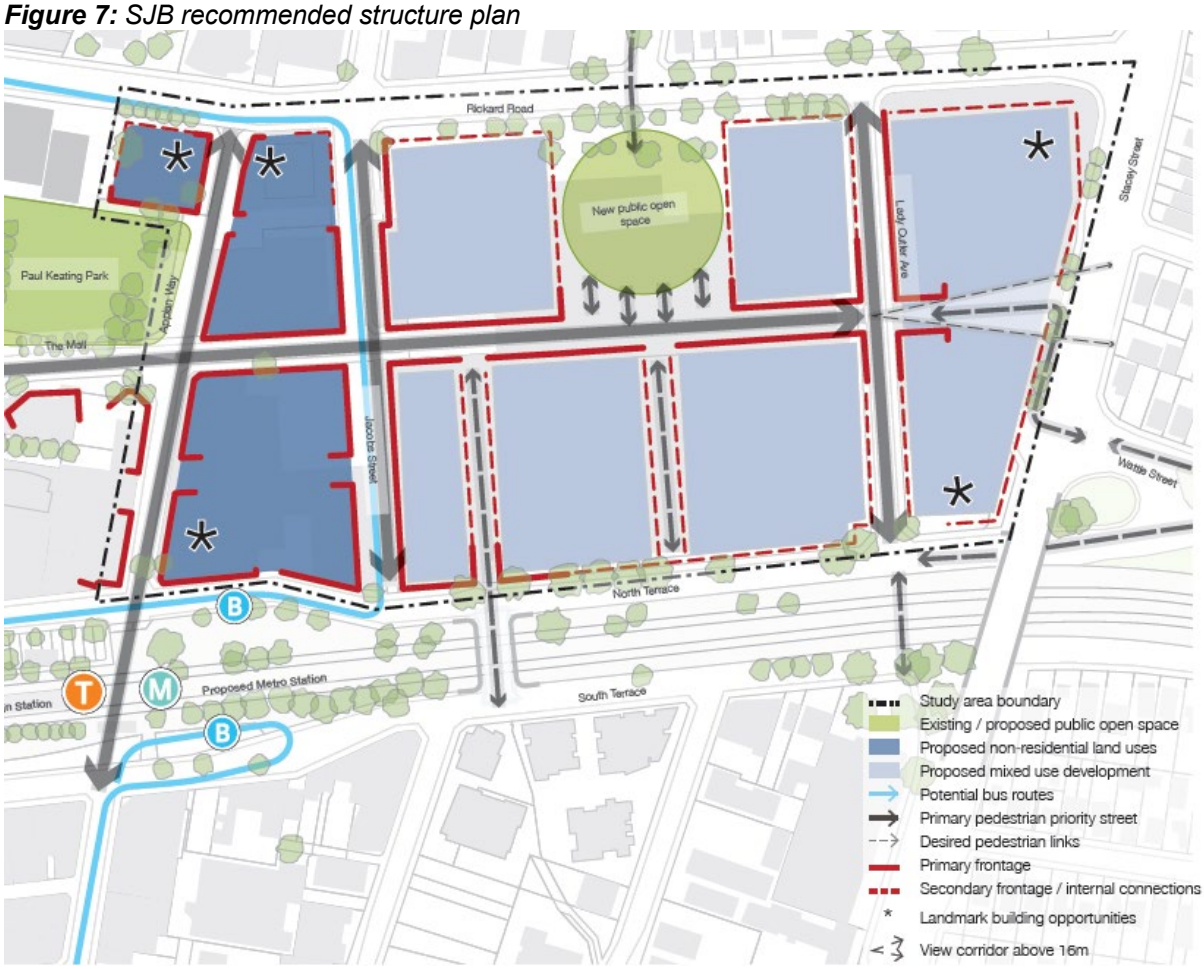
Council officers have held discussions with the landowner and provided feedback on future master planning for the Bankstown Central site since 2015. Urban design and structure planning work was also undertaken in 2019 and urban design principles provided to the proponent as a guide for a future Planning Proposal in December 2019. The subject Planning Proposal as lodged shortly after.

The amended Planning Proposal generally reflects the dialogue between Council and the proponent, and incorporates key urban design principles developed by a Council commissioned Urban Design Study prepared by urban design consultants SJB Architects. SJB's *Bankstown Central Urban Design Study* issued to Council on 11 November 2019 informs the Council's assessment of the Planning Proposal on the following 10 key urban design "structuring elements" for the redevelopment of the site:

1. Appian Way is the primary north south pedestrian link for the centre.
2. A new central open space of approximately 5,000m$^2$.
3. Jacobs Street extended between Rickard Road and North Terrace.
4. East West link as an extension of The Mall running between Jacobs Street and Lady Cutler Drive.
5. Land bound by the Appian Way, Rickard Road, Jacobs Street and North Terrace to be reserved for commercial land uses. Residential land uses to be discouraged.
6. Pedestrian linkages between North Terrace and the new east west link.
7. Active frontages onto all streets and open spaces.
8. Breaking up the site into smaller, finer grained blocks with new roads and internal pedestrian connections to make the site more accessible, outward facing and integrated with the surrounding area and more permeable for pedestrians.
9. Optimum arrange of public transport facilities to facilitate the movement of people to the centre and interchanging with other transport modes.
10. Encourage walking by locating car parking on the periphery of the centre.

The SJB structure plan is shown at Figure 7.

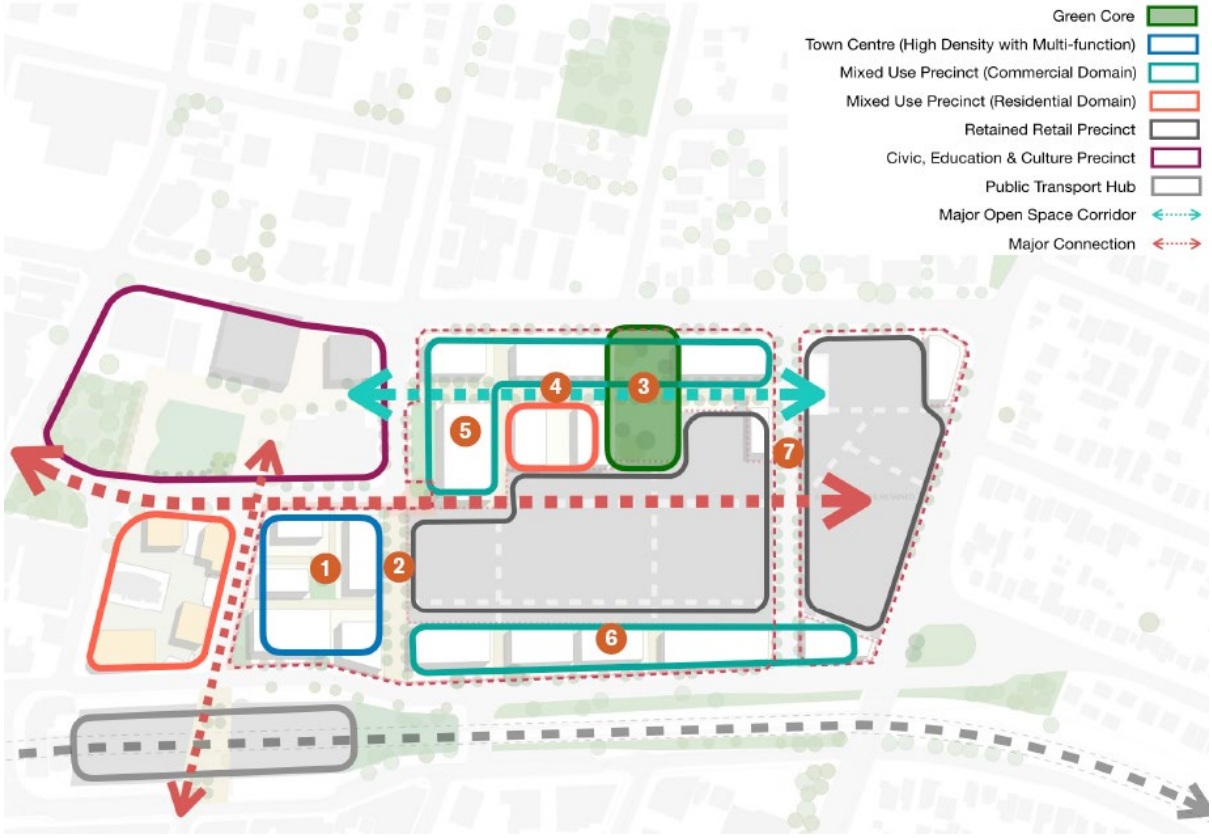
***Figure 7:*** *SJB recommended structure plan*




The structure plan submitted by the proponent adheres to most of the principles developed by Council and SJB Architects, and importantly provides a 5,000m$^2$ public park located on Rickard Road, extends Jacob Street and commits to 50% minimum employment generating uses for the Town Centre Precinct. Some of the differences between the 10 key urban design "structuring elements" developed by SJB Architects and the Planning Proposal include:

- The main east-west link is to the north of The Mall.
- The extension of The Mall through the site is to be pedestrian only and an internalised link through the shopping centre rather than an 'open to the air' thoroughfare.
- No new north south links between The Mall and North Terrace due to retention of the core central areas of the existing shopping centre.
- No active frontages are proposed to parts of the site including to Rickard Road as a result of residential uses proposed at ground floor level.
- No changes to the Stacey Street Precinct in terms of providing pedestrian links.

***Figure 8:*** Proponent's site master plan prepared by FJMT




The proponent's east west link to the north off The Mall in conjunction with the internalised east-west extension of The Mall will improve connectively between the northern part of the site, the eastern edge of the CBD and the CBD core and rail/Metro stations to the west and south west by linking with The Appian Way and Jacob Street extension.

Whilst an "open to sky" east west link as an extension of The Mall is not proposed in the proponent's concept design due to the physical constraints imposed by the continued operation of the shopping centre, it is Council's position that this Planning Proposal does not prevent such a thoroughfare being delivered as a longer term outcome for the site. The Planning Proposal vision includes retention of a vast majority of the existing shopping centre, which physically hinders the ability to deliver a new pedestrian or slow traffic street through the middle of the site.

Building heights

The Planning Proposal will allow towers to substantially increase maximum building heights by more than double, (from 35m/41m up to 86m) and consequentially will alter the Bankstown city centre skyline and change the character of the CBD. Whilst the height increase is nearly twice



that of the existing in certain precincts, the proposed building heights are entirely consistent with Council's and the State Government's future desired character and adopted strategic vision of the Bankstown CBD.

The tallest building heights are proposed on the western and southern sides of the site, forming a cluster of taller towers in a future CBD core further to the west off-site. This approach is supported as it is located closer to the Bankstown Railway and future Metro Station and forms a synergy with future development on the Compass Site (83-85 and 99 North Terrace and 62 The Mall) which permits towers up to 83m/25 storeys and Western Sydney University at 83m. The proposed building heights will progressively lower in height across the site from south west to north and east to provide a scale transition with the areas to the north and east of the site.

Noting that scale is relatively modest in comparison to strategic centres such as Burwood, Liverpool and Macquarie Park. The proposed heights are constrained to the maximum PANS-OPS building heights permitted under aeronautical constraints imposed by proximity of the site with Bankstown Airport. The maximum building height limit of RL 108.2 is consistent with the Airspace Constraints Study commissioned by Council as part of the Bankstown City Centre Master Plan.

The recommended building heights have been assessed for solar access impacts and found that height has been located in areas to minimise impacts. The proposed building heights will maintain solar access to key public spaces including the future public park facing Rickard Road located on the site and the future extension of The Appian Way that will form a new pedestrian plaza between the Bankstown Railway Station and new Metro Station (to be delivered by Sydney Metro by 2024). A majority of the overshadowing will fall onto the railway corridor to the south of the site, to the east of the future Metro Station.

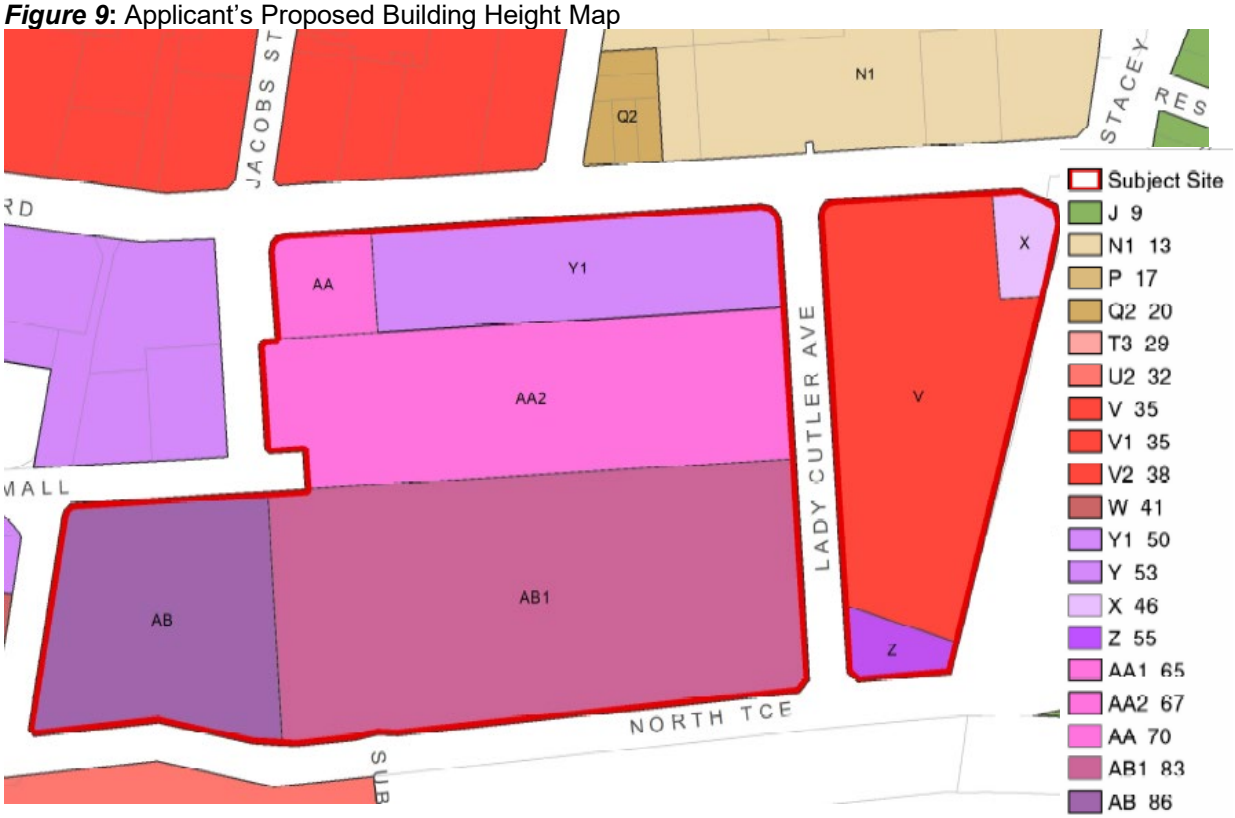
The site specific DCP to be prepared by Council will ensure the varied distribution of heights is controlled to provide a visually interesting skyline as the site develops with some variation in tower heights. Development controls such as building separation, podium/street wall heights, setbacks, solar access, car parking and landscaped areas will assist with providing appropriate built form outcomes consistent with the objectives of the Planning Proposal and strategic vision for Bankstown CBD.

The Planning Proposal building heights are compatible with the building heights envisaged for the site as recommended in the urban design study prepared by SJB Architects for Council in 2019. The SJB Study recommended landmark towers in the north east, north west, south west and south east corners of the site and opportunities for the tallest towers to be located in the south west corner (referred as the Town Centre Precinct in this Planning Proposal), along North Terrace and on the eastern side of the site.

The SJB Study recommends towers up to RL108.2 (approximately 25 storeys) in the Town Centre and Stacey Street Precincts which the maximum permitted under PANS-OPS aeronautical operational constraints imposed by Bankstown Airport airspace safety requirements (refer to Figures 16 below).

Council's assessment of the proposal has given regard to the SJB urban design principles for the site and the Bankstown Master Plan and supports locating the tallest towers in the Town Centre Precinct (up to 86m) and along the southern edge of the North Terrace Precinct (up to 83m). The location of these taller building heights aligns with the Bankstown Master Plan which proposes towers ranging in height from 19 to 25 storeys closest to the Town Centre Precinct.

***Figure 9***: Applicant's Proposed Building Height Map




Floor space ratio

The Planning Proposal seeks an increase in FSR for the site overall from 3.5:1 to 3.923:1 which equates to approximately 48,300m$^2$ of additional floor space. The existing and proposed FSRs for each precinct are as follows:

- Town Centre Precinct: 3:1 (+0.5:1 sustainability bonus) to 7:1
- North Terrace Precinct: 3:1 (+0.5:1 sustainability bonus) to 3.8:1
- Rickard Road Precinct: 3:1 (+0.5:1 sustainability bonus) to 3.4:1
- Stacey Street Precinct: 3:1 (+0.5:1 sustainability bonus) to 3:1

The FSR of 7:1 proposed on the Town Centre Precinct seeks to capitalise on the location of that precinct close to the CBD core and within 50m of the Bankstown railway station and future Metro station. The increased FSRs for the Town Centre Precinct (7:1) and North Terrace (3.8:1) are supported by Council because the higher FSR is located in areas that are best suited to higher building density, and thus employment and dwelling floor space, due to their proximity to mass transit transport services, the minimal environmental impacts likely to occur on the surrounding area as a result of tall towers in these locations, and the location of nearby proposed public facilities including parks and open space within short walking distance.

Higher FSRs in these locations will also provide a logical transition in FSRs proposed within the Bankstown City Centre Master Plan on adjoining sites to the west and south which ranges from 4.25:1 to 8.5:1 (refer to the figure below).

To ensure employment floor space is delivered to assist Council's jobs growth target the Planning Proposal will include a planning mechanism in BLEP 2015 to impose a minimum non-residential development floor space control of 50% for the Town Centre Precinct. The details of the planning mechanism will be included in the Planning Proposal prior to exhibition.

The precinct based approach to applying different FSRs to each precinct is considered a logical and practical means of locating density in the right location and delivering the vision for the site and the Bankstown CBD. The precinct based FSRs will be reflected in the draft BLEP 2015 maps and assist with the staged delivery of public benefits linked with a Planning Agreement.

The proposed FSRs in this Planning Proposal are consistent with Council's objectives for the future growth Bankstown CBD in the LSPS and in the Master Plan and to cater for the expected worker and resident population by 2036.

### 9. Has the Planning Proposal adequately addressed any social and economic effects?

The Planning Proposal has addressed the economic and social effects of the proposal, subject to further work and implementing a Planning Agreement to ensure future development delivers public benefits associated with community and social facilities and the required infrastructure to support the staged delivery of the renewal of the site over the next 20-30 years.

The positive social impacts of the Planning Proposal on the local community and LGA includes:

- The proposal facilitates an estimated additional 136 new local businesses onto the site.
- Additional 11,000m$^2$ of new public open space.
- The increased worker, resident and visitor population at the site has the potential to generate an additional $88 million annual retail spend, which will contribute to improving the performance of existing retailers within the centre as well as supporting new local retail businesses.
- Increased site permeability and connectivity via walking and cycling.

- Provision of childcare.
- Providing a range of residential accommodation typologies including student accommodation and built to rent residential apartments not currently provided in this location.
- Connection of Jacobs Street through to North Terrace.

In accordance with the documentation submitted by the proponent, the Planning Proposal would facilitate approximately 8,437 additional jobs when the site is fully redeveloped which is 100% of the "baseline" additional jobs target of 7,880 jobs by 2036 and 53% of the "high" additional jobs target of 15,880 jobs by 2036 for the Bankstown CBD in Council's Employment Lands Strategy and 60% of the additional jobs target under the Bankstown Master Plan.

The jobs generated by the proposal are acknowledged and will have a considerable impact on the local economy given the proportion of jobs that could be created by the proposal.

A social and community needs peer review report commissioned by Council provides recommendations for additional community facilities to be provided on site and contribution for provision off-site.

The Planning Proposal has identified further work to be undertaken to address social and economic effects of the proposal. Council will work with the applicant to address the following matters during the post-Gateway Determination phase of the Planning Proposal.

- The independent feasibility analysis commissioned by Council, which is intended to test the impacts which Council can control through any zoning and land use changes, found that the economic analysis undertaken for the Planning Proposal by the proponent's economic consultant is generally acceptable in context of the strategic policy direction of the State Government and Council for Bankstown CBD to 2036, however some clarifications are recommended to be sought from the applicant prior to finalisation of the Planning Proposal. These clarifications include:
    - Assess level of impact of proposed commercial office space on other centres in the LGA.
    - Assess current commercial office stock and market to clarify underlying and developing demand and uptake of commercial stock.
    - Consideration of existing short-term accommodation in the area and clarification of how catchment share estimates were calculated to establish visitor nights.
    - Further details on the likely mix of tenancies in the proposed additional retail floor space.
    - Refining student population numbers for the WSU Bankstown CBD campus and longer term targets within Council's LSPS.

- Further work will be required post-Gateway to resolve the site specific DCP which will address distribution of building heights, public domain and obtain the community's views during public exhibition.
- Delivery of social and community facilities and public infrastructure works required to support the redevelopment of the site will be delivered by the proponent as part of a Planning Agreement with Council. This matter will be finalised with the proponent post-Gateway

**Section D–State and Commonwealth interests**

**10. Is there adequate public infrastructure for the Planning Proposal?**

Council reviewed the public infrastructure needs to support this Planning Proposal. Consultation with key service providers will also need to occur as part of the Planning Proposal exhibition process.

Council has identified that public infrastructure will be required for traffic, public domain works and social infrastructure. Council resolved to undertake further work post-Gateway to determine the extent of infrastructure required, consult with the community and consult with State agencies.

Following further negotiation between Council and the proponent, a Planning Agreement will then be prepared consistent with the commitments within the Letter of Offer to ensure that the future development of the site is linked to the delivery of required infrastructure, to be delivered over several stages for the 20-30 year timescale of the proposal.

**11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway Determination?**

Relevant public authorities will be consulted following the Gateway Determination. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period.

Council obtained preliminary comments from Transport for NSW regarding the Planning Proposal and the likely traffic modelling work that will be required to be completed post-Gateway.

# Part 4 – Maps

The maps accompanying this Planning Proposal are found in Appendix C.

# Part 5 – Community Consultation

The Planning Proposal will be placed on public exhibition in accordance with the Gateway Determination, the Canterbury Bankstown Community Participation Plan and any relevant public health orders for a minimum of 28 days, comprising of:

- Notification in the local newspaper that circulates in the area affected by this Planning Proposal.
- Display on Council's 'Have Your Say' website.
- Written notification to affected and adjoining property owners.

Written notification to public authorities including:

- NSW Department of Planning and Environment - Environment, Energy and Science group.
- South Western Sydney Local Health District.
- Sydney Water.
- Telstra.
- National Broadband Network.
- Transport for NSW.
- Sydney Trains.
- Sydney Metro Authority.
- Civil Aviation Safety Authority.
- Bankstown Airport Limited.
- NSW Department of Education.
- NSW Police.
- Ausgrid.
- State Emergency Service.
- Local bus operators.

Each public authority/organisation is to be provided with a copy of the Planning Proposal and any relevant supporting material and given at least 21 days to comment on the proposal as stipulated in the Gateway Determination conditions.

# Part 6 – Project Timeline

The anticipated timeline for completion of the Planning Proposal is as follows:

| Dates | Project timeline |
|---|---|
| April 2022 | Consideration of Planning Proposal by Council and resolution to submit for Gateway Determination |
| May 2022 | Submission of Planning Proposal to the Department of Planning and Environment |
| July 2022 | Gateway Determination issued |
| September 2022 | Complete further studies and additional information to address Gateway conditions, if required |
| October 2022 | Planning Proposal exhibition |
| December 2022 | Consideration of submissions and Planning Proposal post exhibition and prepare report to Council |
| February 2023 | Submit Local Environment Plan to the Department of Planning & Environment to finalise the LEP |
| April 2023 | Notification of instrument being made |

## APPENDIX A–State Environmental Planning Policies

| SEPPs (as at February 2022) | | Applicable | Consistent |
|---|---|---|---|
| 19 | Bushland in Urban Areas | No | N/A |
| 33 | Hazardous and Offensive Development | No | N/A |
| 47 | Moore Park Showground | No | N/A |
| 50 | Canal Estate Development | No | N/A |
| 55 | Remediation of Land | Yes | Yes |
| 64 | Advertising and Signage | Yes | Yes |
| 65 | Design Quality of Residential Apartment Development | Yes | Yes |
| | (Aboriginal Land) 2019 | No | N/A |
| | (Activation Precincts) 2020 | No | N/A |
| | (Building Sustainability Index: BASIX) 2004 | Yes | Yes |
| | (Coastal Management) 2018 | No | N/A |
| | (Concurrences and Consents) 2018 | No | N/A |
| | (Educational Establishments & Child Care Facilities) 2017 | No | N/A |
| | (Exempt & Complying Development Codes) 2008 | No | N/A |
| | (Gosford City Centre) 2018 | No | N/A |
| | (Housing) 2021 | Yes | Yes |
| | (Infrastructure) 2007 | Yes | Yes |
| | (Koala Habitat Protection) 2020 | No | N/A |
| | (Koala Habitat Protection) 2021 | No | N/A |
| | (Kosciuszko National Park–Alpine Resorts) 2007 | No | N/A |

| | | | |
|---|---|---|---|
| | (Kurnell Peninsula) 1989 | No | N/A |
| | (Major Infrastructure Corridors) 2020 | No | N/A |
| | (Mining, Petroleum Production & Extractive Industries) 2007 | No | N/A |
| | (Penrith Lakes Scheme) 1989 | No | N/A |
| | (Primary Production and Rural Development) 2019 | No | N/A |
| | (State and Regional Development) 2011 | No | N/A |
| | (State Significant Precincts) 2005 | No | N/A |
| | (Sydney Drinking Water Catchment) 2011 | No | N/A |
| | (Sydney Region Growth Centres) 2006 | No | N/A |
| | (Three Ports) 2013 | No | N/A |
| | (Urban Renewal) 2010 | No | N/A |
| | (Vegetation in Non–Rural Areas) 2017 | Yes | Yes |
| | (Western Sydney Aerotropolis) 2020 | No | N/A |
| | (Western Sydney Employment Area) 2009 | No | N/A |
| | (Western Sydney Parklands) 2009 | No | N/A |
| | Greater Metropolitan REP No.2–Georges River Catchment | Yes | Yes |

## APPENDIX B–Ministerial Directions

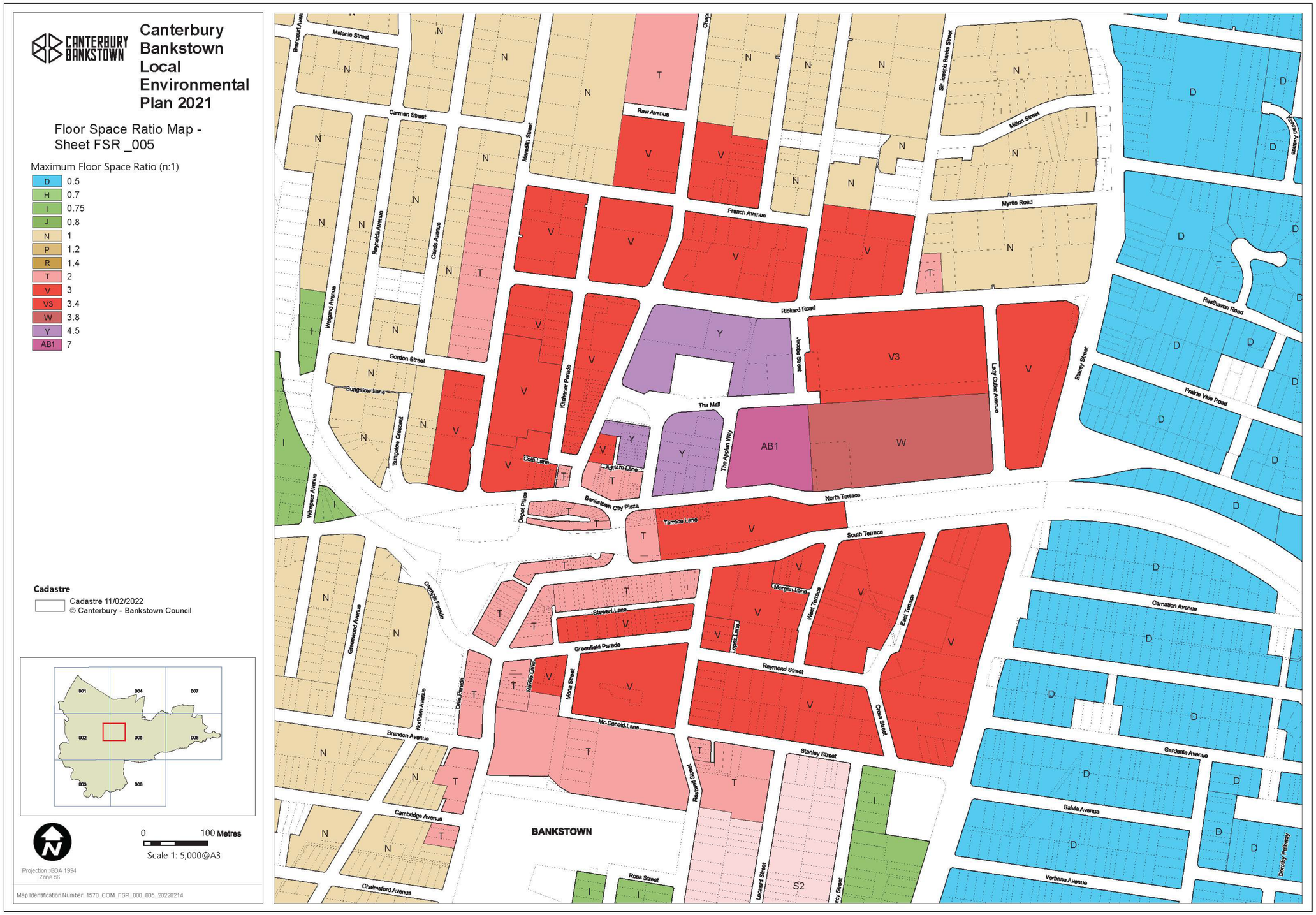
| Direction & Issue Date | | Applicable | Consistent |
|---|---|---|---|
| **Employment and Resources** | | | |
| 1.1 | Business and Industrial Zones [01/05/17] | Yes | Yes |
| 1.2 | Rural Zones [14/04/16] | No | N/A |
| 1.3 | Mining, Petroleum Production and Extractive Industries [01/07/09] | No | N/A |
| 1.4 | Oyster Aquaculture [01/07/09] | No | N/A |
| 1.5 | Rural Lands [28/02/19] | No | N/A |
| **Environment and Heritage** | | | |
| 2.1 | Environment Protection Zones [14/04/16] | No | N/A |
| 2.2 | Coastal Management [03/04/18] | No | N/A |
| 2.3 | Heritage Conservation [01/07/09] | No | N/A |
| 2.4 | Recreation Vehicle Areas [14/04/16] | No | N/A |
| 2.5 | Application of E2 and E3 Zones & Environmental Overlays in Far North Coast LEPs [02/03/16] | No | N/A |
| 2.6 | Remediation of Contaminated Land [17/04/20] | No | N/A |
| **Housing, Infrastructure and Urban Development** | | | |
| 3.1 | Residential Zones [14/04/16] | Yes | Yes |
| 3.2 | Caravan Parks and Manufactured Home Estates [14/04/16] | No | N/A |
| 3.3 | Home Occupations [Revoked] | N/A | N/A |
| 3.4 | Integrating Land Use and Transport [14/04/16] | Yes | Yes |
| 3.5 | Development Near Regulated Airports and Defence Airfields [20/08/18] | Yes | Yes |

| | | | |
|---|---|---|---|
| 3.6 | Shooting Ranges [16/02/11] | No | N/A |
| 3.7 | Reduction in Non–Hosted Short Term Rental Accommodation Period [15/02/19] | No | N/A |
| **Hazard and Risk** | | | |
| 4.1 | Acid Sulfate Soils [01/07/09] | Yes | N/A |
| 4.2 | Mine Subsidence and Unstable Land [14/04/16] | No | N/A |
| 4.3 | Flooding [14/07/21] | Yes | Yes |
| 4.4 | Planning for Bushfire Protection [20/02/20] | No | N/A |
| **Regional Planning** | | | |
| 5.1 | Implementation of Regional Strategies [Revoked] | No | N/A |
| 5.2 | Sydney Drinking Water Catchments [03/03/11] | No | N/A |
| 5.3 | Farmland of State & Regional Significance on the NSW Far North Coast [01/05/17] | No | N/A |
| 5.4 | Commercial and Retail Development along the Pacific Highway, North Coast [21/08/15] | No | N/A |
| 5.5 | Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) [Revoked] | No | N/A |
| 5.6 | Sydney to Canberra Corridor [Revoked] | No | N/A |
| 5.7 | Central Coast [Revoked] | No | N/A |
| 5.8 | Second Sydney Airport: Badgerys Creek [Revoked] | No | N/A |
| 5.9 | North West Rail Link Corridor Strategy [30/09/13] | No | N/A |
| 5.10 | Implementation of Regional Plans [14/04/16] | Yes | Yes |
| 5.11 | Development of Aboriginal Land Council Land [06/02/19] | No | N/A |
| **Local Plan Making** | | | |
| 6.1 | Approval & Referral Requirements [01/07/09] | Yes | Yes |
| 6.2 | Reserving Land for Public Purposes [01/07/09] | Yes | Yes |

| | | | |
|---|---|---|---|
| 6.3 | Site Specific Provisions [01/07/09] | Yes | Yes |
| **Metropolitan Planning** | | | |
| 7.1 | Implementation of A Plan for Growing Sydney [Revoked] | N/A | N/A |
| 7.2 | Implementation of Greater Macarthur Land Release Investigation [Revoked] | N/A | N/A |
| 7.3 | Parramatta Road Corridor Urban Transformation Strategy [Revoked] | N/A | N/A |
| 7.4 | Implementation of North West Priority Growth Area Land Use & Infrastructure Implementation Plan [15/05/17] | No | N/A |
| 7.5 | Implementation of Greater Parramatta Priority Growth Area Interim Land Use & Infrastructure Plan [25/07/17] | No | N/A |
| 7.6 | Implementation of Wilton Priority Growth Area Interim Land Use & Infrastructure Plan [05/08/17] | No | N/A |
| 7.7 | Implementation of Glenfield to Macarthur Urban Renewal Corridor [22/12/17] | No | N/A |
| 7.8 | Implementation of the Western Sydney Aerotropolis Plan [13/09/20] | No | N/A |
| 7.9 | Implementation of Bayside West Precincts 2036 Plan [25/09/18] | No | N/A |
| 7.10 | Implementation of Planning Principles for the Cooks Cove Precinct [25/09/18] | No | N/A |
| 7.11 | Implementation of St Leonards and Crows Nest 2036 Plan | No | N/A |
| 7.12 | Implementation of Greater Macarthur 2040 | No | N/A |
| 7.13 | Implementation of the Pyrmont Peninsula Place Strategy | No | N/A |

## APPENDIX C–Local Environmental Plan Maps

**Proposed Floor Space Ratio Map**



**Proposed Height of Buildings Map**

CANTERBURY BANKSTOWN

# Canterbury Bankstown Local Environmental Plan 2021

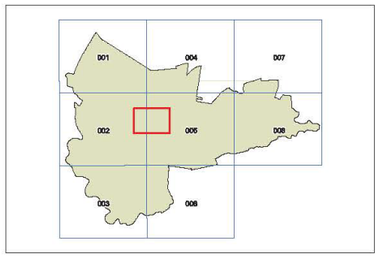
## Height of Buildings Map - Sheet HOB _005

Maximum Building Height (m)

| | |
|---|---|
| B | 3.7 |
| I | 8 |
| J | 9 |
| K | 10 |
| L1 | 11 |
| L2 | 11.5 |
| M | 12 |
| N1 | 13 |
| N2 | 14 |
| O | 15 |
| P | 17 |
| Q1 | 19 |
| Q2 | 20 |
| R | 21 |
| S | 23 |
| T1 | 25 |
| T2 | 27 |
| T3 | 29 |
| U1 | 30 |
| U2 | 32 |
| V1 | 35 |
| V2 | 38 |
| W | 41 |
| X | 46 |
| Y1 | 50 |
| Y2 | 53 |
| Z | 55 |
| AA1 | 67 |
| AA2 | 70 |
| AB1 | 83 |
| AB2 | 86 |

**Cadastre**

Cadastre 11/02/2022
© Canterbury - Bankstown Council

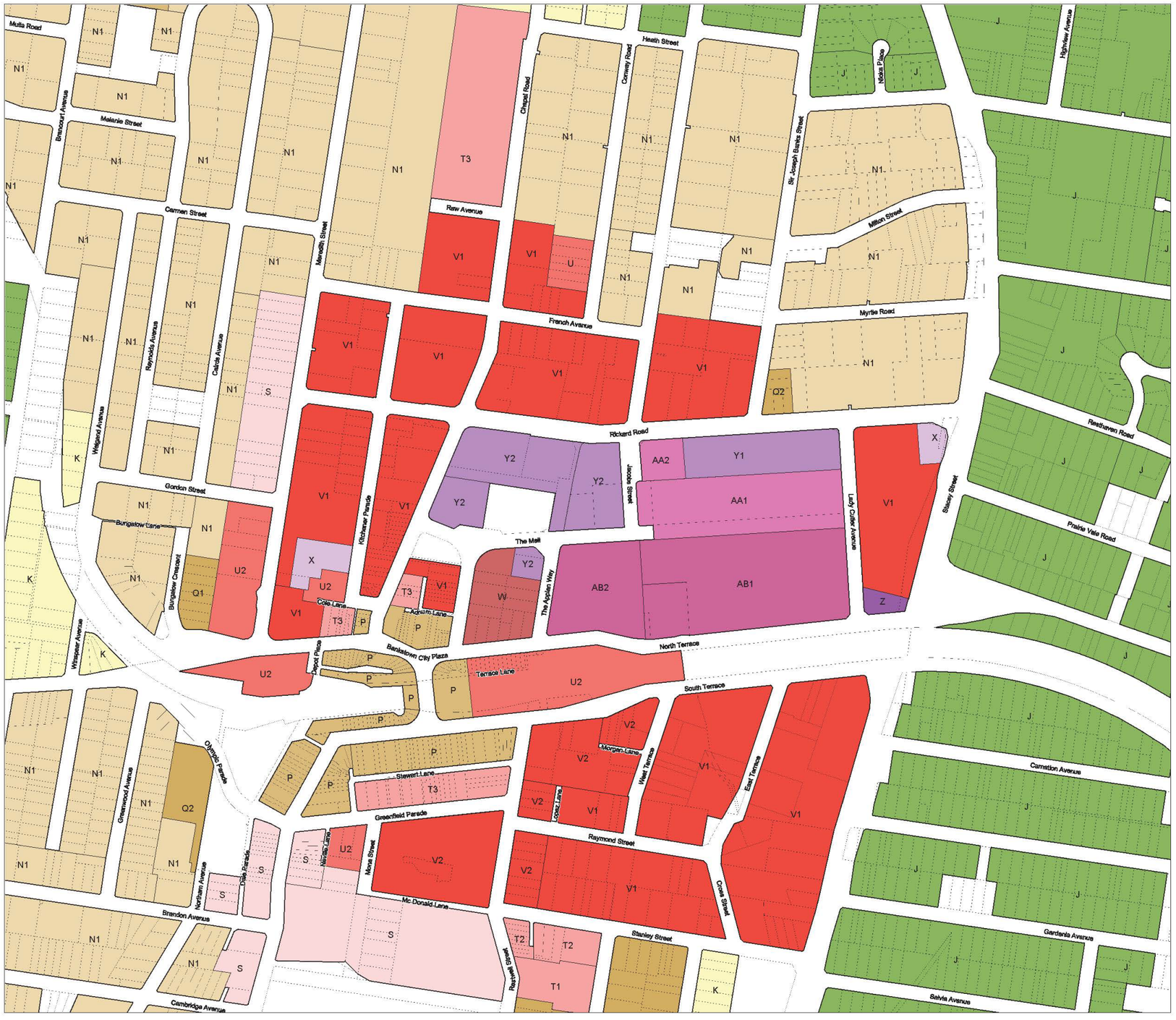



0 100 Metres

Scale 1: 5,000@A3

Projection : GDA 1994
Zone 56

Map Identification Number: 1570_COM_HOB_000_005_20220214



4 February 2022

Canterbury Bankstown City Council
PO Box 8
BANKSTOWN NSW 1885

**By Email:**
**Patrick.Lebon@cbcity.nsw.gov.au**

Attention: Patrick Lebon, Senior Strategic Planner

Dear Patrick,

**Bankstown Central Shopping Centre Planning Proposal, 1 and 1A North Terrace, Bankstown**

Vicinity PM Pty Ltd (the **Proponent**) has prepared the following offer to enter into a voluntary planning agreement (**VPA**) under section 7.4 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) with Canterbury-Bankstown City Council (**Council**) in connection with the planning proposal for Bankstown Central Shopping Centre lodged in December 2019 (**Planning Proposal**)

**Land to which the VPA relates**

This offer relates to the land known as Bankstown Central Shopping Centre which comprises the following allotments (the **Land**):

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

**Background**

The Planning Proposal seeks to retain the existing B4 zoning but establish site-specific height, FSR and setback controls for the Land with an increase to the overall maximum density available to be obtained under *Bankstown Local Environmental Plan 2015* (**BLEP 2015**) from 3.5:1 to 3.923:1. It will also introduce residential uses to the northern parts of the Land at ground level – noting that residential flat buildings are already permissible in the B4 zone. The Planning Proposal is accompanied by a detailed concept masterplan, development control plan and an indicative staging plan that allows a staged redevelopment of the shopping centre so that it can continue to function and provide key community services whilst parts of the Land are developed and revitalised.

The concept masterplan included in the Planning Proposal also contemplates, among other things:

- Reconfiguration of the existing shopping centre layout to accommodate additions and upgrade to the retail experience.
- Development of approximately 19 towers containing a mixture of uses across the Land.
- Provision of open spaces such as a 5,000sqm city park and green boulevards acting as places of recreation and through site links which will be activated and contribute to placemaking and the night-time economy.
- The Town Centre Precinct will deliver a minimum 50% employment generating floor space and the overall masterplan will generate 40% employment generating floor place including the existing retail centre.

**Vicinity Centres**
Sydney Office
Level 39, MLC Centre
19 Martin Place
Sydney NSW 2000
GPO Box 4048
Sydney NSW 2001

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F +61 2 8229 7705
vicinity.com.au

Vicinity Limited ABN 90 114 757 783
and Vicinity Centres RE Ltd
ABN 88 149 781 322
as responsible entity for:
Vicinity Centres Trust ARSN 104 931 928

- Delivery of public art under the site specific DCP within the site which will be informed by a Public Art Plan prepared by Vicinity prior to exhibition, including Aboriginal heritage interpretation.

- Upgrade of the footpaths along the frontages of the new buildings around the perimeter of the site to the Complete Streets requirements between the boundary of the Land and the new kerb alignment, with immediately adjacent portions of intersections upgraded to the extent they require modification to facilitate the development of the site over time.

- In addition to the main 5,000sqm park, various open spaces are proposed and will be further developed as part of Development Applications for each Precinct of the development of the site.

- A high standard of sustainability which allows the base FSR to increase from 3:1 to 3.5:1 under Council's sustainability bonus scheme currently available via clause 4.4A.

- The Proponent intends to provide a Statement of Intent in January 2022 regarding future affordable housing provision at the site, noting this will not be a mandatory requirement if employment generating floor space of 50% for the Town Centre Precinct and 40% across the site, including the Town Centre Precinct and existing shopping centre, will be delivered. However, this will be explored by the Proponent as residential uses are originated in accordance with the detailed concept masterplan.

**Proposed development to which the VPA relates**

The proposed VPA relates to future development that relies on the Planning Proposal, if the Planning Proposal is approved in its current form, noting responses provided by Urbis on 24 December 2021 on the final items regarding the Planning Proposal.

**Parties to the VPA**

The parties to the VPA will be the registered proprietors of Bankstown Central being Vicinity Bankstown Pty Ltd ACN 154 325 158 in its capacity as trustee of the Vicinity Bankstown Trust ABN 77 007 413 771 and Fidante Partners Services Limited ACN 119 605 373 in its capacity as trustee of The Bankstown Trust ABN 31 934 700 534.

**Nature and timing of public benefits/contributions offer under the VPA**

The nature and extent of the contributions offered under the VPA and the time and manner by which the contributions will be made, are as follows:

| Item | Description | Milestone / Comment |
|---|---|---|
| 1 | An easement over a 5,000sqm publicly accessible open space (**Public Park**) along Rickard Road including a playground and urban plaza. The Proponent will deliver the works and create an easement over the park in favour of Council to facilitate public access. | To be delivered in stages with the northern portion of the park to be delivered prior to the issue of the Occupation Certificate (OC) for Towers L and M.<br><br>The southern portion of the park to be delivered prior to the issue of the OC for Towers Q and R.<br><br>An easement is to be created to allow public access to the Public Park. The easement will include a public positive covenant requiring maintenance to be the responsibility of the landowner |

| Item | Description | Milestone / Comment |
|---|---|---|
| | | with temporary and limited interruptions allowed for maintenance and pop-up events.<br><br>The works will generally align with the Landscape Concept Master Plan in the Planning Proposal. The scope of works to be finalised prior to commencement of works in agreement with Council provided that the estimate costs of those works to design and construct the park is no more than $5.5m excluding demolition and costs associated with reconfiguring the Centre to construct the park. |
| 2 | Extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way to North Terrace by dedicating land with an approximate area of 2,500sqm. | The Proponent to demolish improvements within the nominated extension area and hand over to Council prior to OC being granted for the Town Centre Precinct development to allow TfNSW or Council to construct the road and configure the land as a shared pedestrian and bus stop area with the final design and configuration to be agreed between the three parties.<br><br>Upon completion of the road reserve improvements, the land will be subdivided, and ownership transferred to Council. All costs associated with the land subdivision will be borne by the Proponent. |
| 3 | Deliver a 1,000sqm Multi-Purpose Facility (**MPF**) for 2 indoor courts and enter into long term lease with Council to operate. | Council to provide the Proponent with a 30-year triple net lease for $1 net rent plus outgoings including land tax in relation to the MPF. The intention being the MPF is leased with a "peppercorn" rent with ongoing maintenance and operational costs to be borne by Council and offset with income generated from its operation.<br><br>The Proponent and Council are to mutually agree a suitable location for the MPF that does not impact the delivery of the Planning Proposal outcomes and the operation of the existing retail centre. In this respect it is anticipated that the work scope of the facility will be in the order of $4 million. Once a suitable location and detailed work scope is agreed between the parties, the delivery of the MPF would be concurrent with the development of the proposed precinct stage within the detailed concept masterplan. The delivery of the MPF will be subject to DA approval and the MPF GFA is to be allocated based on bonus GFA over and above the FSR allocated to the Land as shown on the FSR map or otherwise available to the site.<br><br>Should a suitable location not be identified and agreed between the parties by the time of issue of the construction certificate for the Rickard Road Precinct (excluding those relating to existing development applications and development consent DA 528/2020 and that don't rely on the Planning Proposal), the Proponent will provide a monetary contribution of up to a maximum of $4 million |

| Item | Description | Milestone / Comment |
|---|---|---|
| | | towards the construction of a similar facility to be delivered elsewhere within the Bankstown area by Council. Payment timing will be subject to Council entering into a formal agreement for the construction of the new facility. |
| 4 | Deliver 200sqm of Incubator Space to be fitted out as a warm shell open plan layout suitable for use as office space and enter into long term lease with Council to operate. | Council to provide the Proponent with a 30-year triple net lease for $1 net rent plus outgoings including land tax. The intention being the Incubator Space is leased with a "peppercorn" rent with ongoing maintenance and operational costs to be borne by Council and offset with any income generated from its operation.<br><br>The Proponent and Council are to mutually agree a suitable location for the facility that does not impact the delivery of the Planning Proposal outcomes and the operation of the existing retail centre. Once a suitable location is agreed between the parties, the delivery of the Incubator Space would be concurrent with the development of the proposed precinct stage within the detailed concept masterplan. The delivery will be subject to DA approval and the Incubator Space's GFA is to be allocated based on bonus GFA over and above the FSR allocated to the Land as shown on the FSR map or otherwise available to the site. |
| 5 | Completion of proposed town centre separated cycleway along Rickard Road and Appian Way frontages to the site in accordance with Complete Streets requirements. | Extension of cycleway along the southern side of Rickard Road between Stacey Street and Jacobs Street and along the eastern side of Appian Way between The Mall and North Terrace. Works to be delivered in accordance with Complete Streets requirements and staged to align with the delivery of each adjoining building within the detailed concept masterplan. |

**Timing and commencement**

The VPA will be agreed and entered into before gazettal of the amendment to the local environmental plan that gives effect to the Planning Proposal. The VPA would take effect upon execution but with key obligations not coming into effect until development is pursued pursuant to the amended LEP.

The obligations to provide any security and contributions will occur in stages upon implementation of future development consents (prior to issue of construction or occupation certification) and prior to finalisation of works. The VPA will apply to any development application that relies on the LEP amendment as outlined in the Planning Proposal and will not apply to any exempt and complying development, demolition works, including (but not limited to) approved development applications; Mixed-use DA ref: 528/2020 and Bus Relocation DA ref: 529/2020.

**Enforcement**

Enforcement will be by way of caveat or registration of the VPA on the title of the Land, and a bond or guarantee to be issued for the value of the works in each proposed development stage prior to release of the construction certificate for the stage in which the public benefit is to be delivered. The Proponent retains the right to amend the staging of the development in the future.

**Conditions of the VPA offer**

The Proponent's offer is contingent on the requirements set out with this offer. Please note that there are certain items that are being provided as part of the VPA offer and Planning Proposal masterplan, that are specifically nominated in the s7.12 Contributions Plan. An agreed offset against those contributions is to be provided to the Proponent under the relevant Development Applications.

**Conclusion**

The Proponent understands the next steps are to circulate the offer presented in this letter to the relevant Council officers and for Council to prepare the relevant report for the February 2022 Local Planning Panel. Following the Council's endorsement of the essential terms of the Letter of Offer, the Planning Proposal can be issued to the Department for Gateway determination. Post Gateway determination, a draft VPA can be prepared and placed on public exhibition with the Planning Proposal.

If you require any additional information or wish for us to meet and elaborate further on the above items, please do not hesitate to contact the undersigned.

Yours faithfully



**Chris Pratt**
**Project Director**
**Vicinity Centres**

4 February 2022

Simon Manoski
Director Planning
City of Canterbury Bankstown
Simon.Manoski@cbcity.nsw.gov.au

Dear Simon,

**Bankstown Central (Centre) Planning Proposal – Affordable Housing Statement of Intent**

Further to our recent and ongoing discussions regarding the Planning Proposal for Bankstown Central, a key component of our discussions relates to the provision of employment generating floor space and affordable housing.

Under the Planning Proposal, it is proposed to provide a minimum of 40% employment generating floor space across the Bankstown Central site (**Site**), including 50% within the Town Centre Precinct. As discussed, affordable housing will not be a mandatory requirement of the Planning Proposal if the required employment generating floor space will be delivered across the Site. It will however be explored by the Co-owners of the Site as residential uses are originated in accordance with the detailed concept masterplan.

As an ASX100 listed company who takes its ESG responsibilities seriously, we see affordable housing as an important element in providing a reduced level of housing stress experienced by low and moderate income households across Greater Sydney, and in particular in the City of Canterbury Bankstown.

We see an opportunity to provide key worker accommodation within the Site which could help support the delivery of employment generating uses on the Site and across the Bankstown CBD including future infrastructure like a new hospital in the CBD, the provision of allied health services and expansion of education uses within the CBD, including WSU.

As the residential components of the masterplan are developed, the Co-owners of the Centre will explore the viability and demand for affordable housing in Bankstown and, subject to its financial viability, will consider the provision of a component of affordable housing on the Site.

In addition, we are also in discussions with WSU regarding the potential for student accommodation to be delivered on the Site to support its initial demand, which would greatly assist university students to be able to both live and study in the Bankstown CBD.

One barrier we will need to work through is how affordable housing will be incorporated into the Build to Rent (BTR) product that we will most likely deliver on the Site rather than Build to Sell residential, where ownership can be transferred. It would be the Co-owners' intention to retain ownership of any affordable housing product.

Yours faithfully



**Chris Pratt**
Project Director

# PLANNING PROPOSAL

# BANKSTOWN CENTRAL SHOPPING CENTRE, BANKSTOWN

20 DECEMBER 2019
P0006525
FINAL
PREPARED FOR VICINITY CENTRES

URBIS

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

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| Report Number | FINAL |

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You must read the important disclaimer appearing within the body of this report.

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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, with a maximum building height of 108.2 RL;
- Establish a site-specific floor space ratio (FSR) control of 3.5:1 (which retains the existing available FSR for the land but consolidates it to one LEP provision); and
- Amend the application of BLEP 2015 Clause 6.9 to northern parts of the subject site to allow residential uses to occur on the lower two levels of future redevelopment in those locations.

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 *'Guide to Preparing Planning* Proposals.'

## 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.
- 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 eighteen (18) towers containing a mixture of uses across the site.
- Provision of open spaces such as a city park and green boulevards 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 concept proposal

| Land Use | Gross Floor Area (GFA) | Assumed Accommodation Yield |
|---|---|---|
| New public open space | 11,100 sqm | NA |
| Childcare | 891 sqm | NA |
| Retail | 15,293 sqm | NA |

| Land Use | Gross Floor Area (GFA) | Assumed Accommodation Yield |
|---|---|---|
| Retail (retained from current provision) | 91,110 sqm | NA |
| Commercial | 105,996 sqm | NA |
| Hotel | 29,298 sqm | 656 Hotel Rooms |
| Residential | 86,418 sqm | 929 Apartments (5% Affordable Housing) |
| Residential (Student Accommodation) | 59,976 sqm | 1664 Student Accommodation Rooms |
| Residential (Serviced Apartments) | 6,485 sqm | 84 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 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 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 11,230 residents, visitors and workers each day into the Bankstown Central site.
- Future open space provision on the site will total 11,100sqm with a large central space of 4,5000 sqm.
- This new 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 8,437 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 Hospitals.

- 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 height control of 108.2 RL across the entirety of the site;
- A Floor Space Ratio Allocation of 3.5:1 across the entirety of the site;
- Amending the active frontages requirement to allow residential uses to occur on the lower two levels of future redevelopment in specific locations; 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:

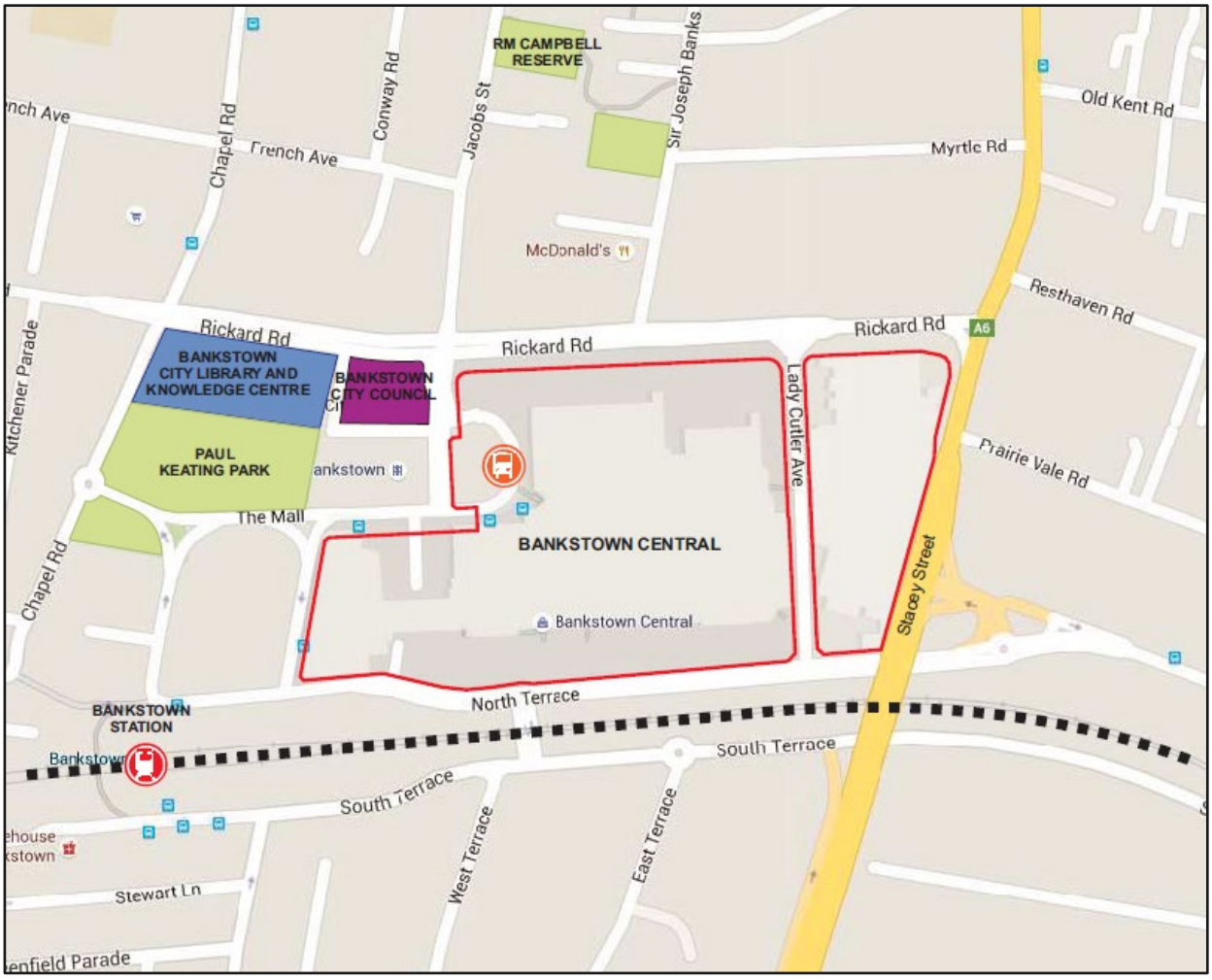
- Site specific development objectives; and
- Site specific detailed development controls.

# 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 (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 the Sydney CBD.

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 map associated with Clause 6.9 of the LEP

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 | 108.2 RL |
| FSR | 3:1 (as mapped), plus<br>0.5:1 sustainability bonus via clause 4.4A | 3.5:1 (no effective change) |
| Restrictions on development in Zone B4 Mixed Use<br>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 so to enable residential development to the ground at the main street frontages to the northern part of the site. |

The increased building heights and rationalised FSR (noting that the proposed 3.5:1 is already allowance under BLEP) are proposed on the basis of extensive urban design analysis for the site, along with Aeronautical advice which sets upper height limits for the tower forms informed by the Pans-OPS applicable to Bankstown Airport.

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 8,437 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 13,058 new residents 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 associated with Bankstown Airport, consistent with the Aeronautical advice provided with this application, enabling 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 *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals* (both 2018). 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**).
- Preliminary Traffic Impact Assessment prepared by CBRK (**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**)
- LEP Mapping prepared by Urbis (**Appendix F**)
- Landscape Masterplan prepared by Urbis (**Appendix G**)
- Development Control Plan prepare by Urbis (**Appendix H**) Record of Feedback from Council on Bankstown Central Master Plan (**Appendix I**)Masterplan (**Appendix I**)

# 2. THE SITE BANKSTOWN CENTRAL

## 2.1. REGIONAL CONTEXT

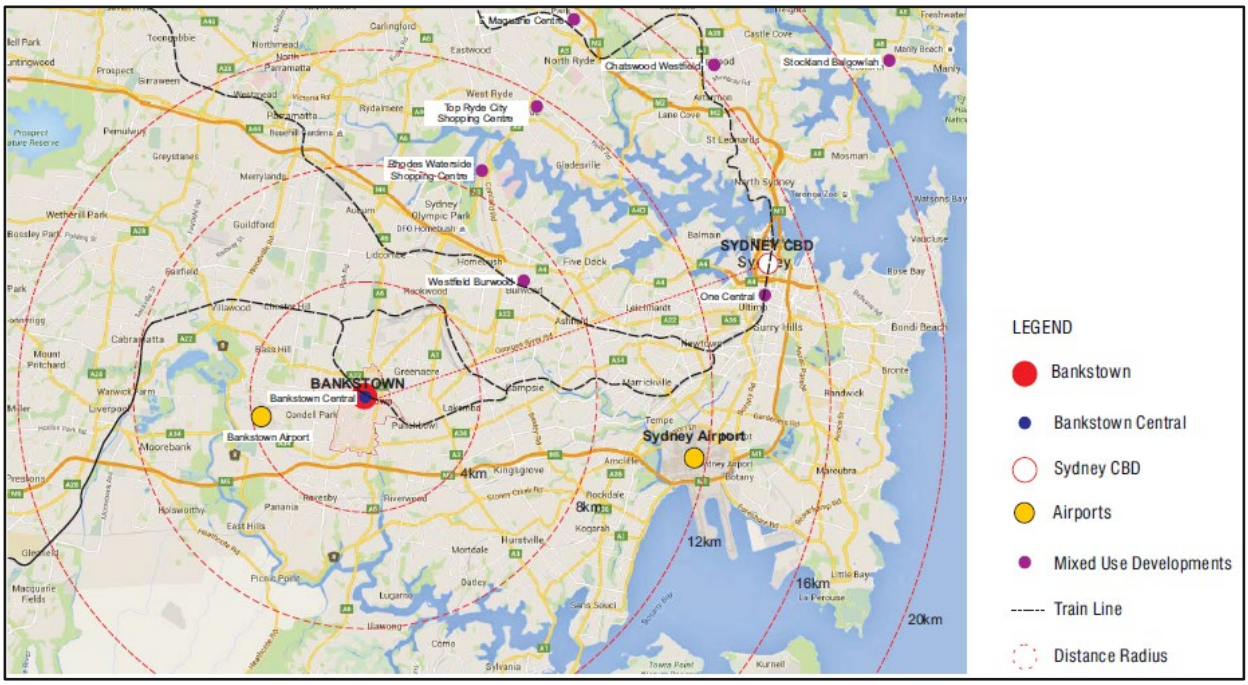
Bankstown Central Shopping Centre is located at the heart of Bankstown CBD in the City of Canterbury Bankstown Local Government Area (LGA). Bankstown is a mixed-use centre in south western Sydney that plays a regional role in providing employment opportunities and services for the wider population.

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




## 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.

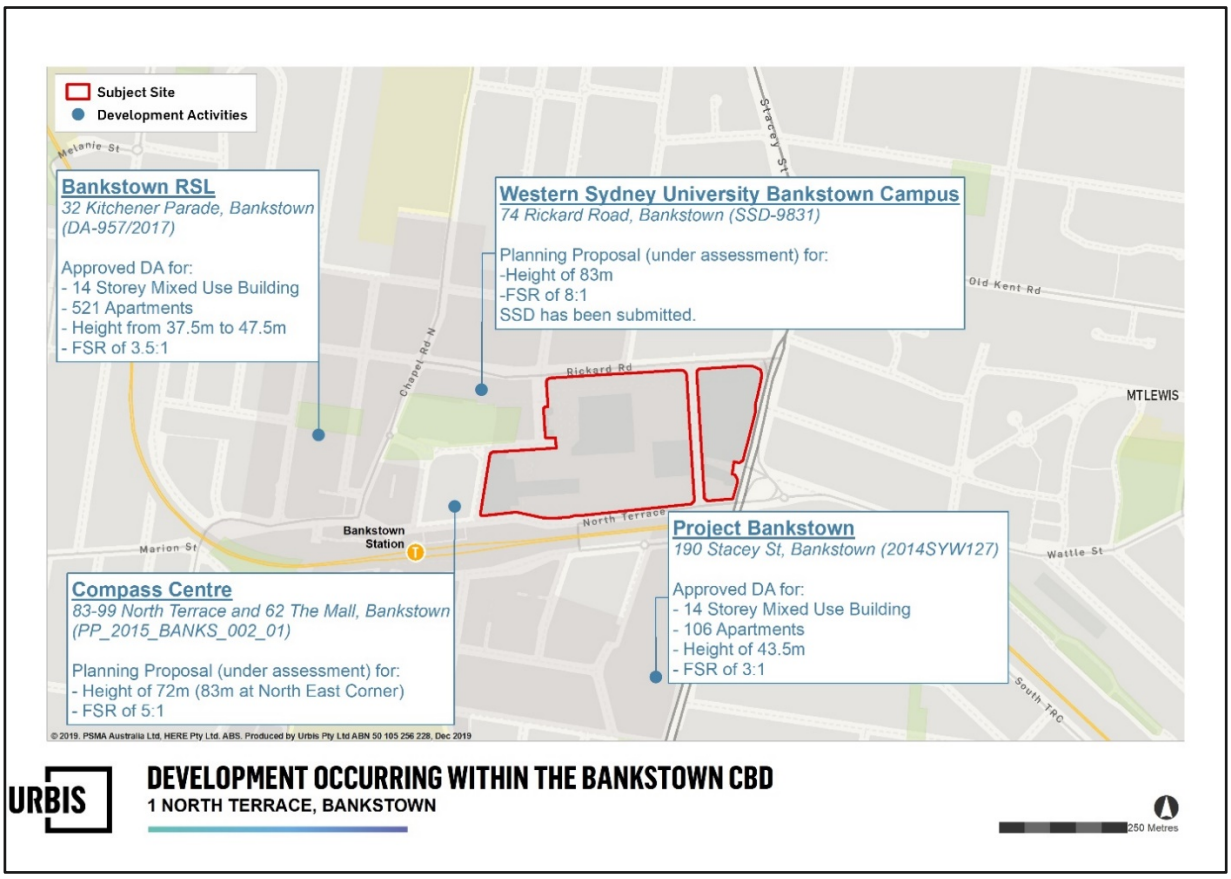
## 2.3. FUTURE DEVELOPMENT IN BANKSTOWN CBD

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

- To the north is the proposed Western Sydney University Bankstown Campus, which has 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. At the time of writing, the Planning Proposal has been endorsed by Council however is yet to receive gateway determination. A State Significant Development application has been submitted to the NSW Department of Planning, Infrastructure & Environment (DPIE) for construction of the University campus and is currently under assessment.
- 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 is also in assessment phase for construction of four residential flat buildings containing 471 apartments.
- 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.

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

Figure 3 – Development activity occurring within a close proximity.




*Source: Urbis*

## 2.4. THE SITE

Bankstown Central comprises two large land parcels to the east and west of Lady Cutler Avenue, totalling 113,920m$^2$ 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, Target, Big W, Kmart, Woolworths and Supa-IGA 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 Macdonald'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 north 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 | 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.<br><br>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.<br><br>The site can accommodate effective connections to the existing and cultural centres which surround the site. |
| Density | 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. |
| Housing Variety | 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. |
| Mixed Use Development | Mixed use development will make efficient use of existing services and infrastructure in this strategic location.<br><br>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.<br><br>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. |
| Accessibility and Connectivity | 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. |

| Key Site Opportunities | The Proposal |
|---|---|
| | 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.<br><br>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.<br><br>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.<br><br>The Western Sydney University Bankstown Campus will be located adjacent to the site once approved and constructed. Bankstown Hospital is also located within the surrounding context of the site. |
| Public Domain | 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.<br><br>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.<br><br>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.<br><br>The proposal seeks to provide open spaces such as a city park and green boulevards acting as through site links and places of recreation which will be activated and contribute to placemaking and the night-time economy. |
| Connection to surrounding land uses | The proposal will contribute to the rejuvenation of the Bankstown CBD in conjunction with other nearby development proposals including the adjacent Compass Centre.<br><br>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.<br><br>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. |

| Key Site Opportunities | The Proposal |
|---|---|
| Sydney Metro City & Southwest | 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.<br><br>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.<br><br>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. |

## 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 | Due to the ongoing operation of the shopping centre retail components, the redevelopment of the centre must occur in stages to maintain operation.<br><br>The site also has structural constraints and existing retail lease contracts which influence the design and will ultimately inform the staging of future redevelopment. |
| 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 |
|---|---|
| | including separating vehicle access points for land uses and rationalising vehicle access for the site.<br><br>Access under the railway line to the south presents a constraint. |
| Pedestrian Access | 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. |
| Noise | 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. |
| Height Plane | The 2019 Draft Bankstown Airport Masterplan indicates that the site is located in the RL108.2m zone shown on the PANS-OPS map.<br><br>The PANS-OPS height plane provides limitations on building heights across the site. The proposed LEP 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.<br><br>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**. |
| Protection of the Retail Asset | 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. |

# 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.

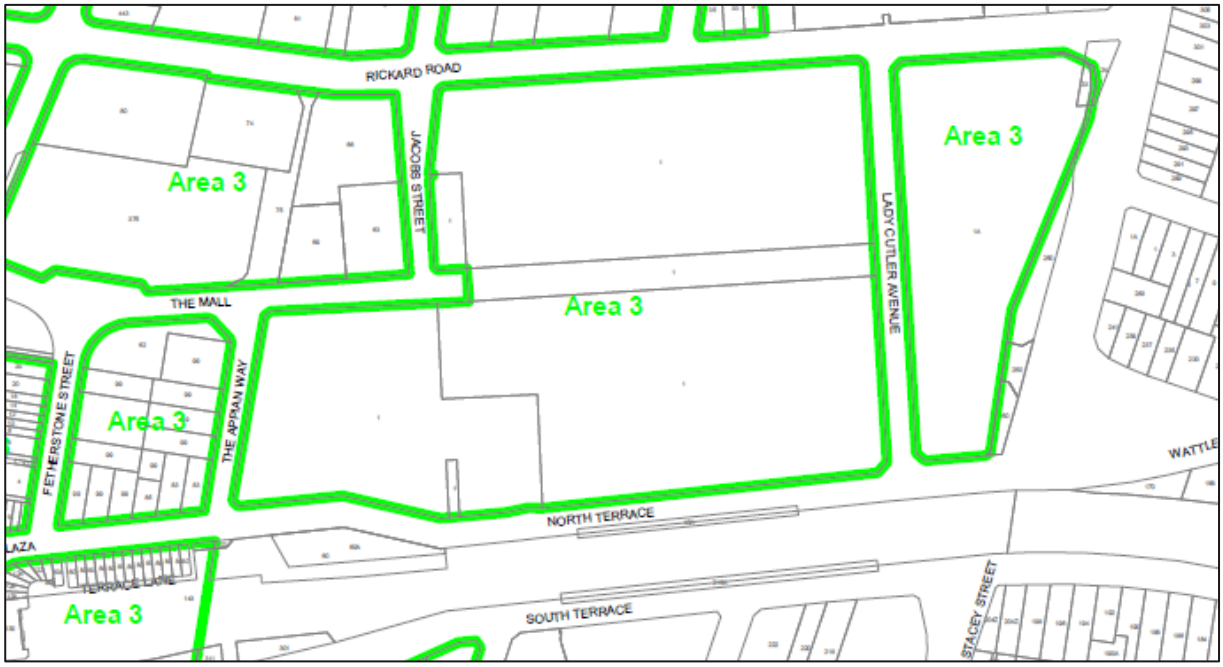
The objectives of this control are:

- *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 No. (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 over the course of the past two years 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.

Most recently, 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 for Bankstown CBD. The key elements are discussed in Table 6.

Table 6 – Pre-Planning Proposal discussions

| **Council Comment** (Summarised) | **Response** |
|---|---|
| *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:*<br>• *Council's endorsed Local Strategic Planning Statement, Connective City 2036 (endorsed by Council on 10 December 2019);*<br>• *Bankstown CBD and Bankstown Airport Place Strategy (endorsed by Council on 10 December 2019); and*<br>• *Bankstown Complete Streets.* | This planning proposal has addressed the:<br>• Local Strategic Planning Statement, *Connective City 2036*<br>• *Bankstown CBD and Bankstown Airport Place Strategy*<br>• *Bankstown Complete Streets.*<br>These documents are discussed in **Sections 5** & **10**. |
| *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.*<br>*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.* | The proposal generates a high level of permeability and open space provision and has a high employment focus which is aligned to Councils intentions for the mixed-use site.<br>The proposal has considered the Bankstown Central Urban Design Principles which is discussed in **Section 5** & **10**. |
| ***Strategic context***<br>*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.*<br>*Council's vision for the Bankstown City Centre is to accommodate 25,000 jobs and 25,000 students by* | The proposal leverages the site's proximity to Bankstown Train Station and the future Bankstown Metro Station.<br>The proposal seeks to provide commercial and student accommodation land uses and floor space which will provide opportunities for job provision.<br>The proposal will provide an assumed 106,000 sqm of commercial office space which will help |

| **Council Comment** (Summarised) | **Response** |
|---|---|
| *2036. This requires a significant increase in capacity for employment generating floor space and education focused development. The centre's public domain, transport and movement structure is guided by the adopted Bankstown Complete Streets project.* | contribute to the creation of 8,437 jobs within the site. Which will contribute a substantial 49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036.<br><br>The masterplan concept will 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.<br><br>The masterplan concept has been prepared in consideration of the adopted Bankstown Complete Streets project. |
| ***Master Plan***<br><br>*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.*<br><br>*It is recommended that Vicinity demonstrate an appropriate mechanism to protect and enhance the capacity of employment generating land uses on the site as part of any future Planning Proposal in line with the vision for Bankstown City Centre.* | The 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 60% employment generating land uses.<br><br>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.<br><br>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.<br><br>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. |
| ***Housing***<br><br>*Master Planning of the site should consider the following housing actions of Connective City 2036:*<br><br>• *Test up to 15 per cent of new residential floor space as affordable housing, subject to viability;* | The provision of affordable housing will be completed at the individual DA stage which will be subject to market conditions and viability.<br><br>The proposal seeks to grow Bankstown into a regionally significant centre and destination within Greater Sydney and the South District. |

| **Council Comment** (Summarised) | **Response** |
|---|---|
| • *Grow Bankstown to fulfil its role as a regionally significant CBD, including high density residential*<br>• *Provide housing typologies that support the role of Bankstown – this includes key worker housing, executive housing, student housing and visitor and tourist accommodation.* | 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. |
| ***Movement***<br>*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:*<br>• *The extension of Jacob Street to North Terrace as a public street;*<br>• *Extension of The Mall as an east-west street to Stacey Street; and*<br>• *Provision of a new pedestrian connection from Rickard Road to North Terrace via a new north-south connection and park.*<br>*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.* | The proposal provides for an extension of Jacobs Street to North Terrace as a public street.<br>The masterplan concept does not provide for a 20m wide extension of The Mall through to Lady Cutler Avenue and Stacey Street. However, it provides alternative opportunities for cross site linkages.<br>The masterplan concept provides a pedestrianised garden boulevard running between Jacobs Street and Lady Cutler Ave which provides connections to Stacey Street.<br>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.<br>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. |
| ***Public domain***<br>*The below considerations for public domain are recommended based on the site-specific urban design principles and Complete Streets:*<br>• *Dedicate to Council a single unencumbered parcel of public open space at least 3,500sqm facing Rickard Road in the first stage of development to ensure it remains open to public use in perpetuity. Surrounding buildings to ensure at least 50% of a consolidated portion of the park receives minimum 4 hours of continuous sunlight between 10am - 3pm on 21 June. The staging for delivery of this park should be considered in the context of the overall staging plan, and the development of the Target and/or Bus Interchange sites.* | The proposal includes a City Park which is approximately 4,500sqm in area, fronting Rickard Road.<br>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.<br>Dedication of the City Park will be subject to future discussions with Council post gazettal of this Planning Proposal.<br>The proposal has considered the adopted Bankstown Complete Streets Plan. Detailed Street improvements will be subject to individual DAs. |

| **Council Comment** (Summarised) | **Response** |
|---|---|
| • *Integrate the proposed upgrades to existing streets as shown in the Council adopted Bankstown Complete Streets Plan.* | |
| ***Access and Parking***<br><br>*The site-specific urban design principles and Connective City 2036 set out the following considerations for access and parking across the site:*<br><br>• *Shift the provision of parking to a 'maximum' rate in the Bankstown City Centre*<br><br>• *Parking should be located underground;*<br><br>• *Parking access and entry points should be as per the site-specific urban design principles; and*<br><br>• *Where it is not possible to provide underground parking, above ground parking should be sleeved.* | The proposal commits to the provision of additional car parking on site. Parking provision and location will be subject to future DAs. |
| ***Built Form***<br><br>*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.*<br><br>*The site-specific urban design principles provide detailed street wall and tower guidance for consideration.* | The masterplan concept has located the highest density towards Bankstown Station, Stacey Street and along North Terrace.<br><br>The urban design principles have been considered as part of the design process.<br><br>The subject planning proposal will not detract from achievement of this principle. |
| ***Staging***<br><br>*It is requested that staging and the delivery of any public benefit be clearly articulated in an overall site master plan and future applications.* | 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. |
| ***Target site***<br><br>*In addition to the above comments, it is recommended the following be considered as part of the planning and design of the target site:*<br><br>• *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.* | 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 TfNSW and bus operators about the relocation of the bus interchange from Vicinity's landholding.<br><br>These matters will be considered during detailed design and future discussions with Council and Transport for NSW. |

| **Council Comment** (Summarised) | **Response** |
| --- | --- |
| • *Continue to work with Council and Transport for NSW on a solution for bus movement, interchange and layover within the Bankstown City Centre.* | |

# 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 is 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.

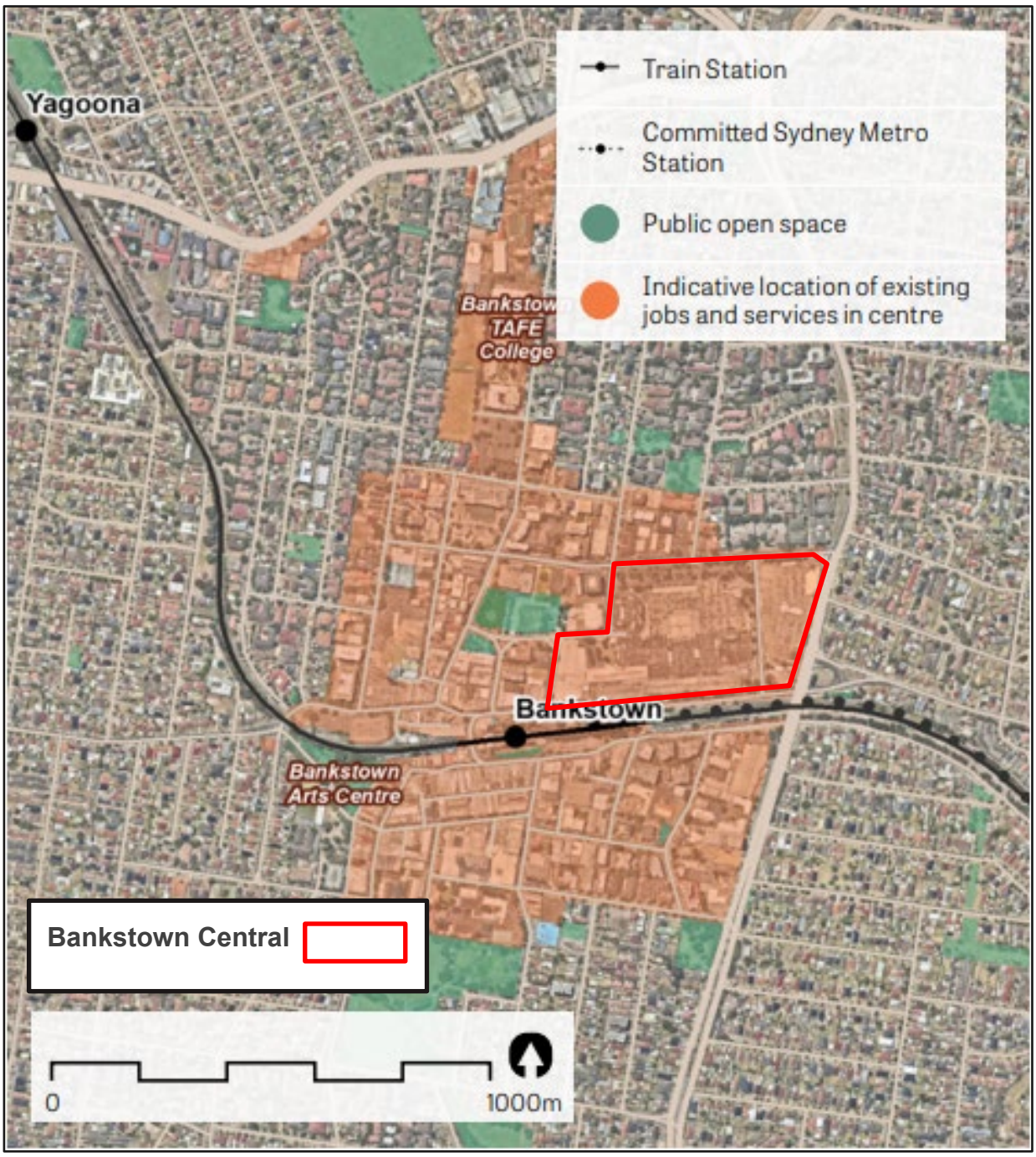
It has informed Canterbury Bankstown Council's local strategic planning statement and will also inform the current round of amendments to its Local Environmental Plans. The District Plan is also a matter for consideration in the assessment of proponent led planning proposals.

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 Bankston 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) is 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 will be 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 is 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 with 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 240 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 Green Boulevard which is 3,847sqm 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, 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:

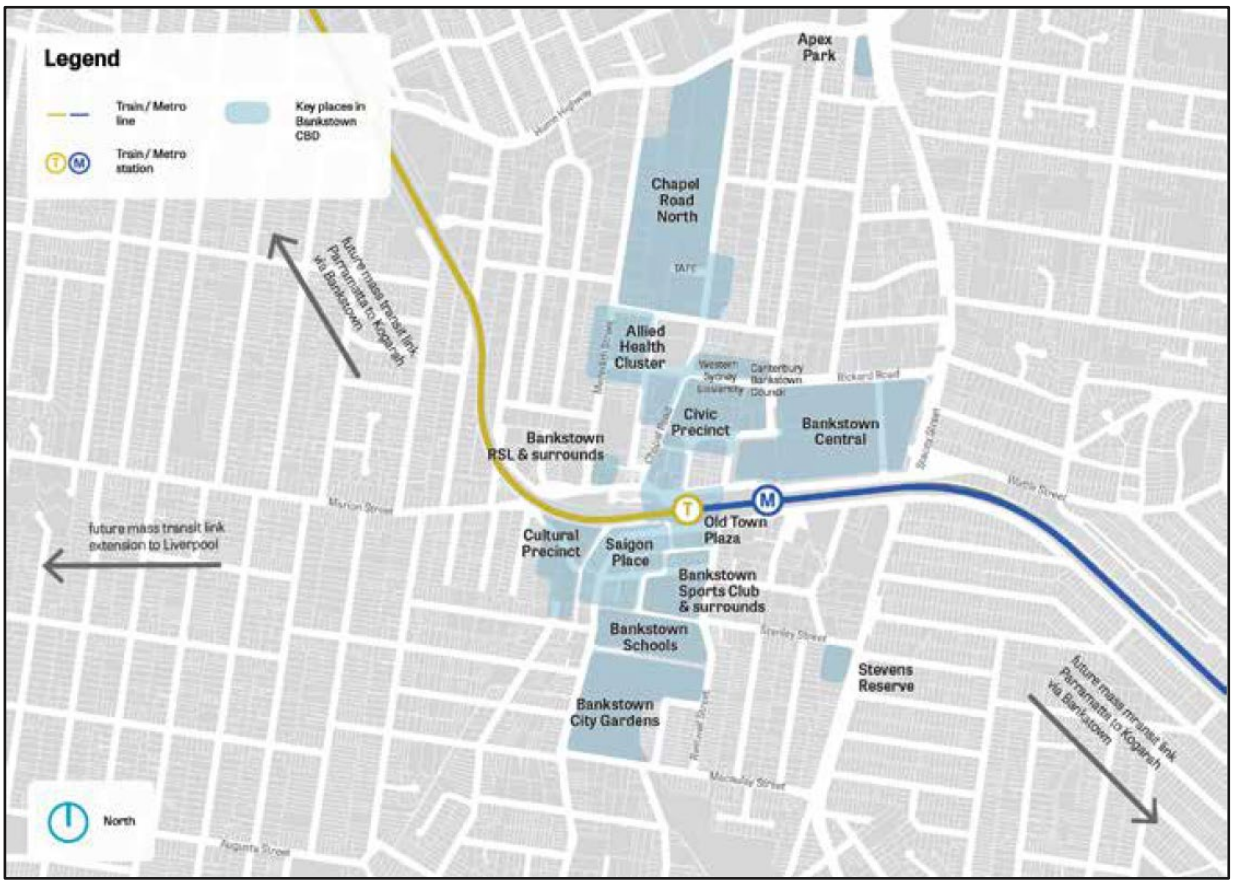
*Where possible, layovers should be located out of urban centres. If located in the centre, they should avoid pedestrian areas or active frontages*

The proposal is aligned to this consideration as it is intended that the Bus stop and Layover is relocated to the southern side of the Bankstown Train Station which is consistent with Councils 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 Draft LSPS has been named "*Connective City 2036*". 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 Draft LSPS is supported by a number of technical studies including a Draft Housing strategy which confirms the LGA has the following benchmark for additional dwellings which aligns with the GSC targets:

- 13,250 additional dwellings by 2021;
- 25,000 additional dwellings by 2026; and

- 50,000 additional dwellings by 2036.

Bankstown CBD is identified as having an additional dwelling projection of 7,647 – 9,076 by 2036. 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.

A key aim for the Bankstown CBD is to:

- *5.3.3 Refine planning controls for Bankstown City Centre to encourage a mix of dwelling sizes in high-rise developments* (Aim 2, 5.3.3).

This refinement will allow for the appropriate commercial and residential development to occur to respond to growing regionally significant CBD supported by retail, urban services, educational facilities and public transport which is addressed by this Planning Proposal.

The Draft LSPS is further supported draft 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:

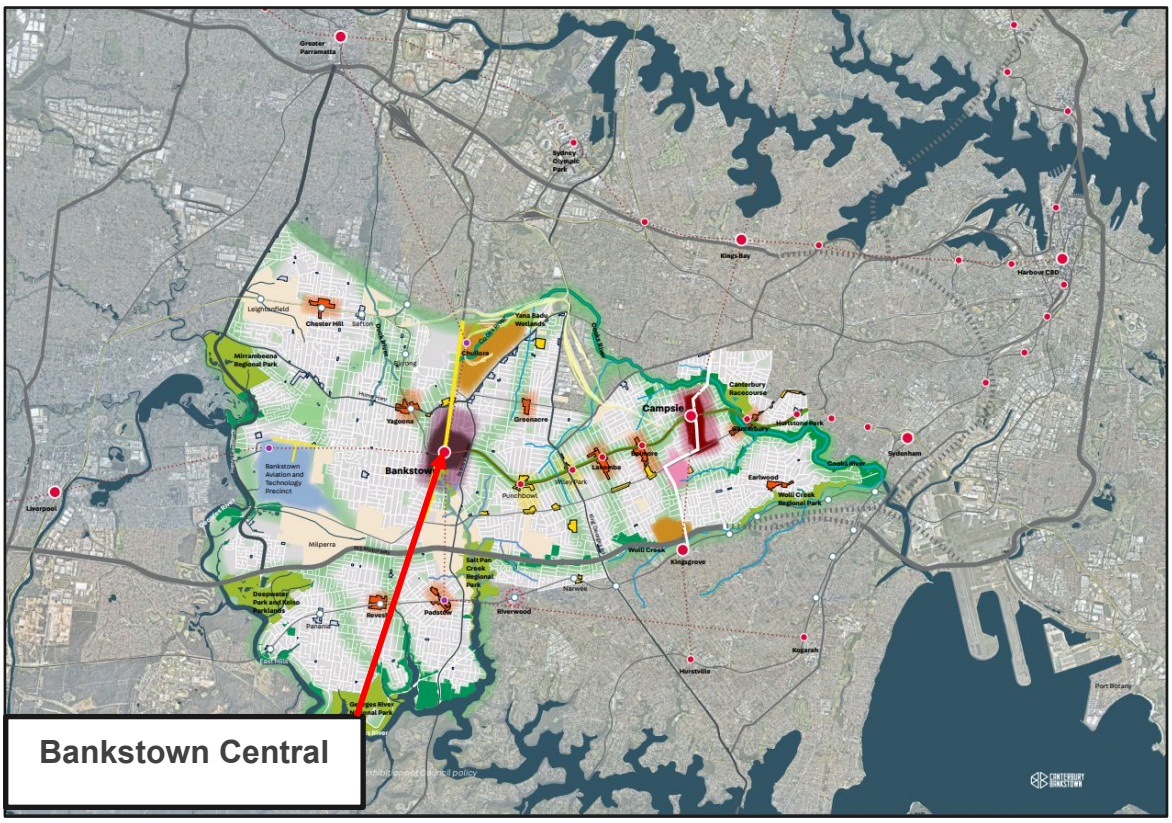
- 12,100 jobs in Bankstown at 2016 (note 9% of these jobs are currently at Bankstown Central);
- 17,000 baseline targets for additional jobs for Bankstown in 2036; and
- 25,000 high growth targets for additional jobs for Bankstown in 2036.

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 Draft LSPS is provided in **Figure 12**.

Figure 12 – Structure Plan




*Source: Canterbury Bankstown Council*

# 5.6. CANTERBURY-BANKSTOWN COUNCIL STRATEGIC PLANNING REVIEWS

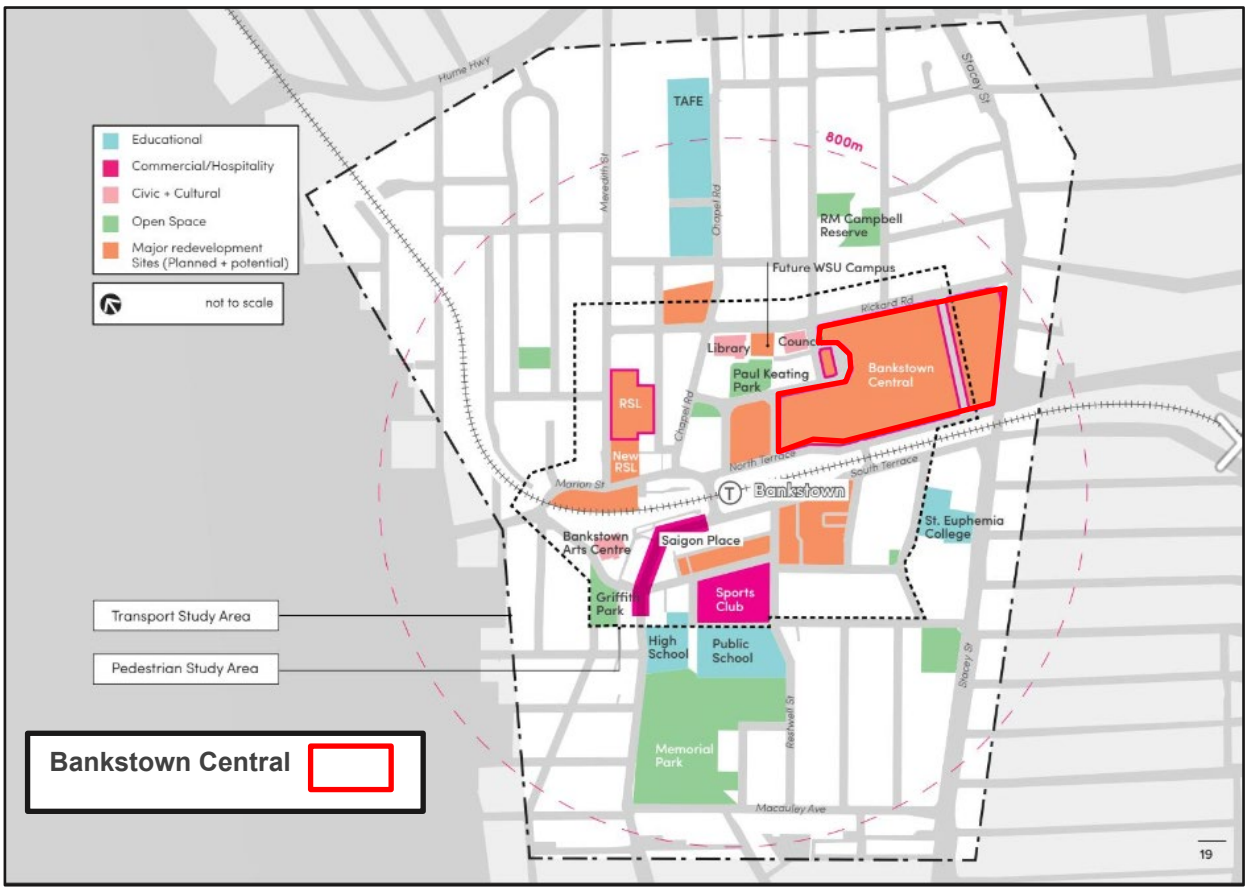
## 5.6.1. Bankstown Complete Streets CBD Transport and Place Plan

A Bankstown Complete Streets CBD Transport and Place Plan (Plan) was released in March 2019 following endorsement by Canterbury Bankstown Council. 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.

The Plan recommends that the existing bus stop and layover, currently located within the Bankstown Central Shopping Centre site, be relocated to the south of the Bankstown Station.

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**<br>• New & improved pedestrian and cyclist-only links are proposed to run from:<br>• Rickard Road to North Terrace.<br>• Jacobs Street to Stacey Street. | The masterplan concept incorporates a new 4,500sqm green open space along Rickard Road which creates a connection through the existing Shopping Centre to North Terrace.<br>The masterplan concept provides a pedestrianised garden boulevard running between Jacobs Street and Lady Cutler Ave which provides connections to Stacey Street.<br>Further north-south and east-west pedestrian connections will be delivered as part of the DA phase. |
| **Future Public Transport Network**<br>• Relocation of the existing bus stops and lay over to the south side of the railway. | The masterplan concept facilitates an interim and long-term solution for bus movements through the Bankstown CBD, noting however that it does not cater for bus layover on the site. |

| **Principles** (Summarised) | **Masterplan Concept** |
|---|---|
| **Concept Design**<br>• Rickard Road East;<br>• The Mall;<br>• The Appian Way;<br>• Jacobs Street;<br>• Lady Cutler Avenue;<br>• North Terrace West; and<br>• North Terrace East; | Future DAs will where necessary and appropriate incorporate detailed street improvement and street planting works in consistence with the relevant plans in to ensure the best possible outcome for the site and surrounding road network. |

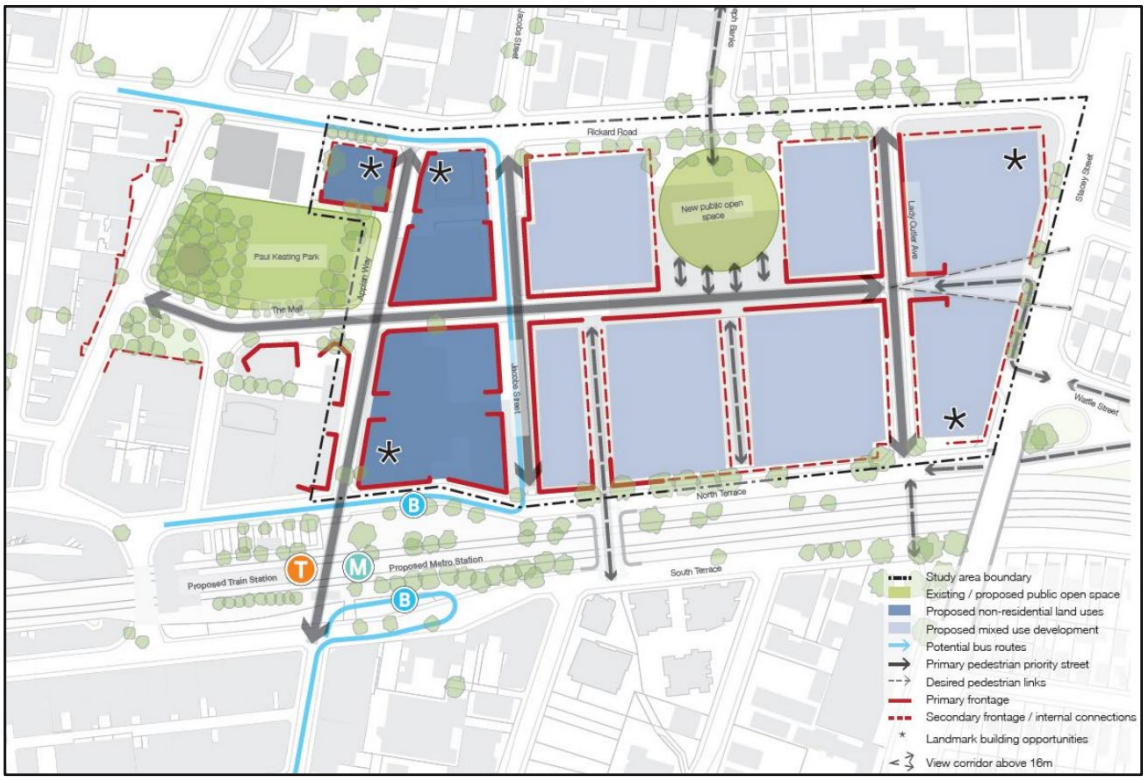
Overall the proposal is generally consistent with the vision and objectives of the Complete Streets Plan. Detailed street improvements and layouts will need to be considered by Council and Vicinity at the future DA stage.

## 5.6.2. Draft 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. 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. Bankstown Central has been identified as a key site for future redevelopment by Council and a structure plan has been drafted 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 Draft 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 3,000sqm to 5,000sqm in area, and dedicated to council 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 the Table 8 below, a full assessment is provided in **Section 10.2**:

Table 8 – Draft Bankstown Central Urban Design Principles

| Principle | Proposal |
|---|---|
| **Movement** | |
| • *To be consistent with the Bankstown Complete Streets Plan* | The proposal where appropriate at the Planning Proposal stage is consistent with the Bankstown Complete Streets Plan. |
| **New Streets**<br>• The Mall extended east.<br>• Jacobs Street extended to North Terrace. | 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.<br>Further opportunities for pedestrian permeability though the site will be afforded at detailed DA stage.<br>The proposal has incorporated an extension to Jacobs Street which will be a shared way with active frontages and tree planting. |
| **Pedestrians**<br>• *New public pedestrian connection from Rickard Road to North Terrace.*<br>• *New public pedestrian connection from The Mall to Stacey Street (incorporates change in levels)* | 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.<br>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.<br>An east west pedestrian connection will be provided via the anticipated garden boulevard, and also through the retail shopping centre over time. |
| **Open Space**<br>Provide a new open space:<br>• *3,000 –5,000sqm on Rickard Road* | The concept masterplan incorporates a City Park along Rickard Road incorporating a playground and Urban Plaza. The proposed City Park is approx. 4,500sqm in size. Further open spaces on the site including the garden boulevard, play and gathering spaces and will total approximately 2,813 sqm in area.<br>Overall the proposal will provide 11,100 of new open space on site.<br>Open space development details will be further addressed in Development Application stages post Planning Proposal. |

| Principle | Proposal |
|---|---|
| **Building Height**<br>• *Greatest heights located near the station, North Terrace and Stacey Street with landmark buildings on corner sites as identified.*<br>• *No change to existing heights on Rickard Road (35m).*<br>• *Requirements for wind modelling and amelioration measures to prevent wind down drafts into the streets, public open spaces and communal areas*. | The masterplan concept locates the greatest building heights near the station, North Terrace and Stacey Street within key corner sites, noting that this planning proposal seeks a blanket maximum height of RL 108.2., which is commensurate to the Bankstown Airport PANS-OPS.<br>Wind requirements will be addressed in the DA Stage, but the DCP provides for podium and tower building forms which will go some way to ameliorating wind effects on pedestrian comfort. |
| **Street Wall**<br>• *Street wall around Paul Keating Park and The Appian Way to match the parapet height of the existing Library (approx. 4 storeys)*<br>• *Street wall to Rickard Road 4 -6 storeys*<br>• *Street walls in the remainder of the site 6 -8 storeys*<br>• *Buildings above the street wall to be set back 8m* | The draft DCP provides for a street wall height of 2-4 storeys fronting Appian Way, and 2-6 storeys fronting The Mall.<br>The proposed street wall height for Rickard Road is between 2-6 storeys.<br>Street walls in the remainder of the site are between 2-6 storeys.<br>The proposed buildings are setback between 6-8m above the street wall. |
| **Building Articulation**<br>• *36m building separation for residential buildings over 12 storeys to improve access to sky and solar amenity.*<br>• *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.*<br>• *Buildings to be articulated to create a composition of individual buildings rather than large blocks.*<br>• *No building above the street wall more than 45m in length*<br>• *Buildings longer than 30m to be articulated with recesses and setbacks.*<br>• *Residential towers maximum GFA floorplate of 900m2*<br>• *Commercial towers maximum GFA floorplate of 1,200m2* | The concept proposal has provided the following building separation details:<br>• 6m for commercial to commercial<br>• 9m for commercial to Hotel<br>• 12m for commercial to residential<br>• 12m for hotel to hotel<br>• 24m for residential to residential (including student housing)<br>It is noted that the SEPP 65 Apartment Design Guide sets minimum building separation distances for residential accommodation which will apply to any future residential development application.<br>Building articulation will further addressed during the DA Stage. |

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

# 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 the masterplan concept which has informed the preparation of this Planning Proposal. The 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 typographic 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.*

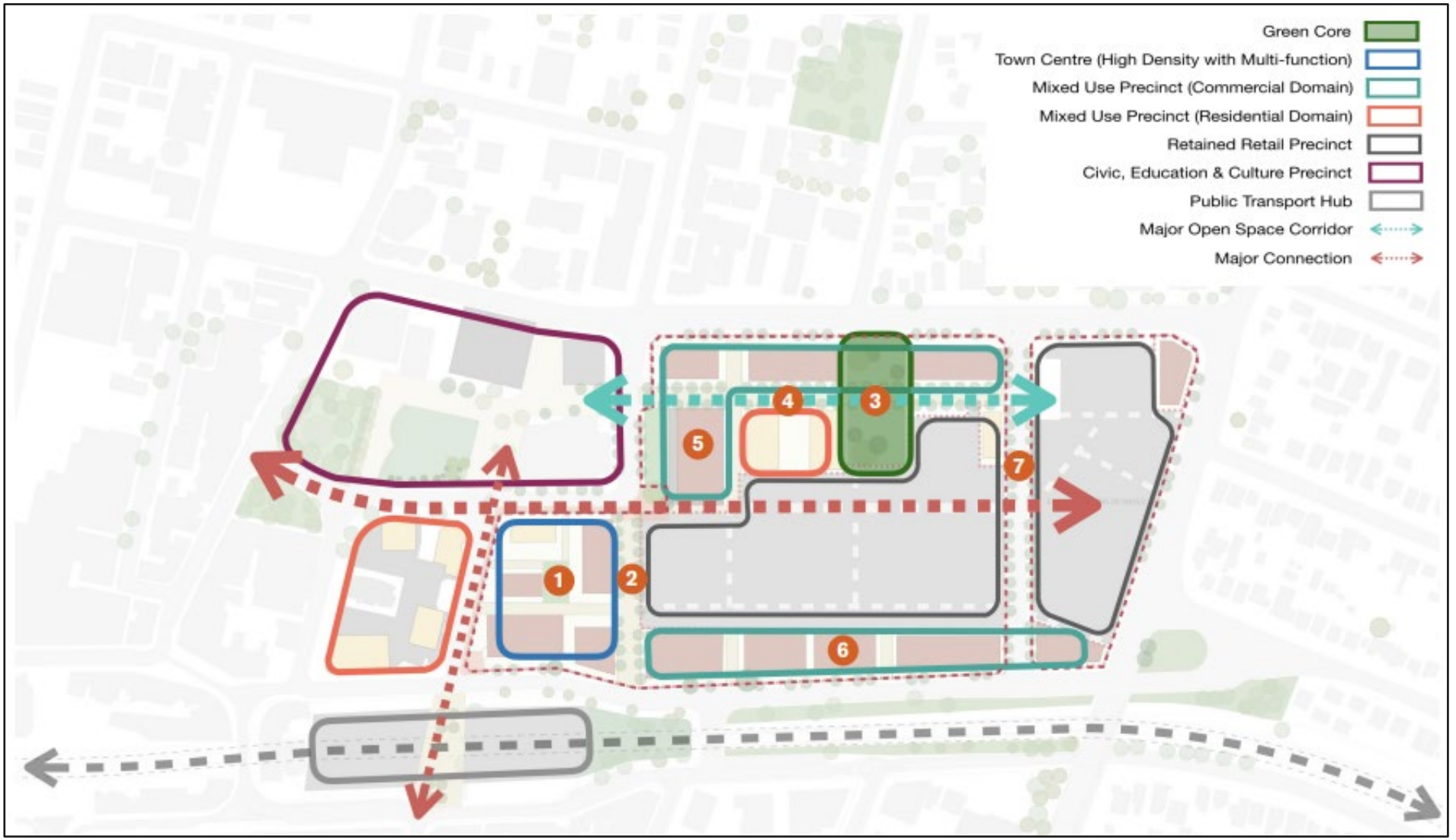
## 6.1. MASTERPLAN ELEMENTS

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;
  - 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.
- **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 Culter 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.

**Figure 15** outlines the Urban Design Framework for the site.

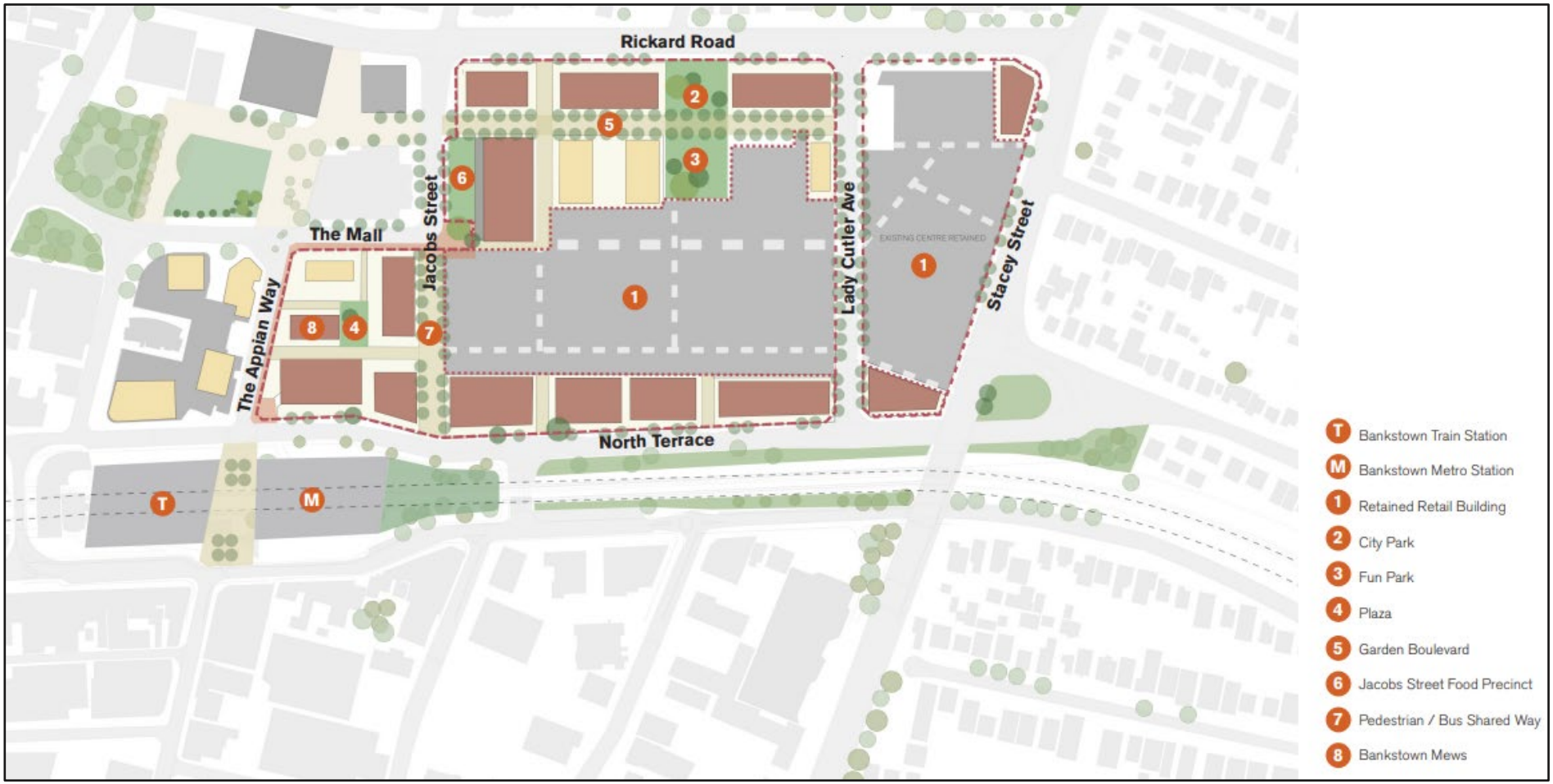
Figure 15 – Urban Design Framework




*Source: FJMT*

**Figure 16** outlines the Bankstown Central Masterplan.

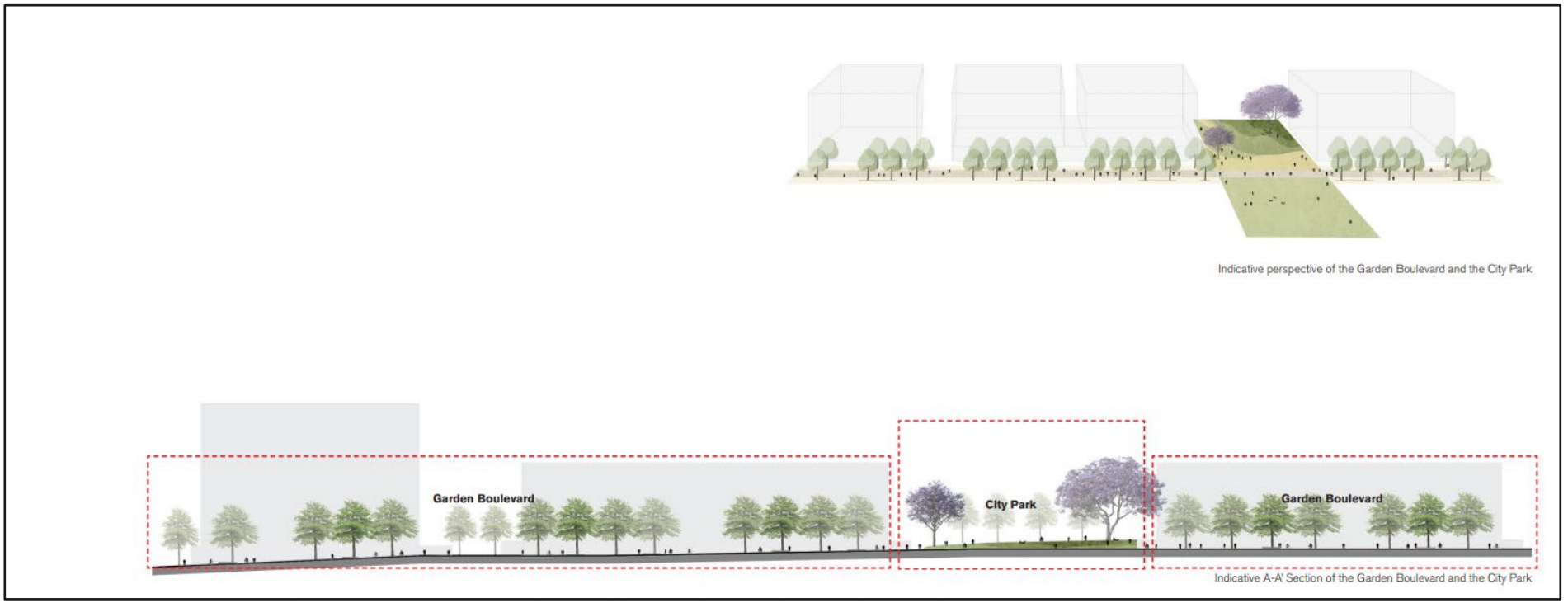
Figure 16 – Bankstown Central Masterplan




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

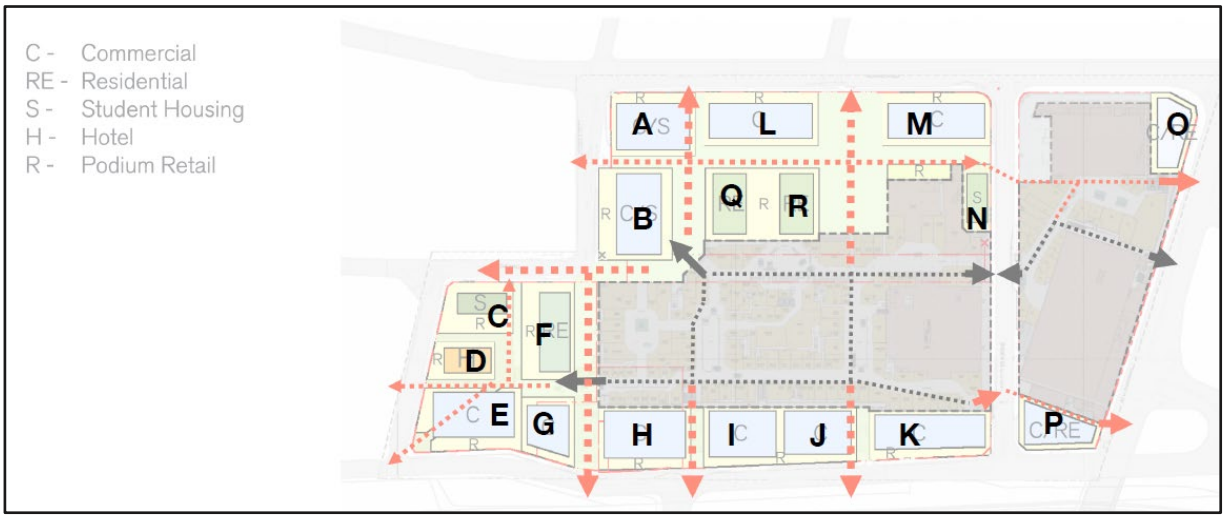
The key features of the masterplan concept include:

- Relocation of the bus interchange and layover from within the site to North Terrace but providing for a bus connection 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 eighteen (18) 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 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 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 (2) multi-storey commercial and student housing towers including a retail podium (Buildings A & B) located on the northern corner of the site. With street frontages along Jacobs Street and Rickard Road.
  - Two (2) multi-storey commercial 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 216,939sqm of new employment generating floorspace in the form of commercial buildings, student accommodation, serviced apartments, hotels and childcare, anticipated to generate 8,437 new jobs for Bankstown CBD.
- Provision for 1,800 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 4,500sqm in area.
- Incorporation of other open space typologies on the site including a 4,500 sqm City Park and further providing green boulevard 3,847 sqm and recreational spaces overall providing 11,100 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.

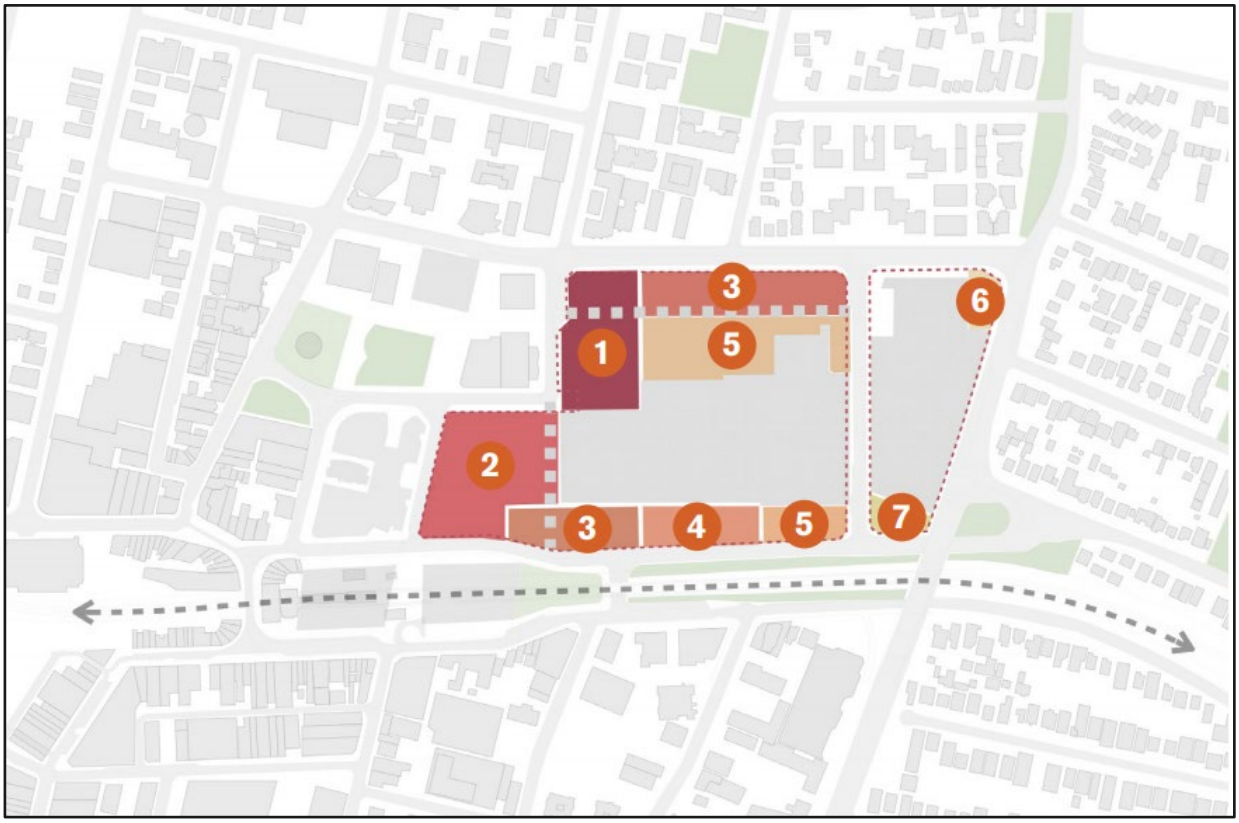
The staged delivery is anticipated in order to ensure

- 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.

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 | 108.2 AHD |
| FSR | 3.5:1 / 395,415 sqm GFA |
| Assumed mix | • Commercial;<br>• Residential;<br>• Student Accommodation (Residential);<br>• Serviced Apartments (Residential);<br>• Hotel; |

| Key Proposed Development Components | Subject site |
|---|---|
| | • Retail; and<br>• Childcare. |
| Assumed Residential Apartment Yield | 929 |
| Assumed Student Accommodation Yield | 1664 |
| Assumed Hotel Rooms Yield | 572 |
| Assumed Serviced Apartments Yield | 84 |
| Assumed GFA by Building | • Block **A** Building GFA= 11,296 sqm<br>• Block **B** Building GFA= 17,345 sqm<br>• Block **C** Building GFA= 11,445 sqm<br>• Block **D** Building GFA= 13,178 sqm<br>• Block **E** Building GFA= 29,554 sqm<br>• Block **F** Building GFA= 21,983 sqm<br>• Block **G** Building GFA= 19,971 sqm<br>• Block **H** Building GFA= 21,656 sqm<br>• Block **I&J** Building GFA= 35,444 sqm<br>• Block **K** Building GFA= 27,778 sqm<br>• Block **L** Building GFA= 8,773 sqm<br>• Block **M** Building GFA= 11,538 sqm<br>• Block **N** Building GFA= 8,116 sqm<br>• Block **O** Building GFA= 16,839 sqm<br>• Block **P** Building GFA= 19,496 sqm<br>• Block **Q&R** Building GFA=29,946 sqm |
| Assumed New Retail GFA | 15,293 sqm |
| Assumed Commercial GFA | 105,596 sqm |
| Assumed Hotel GFA | 29,298 sqm |
| Assumed Residential GFA | 86,418 sqm |
| Assumed residential (Student Accommodation) GFA | 59,976 sqm |
| Assumed residential (Serviced Apartments) GFA | 6,485 sqm |

| Key Proposed Development Components | Subject site |
|---|---|
| Childcare GFA | 891 sqm |
| Retained retail GFA (existing centre) | 113,257 sqm |
| New public open space | 11,100 sqm |
| **Total GFA** | **395,415 sqm – Equating to an FSR of 3.5:1** |

# 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 targets of at least 50% of the city park and fun park receiving minimum 4 hours of direct sunlight between 10am - 3 pm on 21 June.

## 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 layover 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 be delivered as a mix of single and double height arcade spaces 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;
- Green Boulevard;
- Urban Plaza;
- Jacobs Street Food Plaza and 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 11,100 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

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

The CBRK report 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 by CBRK for consideration to assist with maintaining network capacity.

In future development applications the RMS Guidelines and DCP 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 11,230 residents, visitors and workers each day into the Bankstown Central site.
- The new community will be catered for by the existing Bankstown – Lidcombe Hospitals.
- 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 8,437 additional jobs to the Bankstown CBD, taking the total jobs provision on the site to 11,067.
- The proposal will provide and estimated additional 136 new local businesses onto the site.

# 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 on 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 increasing 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 draft Local Strategic Planning Statement, Bankstown Complete Streets CBD Transport and Place Plan and Bankstown Central Urban Design Principles.

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 the 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 11,230 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 8,437 additional jobs to the Bankstown CBD. Which will contribute a substantial 49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036.
- 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 building heights of up to RL108.2m on the Bankstown Central site.
- Amend the BLEP FSR Map to provide for an FSR of 3.5:1 across the Bankstown Central site.
- Amend the existing LEP map (*Special Provisions Map Sheet SPV_005*) to exempt the activity frontage control as it applies 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 and Council's draft Bankstown Central Urban Design Principles.

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 dire need of revitalisation and redevelopment to ensure the needs of the community are continued to be met into the future in the Bankstown CBD.
- It is understood that Canterbury Bankstown Council will be undertaking a master planning process for its CBD, however that is due to commence in 2020 and therefore will unlikely result in any change to CBD planning controls until end 2021 or 2022.
- Bringing forward this proponent led Planning Proposal will ideally result in a building height change on the site prior to the Council-led process. This will enable development of the south western corner of the subject site at a timing commensurate with the delivery of Western Sydney University Bankstown Campus and the Compass Centre. This timing 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 | 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.<br><br>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.<br><br>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 |

| Objective | Planning Proposal Response |
|---|---|
| | and Education Precinct status and evolution to an Innovation Precinct over time. |
| Objective 4 – Infrastructure use is optimised | 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.<br><br>The site is also well serviced by a number of bus routes.<br><br>The provision of mixed-use retail, commercial and residential land uses in proximity to established infrastructure and services is consistent with this objective. |
| Objective 6 - Services and infrastructure meet communities' changing needs | 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.<br><br>These elements will be delivered in the roll out of subsequent development applications, but area anticipated in the concept masterplan. |
| Objective 7 – Communities are healthy, resilient and socially connected | 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.<br><br>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. |
| Objective 10 – Greater Housing Supply | Bankstown Central is located in the South District. The housing target for the South District is as follows:<br>• 5 years: 23,250 new dwellings;<br>• 20 years: 83,500 new dwellings.<br><br>The masterplan concept anticipates the delivery of approximately 929 new residential dwellings, in the form of build to rent accommodation across the subject site.<br><br>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 |

| 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 | 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.<br><br>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):<br><br>• Student Accommodation Total: 1664 dwellings<br>• Residential Apartments Total: 929 dwellings<br>• Serviced Apartments: 84 dwellings<br><br>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.<br><br>A proportion of affordable housing will also be delivered. |
| Objective 12 – Great Places that Bring People Together | 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.<br><br>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. |
| Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30- minute cities | 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.<br><br>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 residential land uses in a very close proximity to the railway line. |
| Objective 22 – Investment and business activity in centres | 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 |

| Objective | Planning Proposal Response |
|---|---|
| | will make the centre more accessible to a broader population of Greater Sydney.<br><br>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.<br><br>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.<br><br>The proposal further contributes to the Government policy of locating density and major development within close proximity to public transport networks.<br><br>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. |
| Objective 30 – Urban tree canopy cover is increased | The concept design includes significant landscaping opportunities, both within the public domain and surrounding spaces and boulevards.<br><br>The proposal will positively contribute to the urban tree canopy of the Bankstown CBD. |
| Objective 31 – Public open space is accessible, protected and enhanced | The planning proposal masterplan concept includes a City Park for the benefit of the existing and future community.<br><br>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.<br><br>The masterplan concept provides approximately 11,000sqm of open space areas across the site, equating to approximately 10% of the total site area. |

## 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 draft SDP 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 | The proposal will leverage local transport options including several bus services and the Bankstown Railway Station which is to be upgraded to Metro Standards.<br><br>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. |
| Planning Priority S4 – Fostering healthy, creative, culturally rich and socially connected communities | Approximately 52 per cent of the adult population in the South District is overweight or obese.<br><br>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.<br><br>This will ultimately contribute to the enhancement of opportunities for active and healthy lifestyles within Bankstown. |
| Planning Priority S5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport | 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.<br><br>The concept masterplan envisages a possible 929 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. |
| Planning Priority S6 – Creating and renewing great places and local centres, and respecting the District's heritage | 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 Bankstown CBD and the creation of a greater centre for the population.<br><br>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. |

| Planning Priority | Action |
|---|---|
| Planning Priority S8 – Growing and Investing in Health and Education Precincts | 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.<br><br>The Planning Proposal seeks to bring forward extensive investment at Bankstown Central, with a significant amount of new commercial floor space proposed.<br><br>The proposal seeks to create synergies between the Western Sydney University Bankstown Campus through the provision of student housing. |
| Planning Priority S9 – Growing investment, business opportunities and jobs in strategic centres | The improved frequency and reduced travel time on public transport to the Sydney CBD through the integration of Bankstown Rail Line to Metro Standards.<br><br>The five-year job target for Bankstown in the draft SDP is an additional 12,100 jobs, whilst the 2036 targets is between 17,000 to 25,000 new jobs to be created.<br><br>The existing centre is a significant employment generator, whilst the proposal has the potential to create some 8,442 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.<br><br>The anticipated jobs provision will contribute a substantial 49% of the South District Plan's Job target for the Bankstown Strategic Centre to 2036.<br><br>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.<br><br>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. |
| Planning Priority S12 – Delivering integrated land use and transport planning and a 30-minute city | 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.<br><br>This integration will greatly increase speed, reliability, frequency of services, better linking South District residents with jobs in the Eastern Economic Corridor. The Eastern |

| Planning Priority | Action |
|---|---|
| | Economic Corridor extends from Macquarie Park in the north of Greater Sydney, through the Harbour CBD to Sydney Airport.<br><br>The provision of employment and commercial floor space within the same site as a variety of residential development will fully realise this aspiration. |
| Planning Priority S15 – Increasing urban tree canopy cover and delivering Green Grid connections | The concept design includes significant landscaping opportunities, both within the public domain and surrounding spaces and boulevards.<br><br>The proposal will positively contribute to the urban tree canopy of the Bankstown CBD. |
| Planning Priority S16 – Delivering high quality open space | The planning proposal includes a City Park for the benefit of students, workers and the community within the site and close proximity.<br><br>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. |

## 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:<br><br>*the natural environment (including known significant environmental values, resources or hazards)?* | The site is not environmentally sensitive land or land with significant biodiversity value.<br><br>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: | 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 |

| Criteria | Planning Proposal Response |
|---|---|
| *the existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?* | 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.<br><br>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.<br><br>The future development will result in an improved public domain with activated streets overall improving permeability and connectivity through the site.<br><br>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. |
| Does the planning proposal have site specific merit with regard to:<br><br>*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?* | 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.<br><br>A traffic assessment report has been prepared by CBRK (**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.<br><br>The assessment has concluded that at future development application stages, appropriate parking will be provided for the various components of the development. |

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

#### *Draft Local Strategic Planning Statement - Connective City 2036*

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

- The proposal will facilitate the provision of 995 additional dwellings into the Bankstown CBD which will assist the precinct in meeting dwelling targets which are outlined within the Draft 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 Draft LSPS which are consistent with the targets set by the South District Plan.
- The proposal will provide an additional 8,437 jobs across a range of sectors within Bankstown CBD.
- 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.

### *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, over time, through 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.

### *Draft 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 Draft 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 proposed Western Sydney University Bankstown Campus.
- 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 but, at this stage, can be accommodated.
- 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 consistence with Councils Draft Principles.

Table 13 – Draft Bankstown Central Urban Design Principles

| Principle | Proposal |
|---|---|
| **Land use** | |
| • *Reinforce Bankstown CBD as a Strategic Health and Education Precinct and assist in achieving employment targets.* | The masterplan concept delivers on the objective to increase jobs-generating floorspace. Overall the masterplan yield summary allocates 157,563 sqm as employment floorspace and 146,394 sqm as residential floorspace. |
| • *Reinforce Bankstown Central as a sub-regional shopping and leisure destination and support a night-time economy* | 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. |
| • *Concentrate commercial floorspace into commercial towers around the station for larger tenants rather than disperse across site*. | The proposal seeks to provide several commercial towers along North Terrace which locate the majority of the proposed commercial floor space around the station.<br><br>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.<br><br>Ensuring a successful staged development of the site is essential to generate interest and encourage investment in Bankstown CBD.<br><br>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. |
| • *Discourage residential development in the blocks closest to the station and between Jacobs Street and Appian Way.* | Proposed residential development is to be located across the site.<br><br>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 |

| Principle | Proposal |
|---|---|
| | through the creation of a vibrant early stage of the site redevelopment. |
| • *Residential land use <60% of total site GFA.* | The breakdown of uses anticipated by the masterplan concept includes residential uses (apartments and student accommodation) comprising 37% of the overall GFA. |
| • *Consider >5% affordable housing.* | The provision of affordable rental housing is able to be accommodated. This can be detailed at DA stage. |
| • *Any increase in residential density is to be supported with additional open space and community infrastructure.* | The proposal seeks to provide additional open spaces and areas for the community in the form of a City Park and Green Boulevard.<br><br>The quantum of open space across the site is equivalent to approx. 10% of site area. This includes a single publicly accessible park and plaza of 4,500sqm in area. The Green Boulevard is 3,847sqm in size. |
| **Movement** | |
| • *To be consistent with the Bankstown Complete Streets Plan*<br>• *Prioritise pedestrian movement in the CBD, followed by cyclists and public transport*<br>• *Vehicles and servicing primarily accessed from edges and discouraged from travelling through the CBD.*<br>• *All streets should be designed as equitable and safe spaces with high pedestrian amenity* | The masterplan concept is generally consistent with the Bankstown Complete Streets Plan.<br><br>The proposal provides for improved pedestrian connectivity through the site, both open to sky and through the retail centre.<br><br>The proposal retains vehicle and servicing access from the edges of the site.<br><br>The proposed City Park and Green Boulevards will be designed for high pedestrian amenity. |
| **Street Character**<br><br>Bankstown Complete Streets CBD Transport and Place Plan which is addressed in the above section. | 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. |
| **New Streets**<br>• The Mall extended east.<br>• Jacobs Street extended to North Terrace. | The proposal has provided a pedestrianised garden boulevard running between Jacobs Street and Lady Cutler Ave.<br><br>The Mall is not proposed to be extended however pedestrian connectivity will be delivered through future stage DAs east west though the site approximately at this location. |

| Principle | Proposal |
|---|---|
| | The proposal has incorporated an extension to Jacobs Street which will be a shared way with active frontages and tree planting. |
| **Pedestrians**<br>• *New public pedestrian connection from Rickard Road to North Terrace.*<br>• *New public pedestrian connection from the The Mall to Stacey Street (incorporates change in levels)* | 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.<br>There is an existing pedestrian connection through the Centre from The Mall to Stacey Street. This pedestrian connection will continue to be delivered during DA stages. A public pedestrian connection is proposed via the Garden Boulevarde, further to the north, which connects in with the proposed City Park.<br>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. |
| **Cyclists**<br>• *Setbacks to Rickard Road and Stacey Street for Shared Path*<br>• *Provide secure bike parking and end of trip facilities for visitors, staff and residents.* | The proposal has included setbacks along Rickard Road of 3m for residential and nil for commercial land uses.<br>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.<br>End of trip facilities can be incorporated into future development applications on site. |
| **Public Transport**<br>• *Bus services should avoid The Appian Way and use Jacobs Street instead.*<br>• *Access to public transport facilities should be at street level. Pedestrian bridges and tunnels are discouraged.*<br>• *Bus layover should be located away from high pedestrian activity areas.*<br>• *Short and long term bus planning to be agreed as part of Stage 1.* | The masterplan concept anticipates the extension of Jacobs Street to facilitate bus movements through the CBD. Vicinity is in discussions with TfNSW regarding the relocation of the bus interchange. The masterplan proposal accounts for the interim and long-term bus solution in the CBD. |
| **Car parking and Servicing** | Car parking requirements will be addressed during the DA stages of the redevelopment of the site post Planning Proposal approval and gazettal. |

| Principle | Proposal |
|---|---|
| **Open Space**<br><br>Provide a new open space:<br>• *3,000 –5,000sqm on Rickard Road*<br>• *Turf, soft landscaping, tree planting and Tier 1 playground.*<br>• *Unencumbered by infrastructure (including easements and basement car parking) and drainage infrastructure.*<br>• *Dedicated to Council in the first stage of development.*<br>• *At least 50% of a consolidated portion receives more than 4 hours of direct sunlight between 10am -3pm on 21June*<br>• *Provide an urban plaza adjoining park/ east-west link suitable for events, managed by Vicinity.* | The proposal incorporates a City Park along Rickard Road and playground and Urban Plaza. This space is approximately 4,500sqm in area.<br><br>Overall the total quantum of publicly accessible open space on the site totals approximately 11,000sqm, in a variety of form. This is equivalent to 10% of the site area.<br><br>Open space development details will be further addressed in Development Application Stages post Planning Proposal. |
| **Public Domain**<br>• *Generous street trees and soft landscaping to ameliorate the impacts of the urban heat island affect and climate change.*<br>• *Existing mature trees of significance to be retained as far as possible*<br>• *Deep soil zones provided on each development block in communal open space areas*<br>• *Encourage the celebration of water through the CBD through the potential daylighting of buried creeks, rain gardens, WSUD and use of water features.* | The masterplan concept incorporates a City Park and Green Boulevards acting as through site links.<br><br>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**.<br><br>Public Domain and Landscaping will be further developed during the individual DA Stage. |
| **Building Height**<br>• *Greatest heights located near the station, North Terrace and Stacey Street with landmark buildings on corner sites as identified.*<br>• *No change to existing heights on Rickard Road (35m).*<br>• *Requirements for wind modelling and amelioration measures to prevent wind down drafts into the streets, public open spaces and communal areas*. | The masterplan concept provides the greatest heights near the station, North Terrace and Stacey Street within key corner sites.<br><br>The maximum building height is the PANS-OPS (RL108.2m). This is proposed to apply to the whole site. The flexibility of the building height has been prioritised.<br><br>Despite the proposed maximum building height of RL 108.2, the concept masterplan details buildings along Rickard Road to a height of 35m.<br><br>Wind requirements will be addressed in the DA Stage. |
| **Street Wall** | |

| Principle | Proposal |
|---|---|
| • *Street wall around Paul Keating Park and The Appian Way to match the parapet height of the existing Library (approx. 4 storeys)*<br>• *Street wall to Rickard Road 4 -6 storeys*<br>• *Street walls in the remainder of the site 6 -8 storeys*<br>• *Buildings above the street wall to be set back 8m* | The masterplan concept nominates street walls fronting The Appian Way at 2-6 storeys.<br>The proposed street wall height for Rickard Road is between 2-6 storeys.<br>Street walls in the remainder of the site are between 2-6 storeys.<br>Tower forms are then to be set back between 6-8m above the street wall. |
| **Building Articulation**<br>• *36m building separation for residential buildings over 12 storeys to improve access to sky and solar amenity.*<br>• *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.*<br>• *Buildings to be articulated to create a composition of individual buildings rather than large blocks.*<br>• *No building above the street wall more than 45m in length*<br>• *Buildings longer than 30m to be articulated with recesses and setbacks.*<br>• *Residential towers maximum GFA floorplate of 900m2*<br>• *Commercial towers maximum GFA floorplate of 1,200m2* | The concept proposal has provided the following building separation details:<br>• 6m for commercial to commercial;<br>• 9m for commercial to Hotel;<br>• 12m for commercial to residential;<br>• 12m for hotel to hotel; and<br>• 24m for residential to residential (including student housing).<br>Building articulation will further addressed during the DA Stage.<br>The above are consistent with SEPP 65 Apartment Design Guide building separation requirements which will be a consideration at DA stage. |
| **Ground Floor Frontage**<br>• All frontages:<br>-ground floor same level as footpath<br>-minimum 3m continuous awnings<br>-maximum 1 driveway per block<br>• Primary Frontages –commercial/ retail, 80% active frontage<br>• Secondary Frontages –commercial/ retail, 50% active frontage<br>• Tertiary frontages –residential/ commercial/ retail | Building articulation will be addressed during the DA Stage. |

Overall, the Planning Proposal is generally consistent with the key principals of the draft Urban Design Report.

### *Draft 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 8,437 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, 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 stop and 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 (Educational Establishments and Child Care Facilities) 2017 | Does not detract from future compliance with this policy. |
| SEPP Amendment (Child Care) 2017 | Not relevant |
| SEPP (State and Regional Development) 2011 | Not relevant |
| SEPP (Sydney Drinking Water Catchment) 2011 | Not relevant |
| SEPP (Urban Renewal) 2010 | Not relevant |
| Draft SEPP (Environment) | Consistent. |

| State Environmental Planning Policy | Comment |
|---|---|
| | The Planning Proposal does not contain provisions that contradict or would hinder application of the SEPP in relation to the Sydney Harbour catchment. |
| SEPP (Affordable Rental Housing) 2009 | Not relevant |
| SEPP (Western Sydney Parklands) 2009 | Not relevant |
| SEPP (Exempt and Complying Development Codes) 2008 | Not relevant |
| SEPP (Western Sydney Employment Area) 2009 | Not relevant |
| SEPP (Rural Lanes) 2008 | Not relevant |
| SEPP (Kosciuszko National Park – Alpine Resorts) 2007 | Not relevant |
| SEPP (Infrastructure) 2007 | The Infrastructure 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.<br><br>The Transport Impact Assessment undertaken by CBRK and provided at **Appendix B** and concludes the scale of development in the planning proposal would result in an increase of some 500 vehicles per hour two-way at peak times. Spread between multiple access points, across a number of street frontages, its effects in any location would be modest on the street network. |
| SEPP (Miscellaneous Consent Provisions) 2007 | Not relevant |
| SEPP (Mining, Petroleum Production and Extractive Industries) 2007 | Not relevant |
| SEPP (Sydney Region Growth Centres) 2006 | Not relevant |
| SEPP (State Significant Precincts) 2005 | Not relevant |
| SEPP (Building Sustainability Index: BASIX) 2004 | Not relevant |
| SEPP (Housing for Seniors or People with a Disability) 2004 | Not relevant |
| SEPP (Penrith Lakes Scheme) 1989 | Not relevant |
| SEPP (Kurnell Peninsula) 1989 | Not relevant |

| State Environmental Planning Policy | Comment |
|---|---|
| SEPP No. 14 Coastal Wetlands | Not relevant |
| SEPP No. 19 Bushland in Urban Areas | Not relevant |
| SEPP No. 21 Caravan Parks | Not relevant |
| SEPP No. 26 Littoral Rainforests | Not relevant |
| SEPP No. 30 Intensive Agriculture | Not relevant |
| SEPP No. 33 Hazardous and Offensive Development | Not relevant |
| SEPP No. 36 Manufactured Home Estates | Not relevant |
| SEPP No. 44 Koala Habitat Protection | Not relevant |
| SEPP No. 47 Moore Park Showgrounds | Not relevant |
| SEPP No. 50 Canal Estate Development | Not relevant |
| SEPP No. 52 Farm Dams and Other Works in Land and Water Management Plan Areas | Not relevant |
| SEPP No. 55 Remediation of Land | SEPP 55 requires the planning authority must 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.<br><br>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.<br><br>Future development applications would need to demonstrate consistency with SEPP No.55. |
| SEPP No. 62 Sustainable Aquaculture | Not relevant |
| SEPP No. 64 Advertising and Signage | Subsequent future development applications would need to demonstrate consistency with SEPP 64. |
| SEPP No. 65 Design Quality of Residential Apartment Development | The planning proposal does not seek to change the land use provisions, such that residential flat buildings and shop top housing remain permissible on the land. The concept masterplan has considered the core ADG principles as they may affect building locations and separation. Detailed ADG analysis will be required at DA stage. |
| SEPP No. 70 Affordable Housing (Revised Schemes) | Not relevant |

| State Environmental Planning Policy | Comment |
|---|---|
| SEPP No. 71 Coastal Protection | Not relevant |

### *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.

### *State Environmental Planning Policy (Infrastructure) 2007*

State Environmental Planning Policy (Infrastructure) 2008, 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.

CBRK have prepared a traffic assessment included in the Planning Proposal submission at **Appendix B**.

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

The proposal and the scale of the development scenario contemplated by the concept masterplan would result in an increase of some 500 vehicles per hour two-way at peak times. Spread between multiple access points, across a number of street frontages, its effects in any location would be modest on the street network.

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 | The proposal is consistent with the Direction as it does not reduce the potential floor space for employment uses.<br><br>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 is expected to comprise 62 % of the total GFA. |

| Ministerial Direction | Comment |
|---|---|
| | Further it achieves the objectives of the Direction, which is to encourage employment growth in suitable locations and support the viability of centres. |
| 1.2 Rural Zones | Not applicable |
| 1.3 Mining, Petroleum Production and Extractive Industries | Not applicable |
| 1.4 Oyster Aquaculture | Not applicable |
| 1.5 Rural Lands | Not applicable |
| **Environment and Heritage** | |
| 2.1 Environmental Protection Zones | Not applicable<br>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<br>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 |
| **Housing, Infrastructure and Urban Development** | |
| 3.1 Residential Zones | 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.<br>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.<br>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. |

| Ministerial Direction | Comment |
|---|---|
| 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:<br>• The site supports the principles of integrating land use and transport.<br>• The site exhibits good access to public and private transport use.<br>• The site's proximity to public transport will provide opportunities for residents to access the site.<br>• The train station provides access to Sydney CBD and Liverpool.<br>• Bankstown Train Station will be upgraded to interface with and deliver a new Metro station by 2024. |
| 3.5 Development Near Licensed Aerodromes | The site is subject to Obstacle Limitation Surface (OLS) height limits associated with both Bankstown Airport and Sydney Airport.<br>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.<br>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.<br>The proposed maximum height of RL 108.2 on the site is consistent with and does not exceed the PANS OPS limits as they apply to the land.<br>Nevertheless, the proposal may be required to obtain permission from the Commonwealth Department of Infrastructure and Regional Development and Bankstown Airport seeking permission to amend the building height controls on the subject site.<br>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. |
| 3.6 Shooting Ranges | Not relevant |

| Ministerial Direction | Comment |
|---|---|
| **Hazard and Risk** | |
| 4.1 Acid Sulphate Soils | Not relevant |
| 4.2 Mine Subsidence and Unstable Land | Not relevant |
| 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 relevant |
| **Regional Planning** | |
| 5.1 Implementation of Regional Strategies | Revoked |
| 5.2 Sydney Drinking Water Catchments | Not relevant |
| 5.3 Farm Land of State and Regional Significance on the NSW Far North Coast | Not relevant |
| 5.4 Commercial and Retail Development along the Pacific Highway, North Coast | Not relevant |
| 5.5 – 5.7 | Revoked |
| 5.8 Second Sydney Airport: Badgerys Creek | Not relevant |
| 5.9 North West Rail Link Corridor Strategy | Not relevant |
| 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. |
| **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 | A plan for Growing Sydney has been superseded with A Metropolis of Three cities. The planning proposal is consistent with the aims of A Metropolis of Three Cities as detailed within **Section 10.2.1.** |

| Ministerial Direction | Comment |
|---|---|
| 7.2 Implementation of Greater Macarthur Land Release Investigation | Not applicable. |
| 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 Interim Land Use and Infrastructure Implementation 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 |

# 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**

Although this Planning Proposal seeks a blanket height control across the site of RL108.2m, any future height distribution across the site and articulation of individual building elements will be designed 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 and fun park receiving minimum 4 hours of direct sunlight between 10am - 3 pm on 21 June.

**Open Space Provision**

The intention of the concept masterplan is to provide a variety of open spaces including a city park, a playground, an urban plaza, a food precinct, a garden boulevard 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 4,500sqm.

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 11,000sqm 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 CBRK provided separately to this proposal 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 by CBRK for consideration to assist with maintaining network capacity.

### 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 8,437 additional jobs, contributing circa 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 $88 retail spend, which will contribute to improving the performance of existing retailers within the centre as well as supporting new local retail businesses.
- The proposal will have positive social impacts on the local community and the wider LGA, as follows:
  - Provision of an additional 11,000 sqm of new public open space, in a number of forms including a single area of approximately 4,500sqm.
  - 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 provision of affordable housing dwellings.

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 Preliminary 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.

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

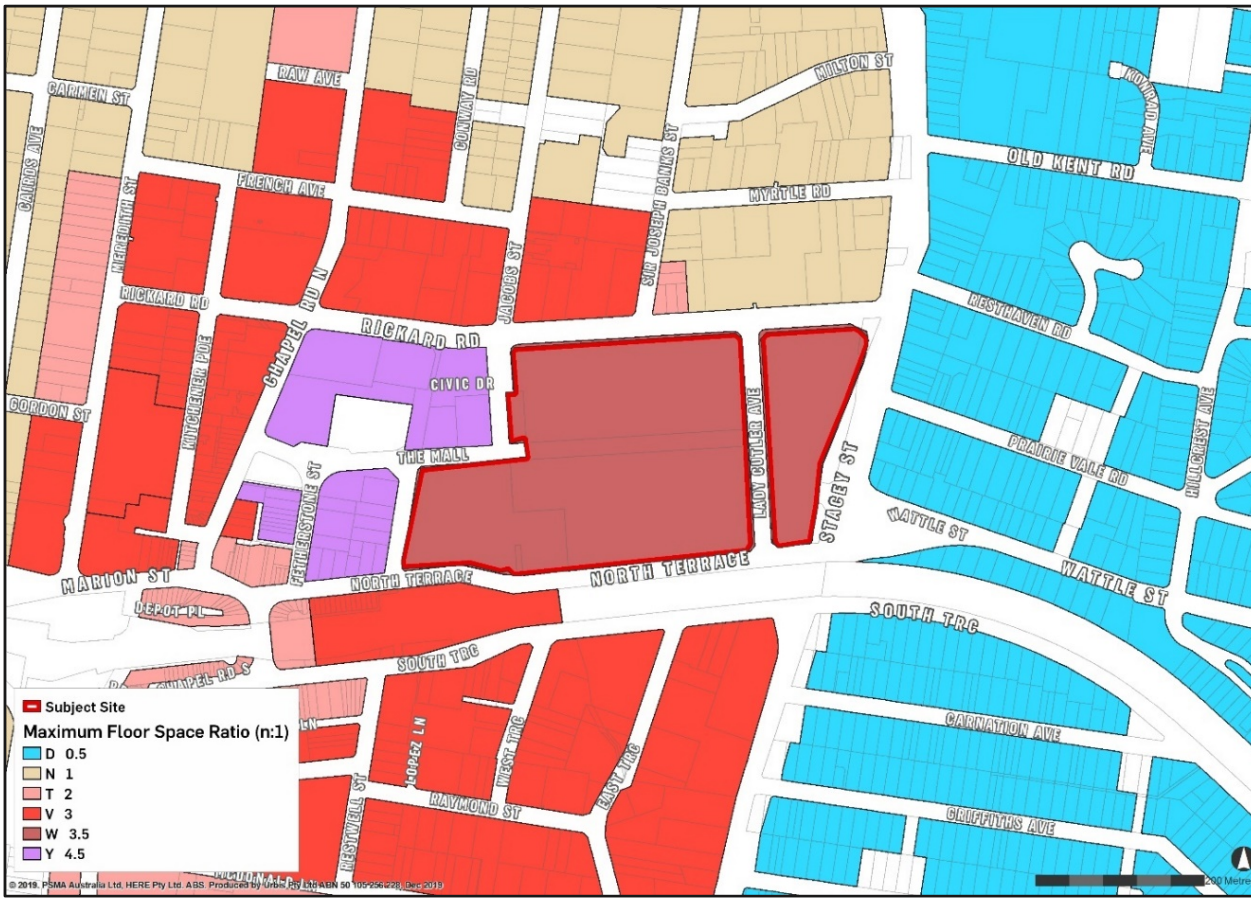


## 11.2. CLAUSE 4.4 FLOOR SPACE RATIO

It is proposed to increase the *Floor Space Ratio Map Sheet FSR_005* across the site from 3:1 to 3.5:1.

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:

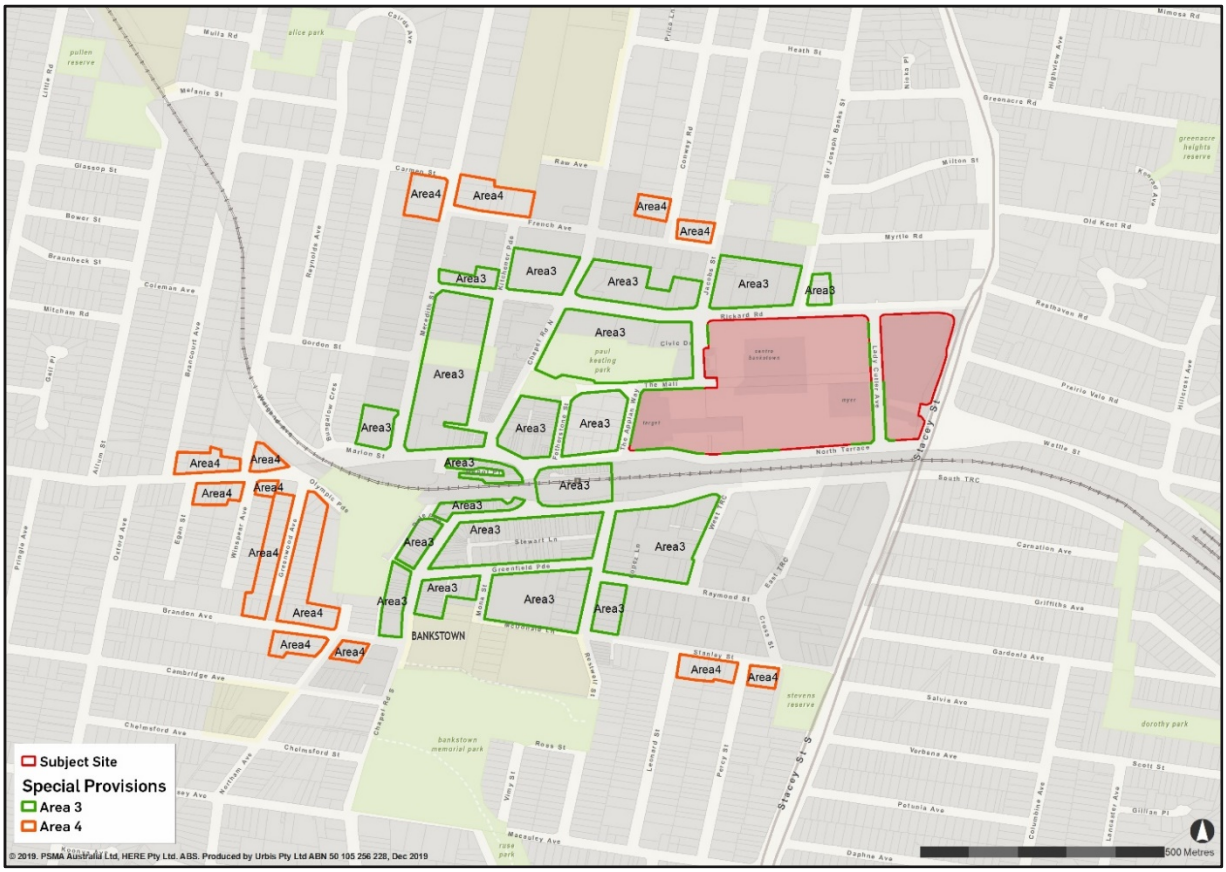
- *to reinforce the status of the Bankstown CBD as the major centre for Bankstown and a place for employment,*
- *to encourage the economic growth of the Bankstown CBD by having commercial floor space in the commercial core,*
- *to promote active street frontages in the commercial core.*

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

- Special Provisions Map Sheet SPV_005

The proposed amendments to the LEP map are shown in Figure 24 of the "Area 3" boundary as it will apply to the site.

Figure 24 – Proposed amendments to Bankstown LEP, 2015 MAP: Special Provisions Map Sheet SPV_005




The changes to the LEP map are proposed to demonstrate the particular street frontages to which this Clause applies. In particular, it is proposed that Clause 6.9 apply only to the following street frontages:

- North Terrace (In part)

- The Appian Way (In part)
- Jacobs Street (In part)
- The Mall (In part)
- Lady Cutler Avenue (southern section)

The proposed map has been developed to ensure the provision of active street frontages is applied to highly trafficked pedestrian areas where this control is best directed. In these instances, the activation of the two lower levels of a mixed-use development will maintain the commercial role of the centre and provide activated street edges to contribute to pedestrian interest and vitality. It will also prevent the provision of retail and commercial tenancies along frontages where it is recognised that it will not be economically viable.

# 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 12 months. 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 most recent meeting was held at Council on 12th December 2019, where it was agreed that this Planning Proposal would be lodged with Council.

These meetings 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 and the Bankstown Central Draft Urban Design Principles. 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.

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 within approximately an 18-month period from lodgement. An indicative project timeframe is provided below.

Table 16 – Indicative Project Timeline

| Stage | Timeframe and/or Date |
|---|---|
| Consideration by Canterbury Bankstown Council | Q2 2020 |
| Planning Proposal referred to DPE for Gateway Determination | Q3 2020 |
| Gateway Determination by DPE | Q4 2020 |
| Commencement and completion of public exhibition period (anticipated timeframe for public exhibition is 28 days). | Q1 2021 |
| Consideration of submissions | Q1 2021 |
| Consideration of the Planning Proposal post-exhibition | Q2 2021 |
| Submission to DPE to finalise the LEP | Q2 2021 |
| Gazettal of LEP Amendment | Q3 2021 |

The above timeframes will 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 building heights of up to RL108.2m across the Site.
- Amend the BLEP FSR Map to provide for an FSR of 3.5:1 across the Site (being consolidation of the current 3:1 plus the 0.5:1 sustainability bonus currently available via clause 4.4A).
- 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 retained 3.5:1 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: 15,293 sqm. Retained Retail GFA of the existing centre is 113,257 sqm.
- Commercial GFA: 105,596 sqm
- Hotel GFA: 29,298 sqm
- Residential GFA: 86,418 sqm
- Residential (Student Accommodation) GFA: 59,976 sqm
- Residential (Serviced Apartments) GFA: 6,485 sqm
- Childcare GFA: 891 sqm

The proposal will facilitate the following:

- Assumed Student Accommodation Yield: 1664
- Assumed Residential Apartment Yield: 929
- Assumed Hotel Rooms Yield: 572
- Assumed Serviced Apartments Yield: 84

Overall, the land use split is approximately 146,457 sqm of residential (apartments and student accommodation) and 157,563sqm of non-residential floorspace.

This assumed mix will deliver 8,437 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. The proposal will take the total jobs provision on site to 11,067.

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 that will align with the construction of Western Sydney University Bankstown Campus 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 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 draft 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 extension of The Mall through the retail centre);
    - Provision for a mix of intended future land uses to ensure shot 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 8,437 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 provision of an additional 11,000 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 $88 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.*

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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 GIS MAPPING

# APPENDIX G LANDSCAPE CONCEPT MASTER PLAN

# APPENDIX H DEVELOPMENT CONTROL PLAN

# APPENDIX I RECORD OF FEEDBACK FROM COUNCIL ON MASTERPLAN

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21 July 2020

Ms Shona Porter
Coordinator Strategic Assessments
Canterbury-Bankstown Council
Bankstown Civic Centre
66 - 72 Rickard Road
Bankstown NSW 2200

Dear Shona,

# BANKSTOWN CENTRAL PLANNING PROPOSAL | RESPONSE TO REQUEST FOR INFORMATION

This letter has been prepared to respond to the comments provided by Canterbury-Bankstown Council (**Council**) following a preliminary assessment of the Planning Proposal at 1 North Terrace, Bankstown (**the Site**).

This follows a 'Request for Information' (**RFI**) letter dated 11 March 2020 which you sent to Vicinity Centres PM Pty Ltd (**Vicinity**) and marked for my attention.

The response to each of the matters raised by Council with the RFI is set out within this letter contained within **Table 1** below. This response is accompanied by the several appendices which address various technical issues and should be read alongside this response. These are as follows:

- Revised Planning Proposal Diagrams prepared by FJMT – **Attachment A**
- Bankstown Market Assessment prepared by Urbis – **Attachment B**
- Updated Transport Impact Assessment prepared by GTA Consultants – **Attachment C**
- LEP Mapping prepared by Urbis – **Attachment D**
- Retail Development Potential Assessment prepared by Urbis – **Attachment E**
- Updated Draft Site Specific DCP prepared by Urbis – **Attachment F**

## REVISIONS TO THE SCHEME

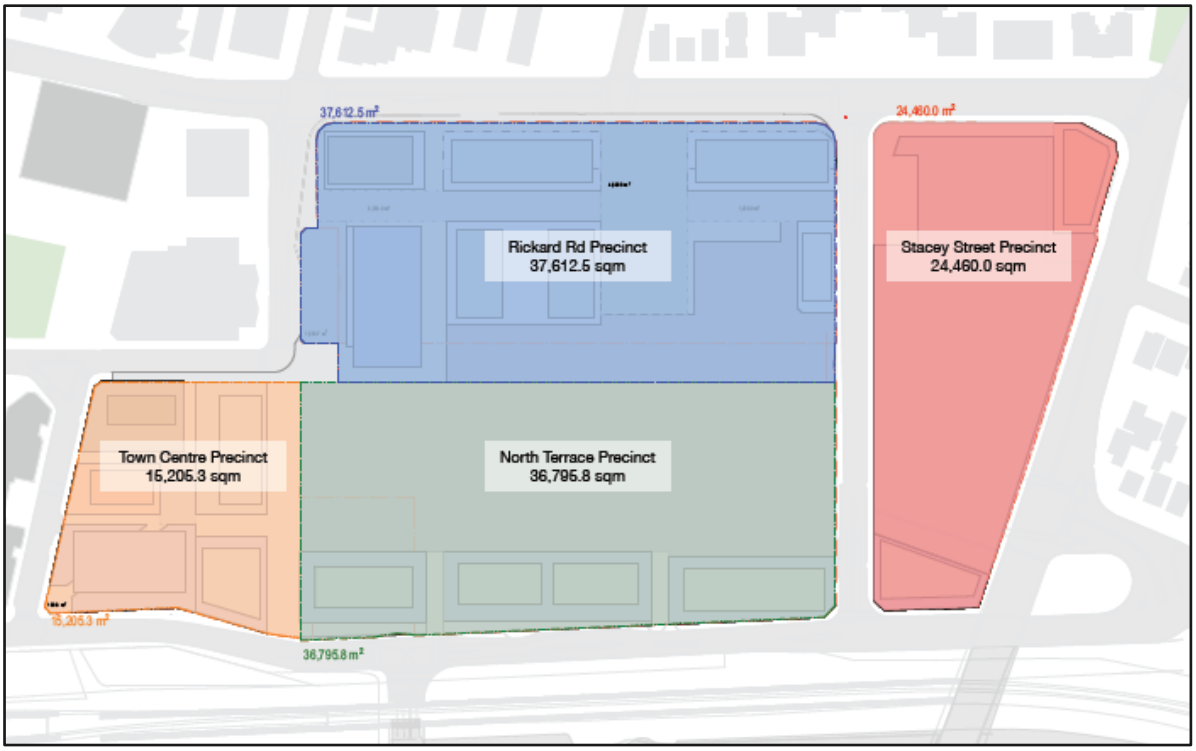
In response to feedback from Council and to address some of the matters raised, Vicinity has revised the Planning Proposal scheme in the following manner:

- **Floor Space Ratio** – It is now proposed that a number of proposed maximum FSR levels will be sought across the site, with the Town Centre Precinct at 6.35:1, North Terrace Precinct at 3.8:1 and the Rickard Road and Stacey Street Precincts remaining at the current LEP control of 3:1.

- **Height of Building** – In response to Council's request to have a building height transition across the site, the proposed maximum heights of building have been revised to accommodate a range of maximum height levels. This incorporates the following:
  - Town Centre Precinct – RL108.2 (PANS-OPS);
  - North Terrace Precinct – RL96.0;
  - Rickard Road South Precinct – RL96.0;
  - Rickard Road North Precinct – 35m (current LEP maximum height); and
  - Stacey Street Precinct – Part 35m / Part RL108.2 (in the north eastern corner and southern boundary)

The proposed Precincts at the site are illustrated in **Figure 1** below.

Figure 1 Bankstown Masterplan Precincts




*Source: FJMT*

The LEP mapping which accompanies the Planning Proposal has been updated to reflect these amendments (see **Attachment D**).

**Table 1** overleaf outlines the matter raised by Council and provides the Proponent's response to each of these, referencing the associated technical documentation where required.

Table 1 Response to Council Request for Further Information

| Issue | Summary of Issue | Response |
|---|---|---|
| **Request for additional information** | *In summary, Council requires the following other information:*<br>▪ *Revised Economic Analysis*<br>▪ *Revised Traffic Impact Assessment*<br>▪ *A Planning Agreement offer to provide a mechanism to deliver public benefits.* | ▪ Economic Analysis – A Bankstown Central Market Depth Assessment has been prepared by Urbis and is provided at **Attachment B**<br>▪ Traffic Impact Analysis – An updated Traffic Impact Assessment has been prepared by GTA Consultants and is provided at **Attachment C**<br>▪ This is addressed later within this document. |
| **Building Height, Floor Space Ratio and Activation** | *1. Building Height, Floor Space Ratio and Activation*<br>*The planning proposal seeks a significantly different built form outcome than that envisioned within Council's Complete Streets Masterplan and SJB urban design principles.*<br>*Specific issues include:*<br>▪ *The blanket increase in building height to the maximum PANS-OPS height plane of RL 108.2m is not supported.* | ▪ The proponent has revised the proposed maximum height of building control for the site following discussions with Council. It is now proposed to have a varied height control within various 'precincts' across the site to enable a height transitions towards the lower scale properties to the north. This is illustrated in **Attachment A**, with the proposed new height controls being:<br>– Town Centre Precinct – RL108.2 (PANS-OPS);<br>– North Terrace Precinct – RL96.0:<br>– Rickard Road South Precinct – RL96.0:<br>– Rickard Road North Precinct – 35m (as per the existing LEP control); and<br>– Stacey Street Precinct – Part RL108.2 / Part 35m. |

| Issue | Summary of Issue | Response |
|---|---|---|
| | ▪ *Any increase of building height would need to be justified through addressing matters such as visual impact, overshadowing, building massing and typology, building separation, street wall proportions, scale, and transition to adjoining areas.*<br>▪ *The blanket removal of Clause 6.9 as it applies to the subject site is not supported.* | ▪ The specific design approach to the matters raised, along with solar analysis, were detailed within the original Concept Urban Design Report, as prepared by FJMT, and submitted with the Planning Proposal last year.<br>▪ It is noted that the original PP package contained updated LEP Mapping which identified the locations at the site where it is sought to remove this policy, rather than a blanket removal. This proposed Map is again lodged within **Attachment D** to this letter.<br>▪ This is generally along Rickard Road and Stacey Street, where non-residential uses are unlikely to be supported, given the extensive retail and commercial provision across and within the wider site.<br>▪ As such this approach will prevent the mandated provision of retail and commercial floor tenancies along street frontages which are not economically viable. |
| **Site Specific Floor Space Ratio Transfer Provision** | *2. Site Specific Floor Space Ratio Transfer Provision*<br>*The planning proposal should be amended to identify the proposed FSR controls across the site* | ▪ A provision was originally sought to provide the ability to transfer GFA across the land parcels on both sides of Lady Cutler Avenue, to allow the wider Bankstown Central site to operate as a single Lot for FSR purposes. Although this approach has previously been accepted by other Councils, this is not the case in this instance.<br>▪ As such, the PP scheme has been revised to divide the wider site into 4 ‘Precincts’ for FSR purposes, each with an individual FSR control. These have been designed in the knowledge of the various Lot boundaries at the |

| Issue | Summary of Issue | Response |
|---|---|---|
| | | site and will allow for future DAs to be brought forward which comply with these proposed controls. See Attachment A for more detail on this issue.<br>▪ The proposed FSR controls are as follows:<br>– Town Centre Precinct – 6.35:1;<br>– North Terrace Precinct - 3.8:1;<br>– Rickard Road Precinct – No change to current FSR control in LEP; and<br>– Stacey Street Precinct – No change to current FSR control in LEP.<br>▪ It should be noted that across the wider site, the cumulative FSR remains at 3.5:1 as previously proposed within the originally submitted PP. |
| **Economic Analysis** | *3. Economic Analysis*<br>*A more comprehensive analysis is required which includes a market assessment of supply and demand for retail, commercial, student and tourist accommodation and residential uses. Specific areas include:*<br>▪ *How the proposal maintains current and projected (to 2036) commercial floor space, particularly as the proposal will result in residential flat buildings allowable across the site.* | ▪ A Market Depth Assessment (Market Assessment) has been prepared by Urbis to respond to the queries from Council and this is contained at **Attachment B**. Furthermore, the most recently completed Retail Development Potential Assessment is also provided at **Attachment E**.<br>▪ The Market Assessment has been prepared to demonstrate that the proposed mix of uses within the Planning Proposal is suitable for the site and there is market supportability for the scale of uses proposed. |

| Issue | Summary of Issue | Response |
|---|---|---|
| | ▪ *How we address LSPS employment and housing strategies, including a mechanism for employment floor space protection.*<br>▪ *Up to 15% affordable housing provision should be tested in order to achieve the vision established in Connective City 2036*<br>▪ *A revised schedule of existing and proposed floor areas to be provided outlining the current provision and anticipated provision post development.*<br>▪ *Further economic analysis is required to test market depth for this quantum of tourist accommodation.*<br>▪ *Council employment targets are higher than contained within the proposal. The proposal may not supply as much of the employment targets as claimed.* | ▪ A Detailed Commercial Office Assessment is contained within the Market Assessment at **Attachment B**. This identifies that:<br>– The PP site can meet 99% of the additional floorspace demand in the catchment to 2036.<br>– The site will represent 25% of the total supply in the catchment by 2036.<br>– The site can meet 89% of the total floorspace deficit in the catchment by 2036.<br>– The construction of 105,996sqm of commercial floorspace at the site by 2036 is supportable.<br>▪ To note that residential flat buildings are already permitted with the B4 Mixed Use zone in the Bankstown LEP. The proposed commercial floorspace within the scheme is 118,565 sqm which is 38.5% of the new GFA (this rises to 53.4% when new hotel, retail & childcare is included) as proposed within this revised PP scheme.<br>▪ An assessment of housing and jobs targets against the LSPS '*Connective City 2036*' is provided within the Planning Proposal Report lodged with the original PP. This concluded that the proposal is consistent with the vision and objectives of the LSPS and will deliver additional jobs and dwellings to help meet the targets identified in the Greater Sydney Region Plan and South District Plan. |

| Issue | Summary of Issue | Response |
|---|---|---|
| | | ▪ A mechanism to secure an appropriate amount of non-residential floorspace across the site can be delivered through the site specific DCP. Vicinity will work with Council to ensure that this can be appropriately tailored to reflect the Masterplan proposal and the anticipated staging of development.<br>▪ We have stated in the PP that the provision of affordable housing will be completed at the individual DA stage. However, initially an offer of 5% affordable housing is offered by the proponent, which would provide circa 46 affordable units as part of the proposal. It is noted that this is within the range that is considered viable as identified within the *Greater Sydney Region Plan* prepared by the Greater Sydney Commission.<br>▪ A revised schedule of floorspace is provided within **Attachment A**.<br>▪ A Short-Term Accommodation Market Assessment is provided within the Market Assessment at **Attachment B** which provides the analysis for the proposed tourist accommodation uses.<br>▪ The employment generation which has been calculated and detailed within the Planning Proposal is prepared utilising industry standard benchmarks to derive the data. We consider this is an acceptable approach to identifying employment generation for the site. |

| Issue | Summary of Issue | Response |
|---|---|---|
| **Traffic Impact Assessment** | *4. Traffic Impact Assessment*<br>▪ *Please provide details of the proposed location of the bus interchange and details of discussions with TfNSW.*<br>▪ *Extension of Jacobs Street to North Terrace is supported, however further detail on design and activation is required.*<br>▪ *The TIA traffic breakdown differs to that of the planning proposal, this will need to be updated to be consistent and reflect demand for floorspace/yield.*<br>▪ *The lack of public transport services in a north/south direction from the site is not documented in the TIA.*<br>▪ *Traffic generation as a result of the adjacent WSU is not adequately addressed, a revised TIA should address this.* | An updated Transport Impact Assessment prepared by GTA Consultants has been included within the submitted package as **Attachment C.**<br>▪ The PP has accommodated a 'bus only transit street' as part of the future Jacobs Street Extension. Discussions between TfNSW and WSP have indicated that terminating bus services will not need to remain within the CBD indefinitely and should indeed be positioned outside of the CBD. The submitted DA for the bus layover and interchange provides a detailed discussion on this matter (DA-529/2020).<br>▪ Further detail on the Jacobs Street extension to the North Terrace has been accommodated within the submitted package and is included within **Attachment C.**<br>▪ The Traffic Impact Assessment has been revised and reviewed to ensure that it is consistent with the recent update to the floorspace figures outlined within the updated Development Summary at **Attachment A**.<br>▪ The assessment has provided an analysis based on the projections used within the modelling used in Complete Streets. This has included a high-level estimation of the projected growth of the Bankstown CBD inclusive of the proposed Western Sydney University (WSU)campus.<br>▪ The assessment has provided indicative parking rates. The anticipated post development car parking rates and supply is a total of 4,774 spaces. |

| Issue | Summary of Issue | Response |
|---|---|---|
| | ▪ *Car parking rates will need to be resolved as part of the planning proposal.*<br>▪ *Undergrounding of Bankstown Metro Station is to be considered when making strategic transport decisions.*<br>▪ *The railway underpass between North and South Terrace is currently a pinch point for traffic. The impact of the development on the functionality of this is to be assessed.*<br>▪ *The Proponent should continue discussions with TfNSW in regard to Stacey Street and for cycleways to be included within street boundary.*<br>▪ *The traffic assessment needs to consider Council's adopted plan for Fetherstone and The Appian Way to become shared zones and an extension to Jacobs Street for bus movements, as per Complete Streets.* | ▪ The future Bankstown Metro Station has been considered within the PP and submitted documentation within this RFI.<br>▪ The possible impacts of traffic in the vicinity of the railway underpass between North and South Terrace have been assessed. The assessment has concluded that the Planning Proposal will have a negligible and acceptable impact on the operation and safety of the surrounding road network.<br>▪ Discussions were held with TfNSW regarding the potential upgrades on Stacey Street on 20th April 2020. During that meeting, TfNSW confirmed the upgrade was at a planning phase only but, if completed, would improve the capacity of the road network. There was no discussion at the meeting for a requirement for the Planning Proposal to be amended to suit the potential needs of this project.<br>▪ The assessment within **Attachment C** has addressed the impacts of these road network changes. The staging of the extension of Jacobs Street also outlines a means by which these projects can be realised by Council. |

| Issue | Summary of Issue | Response |
|---|---|---|
| **Flooding and Drainage** | *5. Flooding and Drainage*<br><br>*Flooding is a significant issue for the Bankstown CBD. The submission does not adequately address flooding and overland flow paths. Matters include:*<br><br>▪ *Floodway and overland flow paths.*<br><br>▪ *Impact of flood behaviour on roads, footpaths and floor level design.*<br><br>▪ *Drainage capacity to be modelled including Appian Way and Mall Culvert which need to be relocated.* | ▪ Vicinity Centres is aware that Council is presently working through design solutions to mitigate flooding matters relating to the site, particularly along Apian Way. It is expected that agreement can be reached on the scope and funding of this work after Council concludes their design and costing later this year. |
| **Sustainability** | *6. Sustainability.*<br><br>*We note that the proposal effectively bypasses Clause 4.4A Additional gross floor area for more sustainable development in Bankstown CBD commercial core. This clause allows additional floor space to encourage building design (namely the built form and layout) of large-scale commercial development and mixed-use development in Zone B4 Mixed Use that minimises the consumption of energy and water.* | ▪ A requirement for sustainability measures has been introduced into the update to the draft site specific DCP as part of this response within **Attachment F**. Vicinity wish for this document to be used as a basis of the new DCP moving forwards and wish to work with Council to ensure this is can be agreed,<br><br>▪ The sustainability requirements of LEP Clause 4.4A (current and proposed) are likely to be lower than Vicinity aspirations for sustainability measures to be incorporated into future development at the site. |

| Issue | Summary of Issue | Response |
|---|---|---|
| **Development Control Plan** | *7. Development Control Plan*<br><br>*The Development Control Plan submitted with the planning proposal is deficient. Council will prepare a site specific DCP in consultation with the Proponent.*<br><br>*Council is currently undertaking master planning and development controls for the broader city centre and the subject site will be included as part of this work.* | ▪ Vicinity has provided an updated draft Site Specific DCP within this RFI response at **Attachment F** and wish for this to form the basis of the new DCP controls for the site.<br><br>▪ The updated draft DCP contains the proposed setbacks and street wall heights which have been tested by the architects and are considered appropriate. Vicinity are willing to work with Council finalise this DCP. |
| **Planning Agreement** | *8. Planning Agreement*<br><br>*It is envisaged that a Planning Agreement will be necessary to achieve a significant expansion of the Bankstown Central precinct. A revised planning package needs to include an offer. Council would be willing to work collaboratively on this as the development concept is refined and infrastructure needs better understood.* | Vicinity note Council's comments regarding a possible VPA as a consequence of the Planning Proposal. The Centre's co-owners are open to a discussion on the topic of a VPA which provides for improvements local to the Bankstown Centre precinct and in relation to the further development of the Bankstown CBD. However, while that openness exists, we do draw Council's attention to:<br><br>▪ The extensive new public open space that is delivered as part of this Planning Proposal scope including a major new park on Rickard Road in addition to the more than 4,000sq.m of publicly accessible open space in the first stage of the development at Jacobs Street, |

| Issue | Summary of Issue | Response |
|---|---|---|
| | | ▪ The landscaped east west promenade that will be delivered linking Jacobs Street through the site and past the public open space to Lady Cutler Drive, and<br>▪ The proposed bus facility that is delivered in the Jacob Street extension through our site and which will enable many of Council's desired changes to the street network of the Bankstown CBD while enabling long term transport interchange proximate to the Metro and heavy rail stations.<br><br>These things have been developed through careful analysis of the community needs analysis and our review of the required transport infrastructure for the future CBD which is set out in the reports that we included in our December 2019 submission. There also remains the need for a solution to the flooding of the precinct a component of which solution is likely to become part of the VPA in due course. |

We trust that the above information provides a suitable response to each of the matter raised by Council within the letter dated 11th March 2020.

It is hoped that both Vicinity and Council can continue to work together to achieve the best possible outcome for this Planning Proposal and the wider Bankstown Central site, to help the deliver tangible community and economic benefits that this proposal envisages.

Once you have had the chance to review the content of this letter and the various attachments, we would be content to arrange a further meeting to discuss the likely progress towards reporting the Planning Proposal to a Council meeting.

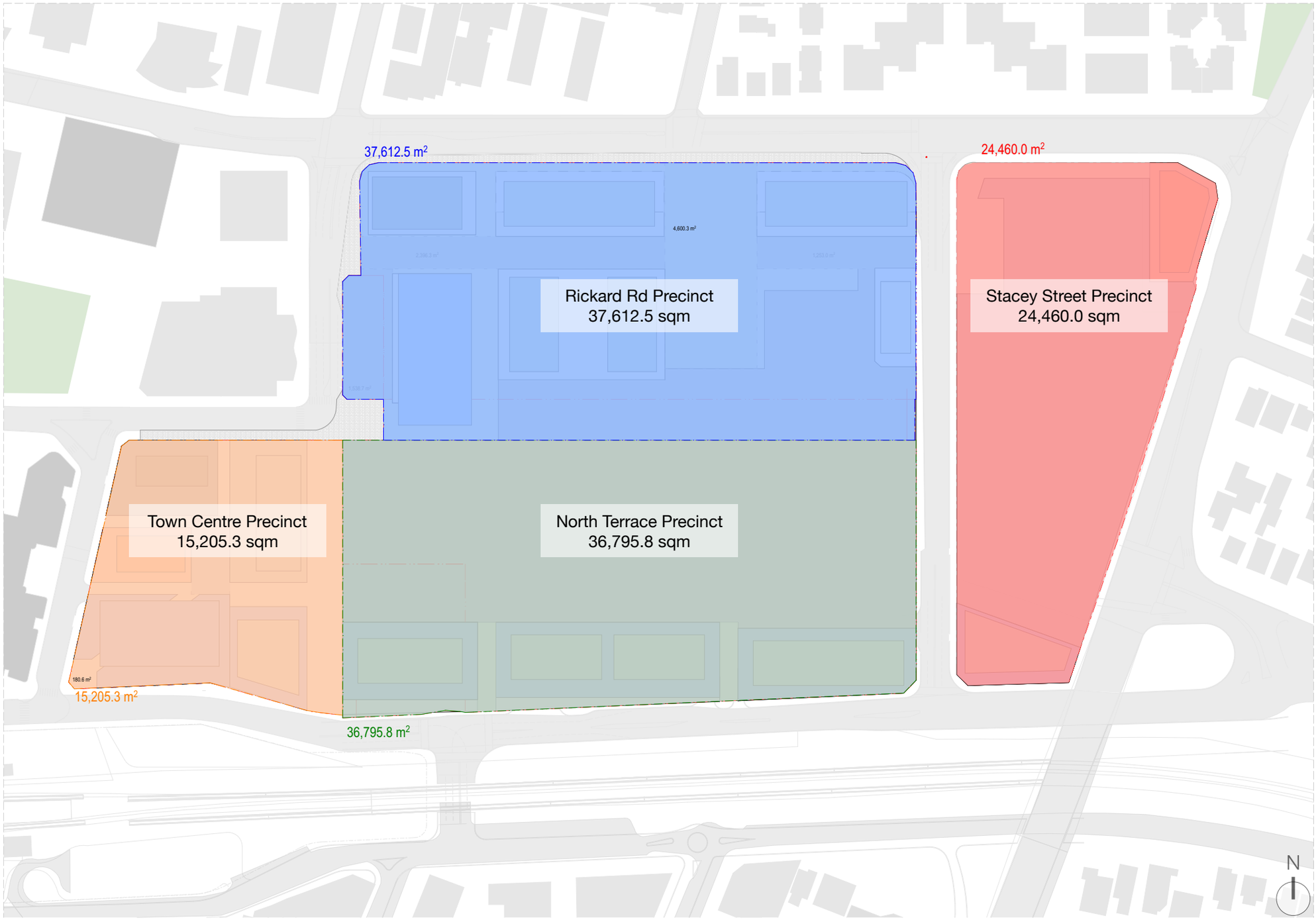
If you have any questions in relation to this letter, please don't hesitate to contact the undersigned on (02) **8233 9900** or via email at nwheeler@urbis.com.au

Yours sincerely,

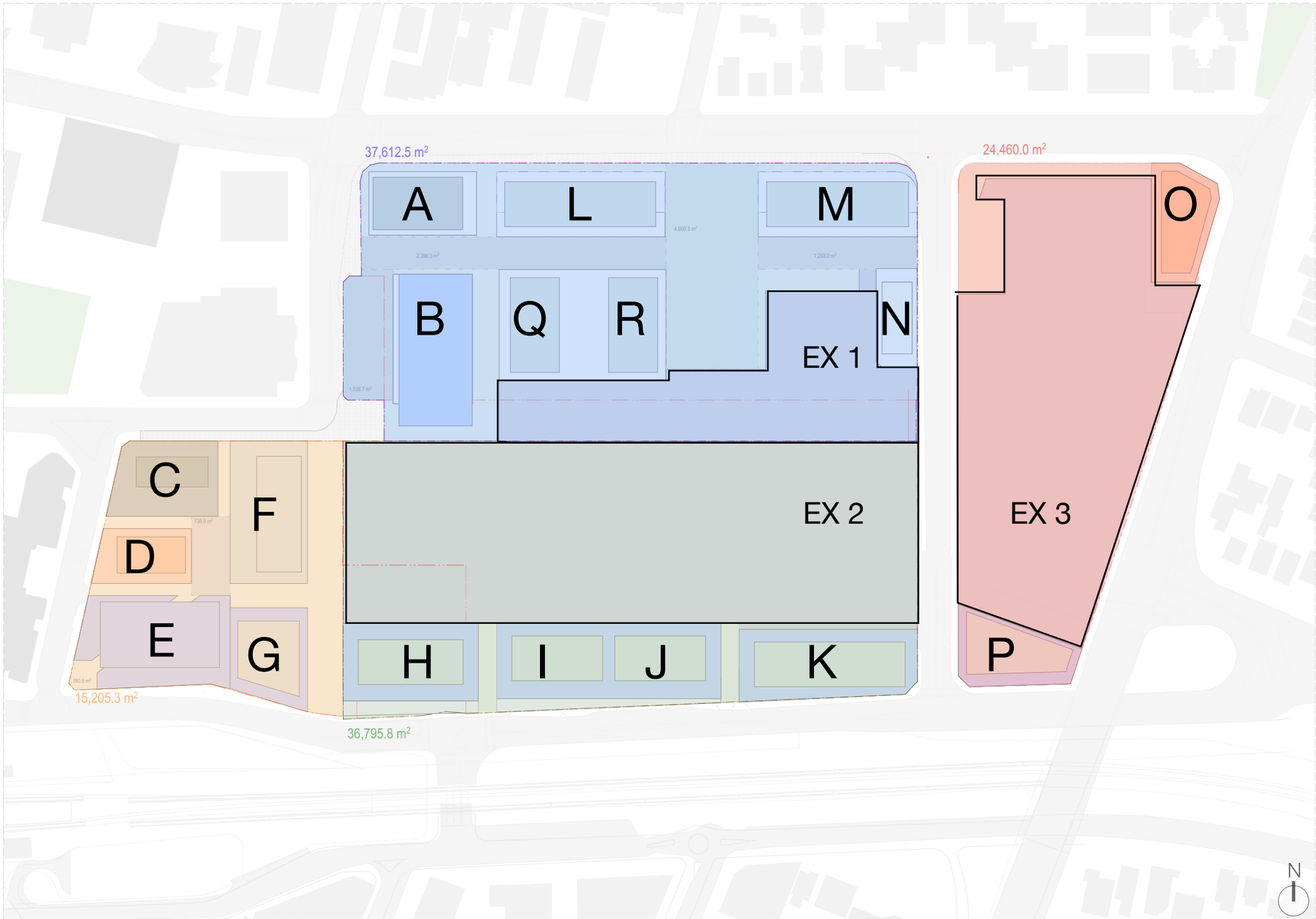


Nik Wheeler
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# Bankstown Masterplan Precincts



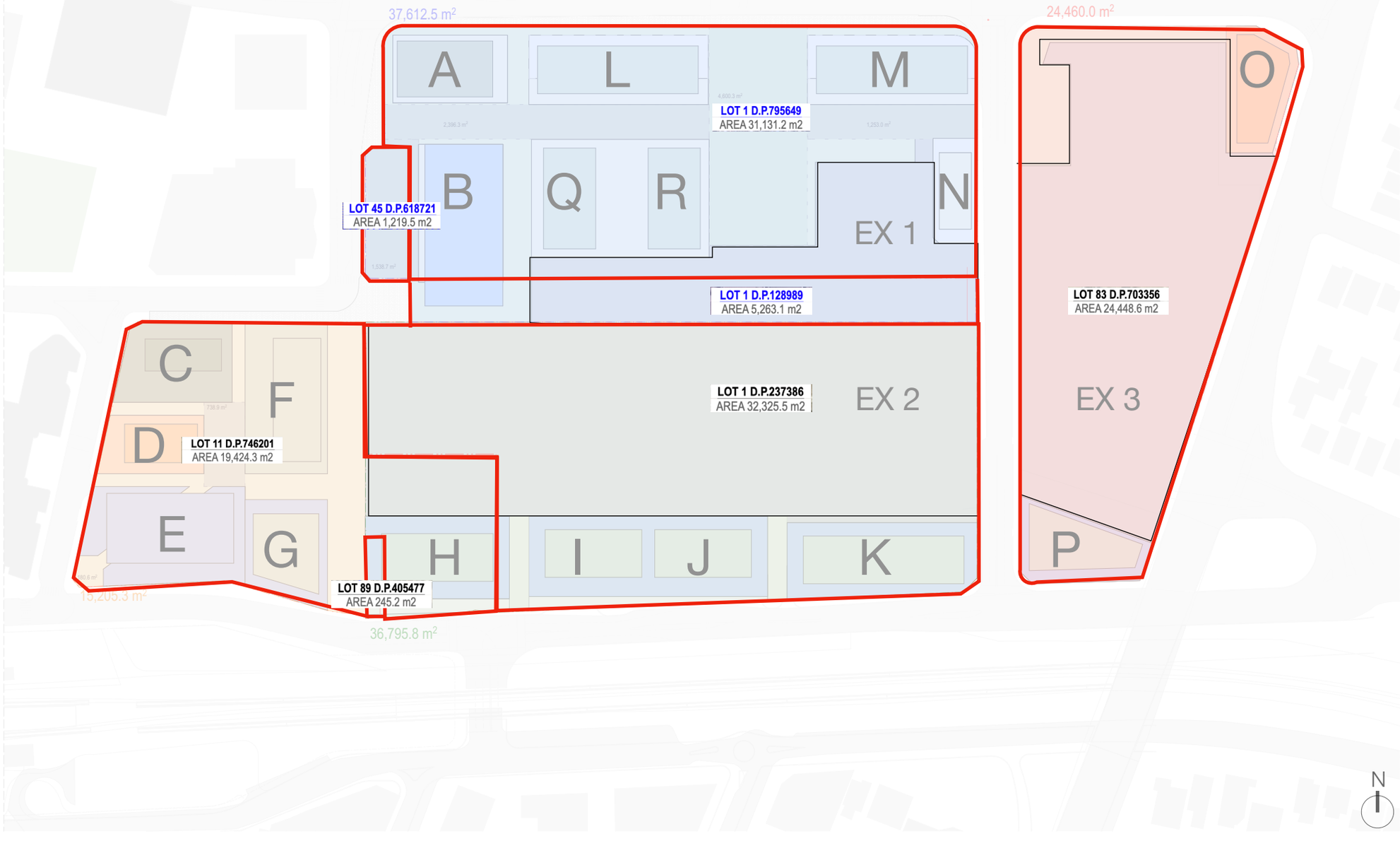
# Development Blocks A-P & Remaining Retail Centre EX1-EX3




1 : 2000

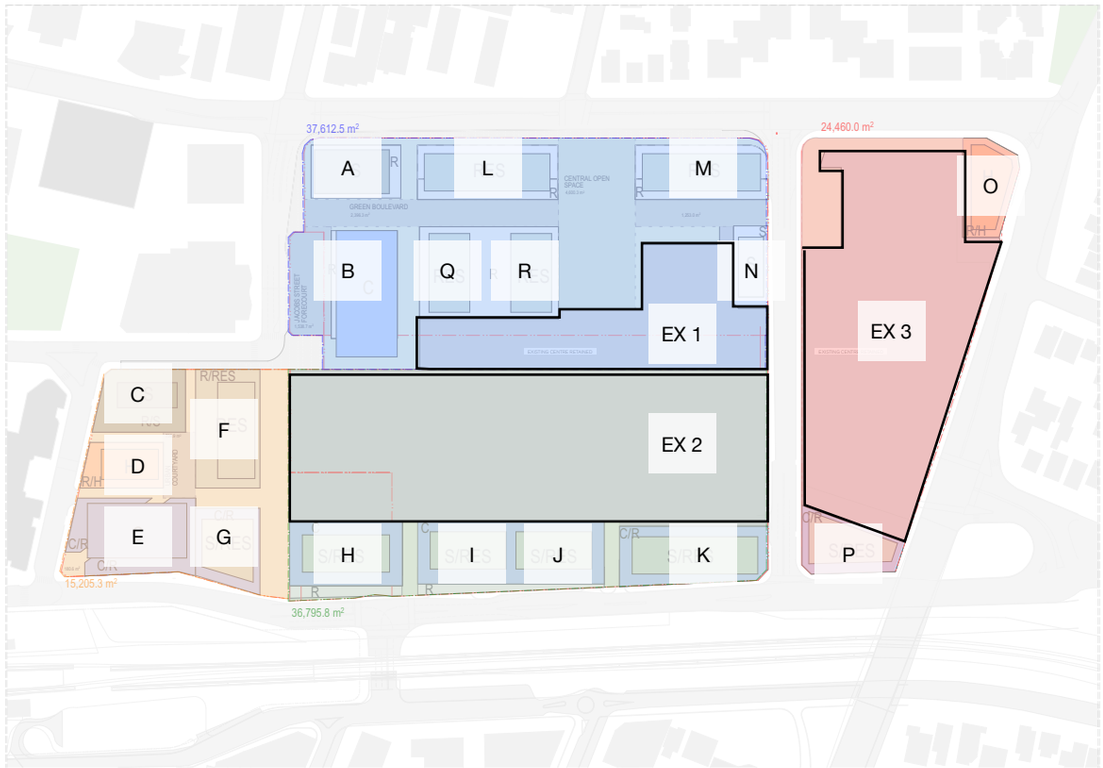
# Development Blocks A-P & Remaining Retail Centre EX1-EX3

## Lot Boundaries Overlaid




1 : 2000

# GFA by Precinct




1 : 2000

**Rickard Rd Precinct Site Area- 37,612.5 sqm**

BLOCK **A** Building GFA= **12228** sqm
BLOCK **B** Building GFA= **19643** sqm
BLOCK **L** Building GFA= **10623** sqm
BLOCK **M** Building GFA= **12005** sqm
BLOCK **N** Building GFA= **6260** sqm
BLOCK **Q&R** Building GFA= 29946 sqm
Existing Centre (Ex 1) GFA= 13347 sqm

Rickard Rd Precinct GFA: **104,052** sqm

**Town Centre Precinct Site Area- 15,205.3 sqm**

BLOCK **C** Building GFA= 11445 sqm
BLOCK **D** Building GFA= 13178 sqm
BLOCK **E** Building GFA= 29554 sqm
BLOCK **F** Building GFA= 21983 sqm
BLOCK **G** Building GFA= 19971 sqm

Town Centre Precinct GFA: 96,131 sqm

**North Terrace Precinct Site Area- 36,795.8 sqm**

BLOCK **H** Building GFA= 21656 sqm
BLOCK **I&J** Building GFA= 35444 sqm
BLOCK **K** Building GFA= 27778 sqm
Existing Centre (Ex 2) GFA= 54358 sqm

North Terrace Precinct GFA: 139,236 sqm

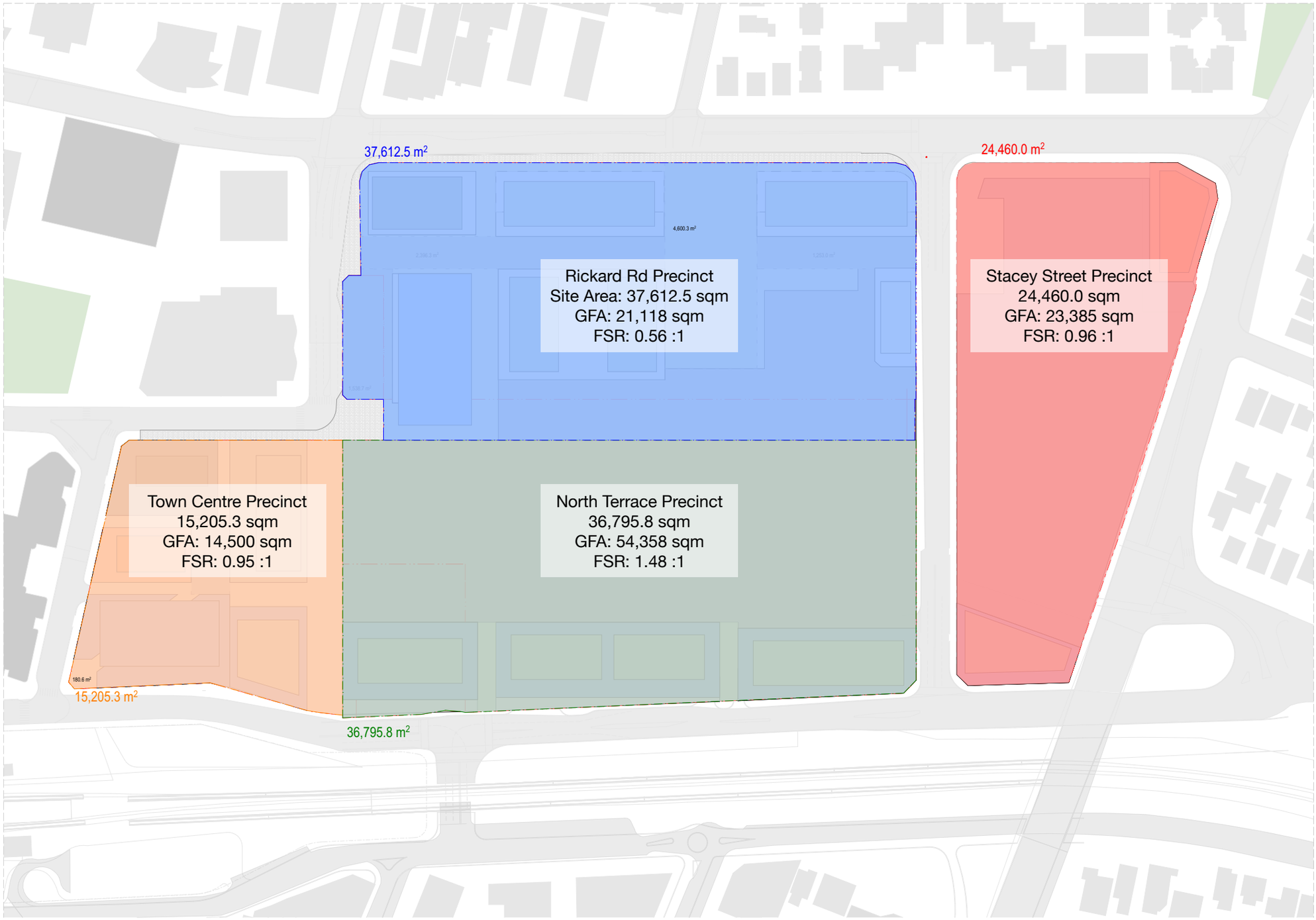
**Stacey Street Precinct Site Area- 24,460.0 sqm**

BLOCK **O** Building GFA= 16839 sqm
BLOCK **P** Building GFA= 19496 sqm
Existing Centre (Ex 3) GFA= 23385 sqm

Stacey St Precinct GFA: 59,720 sqm

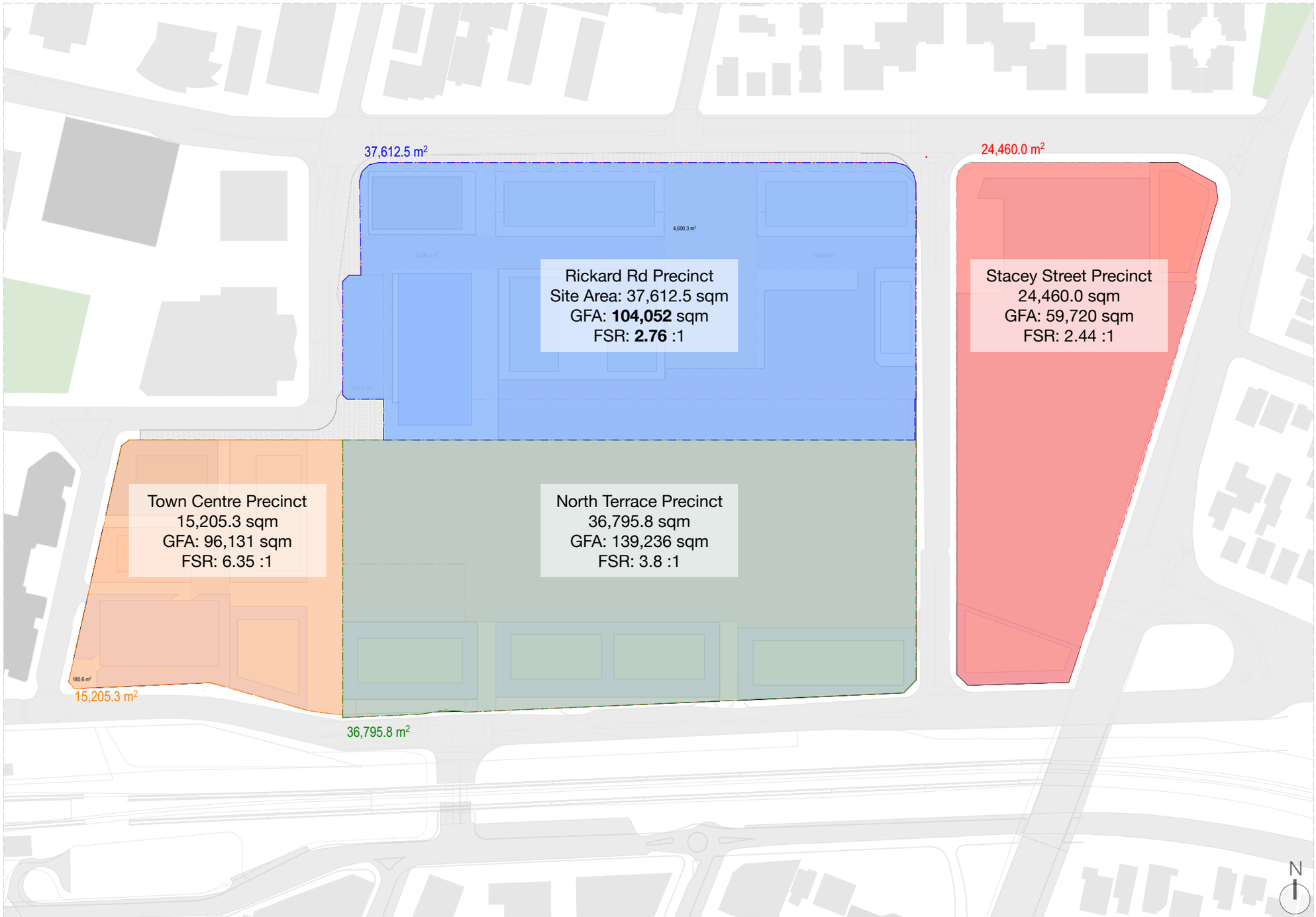
**Total GFA = 399,138 sqm**

# GFA & FSR by Precinct (existing)



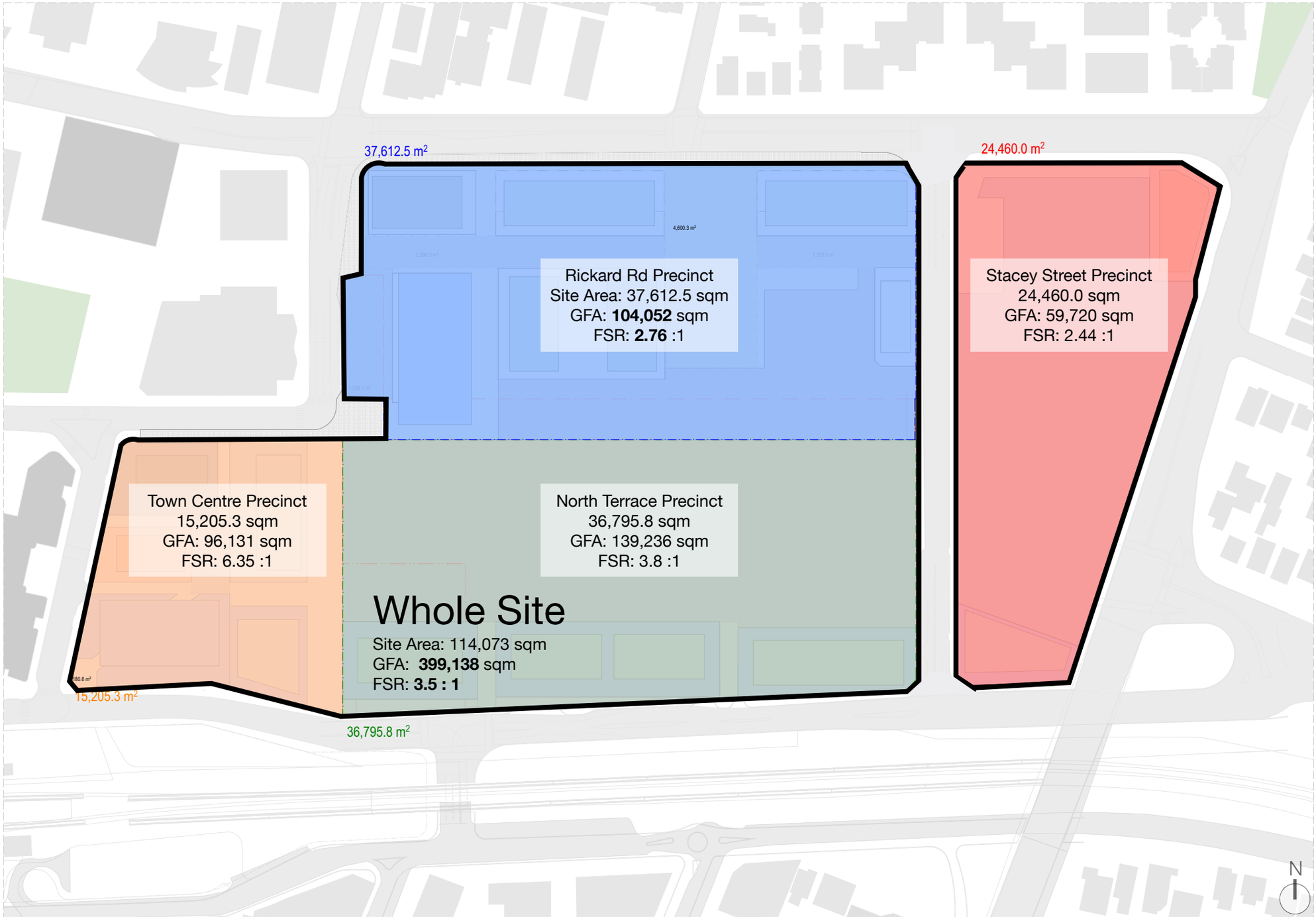

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# FSR by Precinct (proposed - post PP)



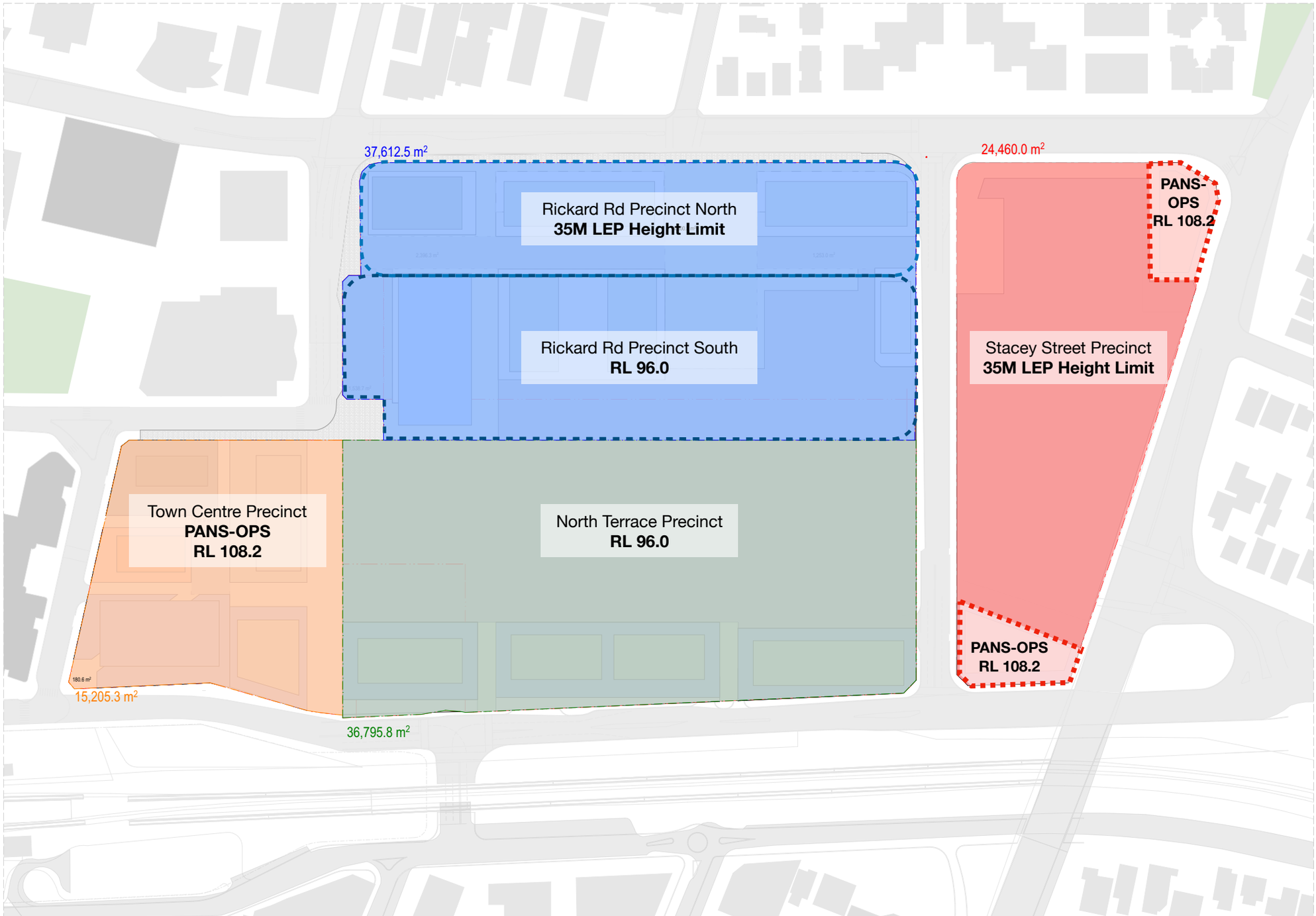

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# FSR - Whole Site




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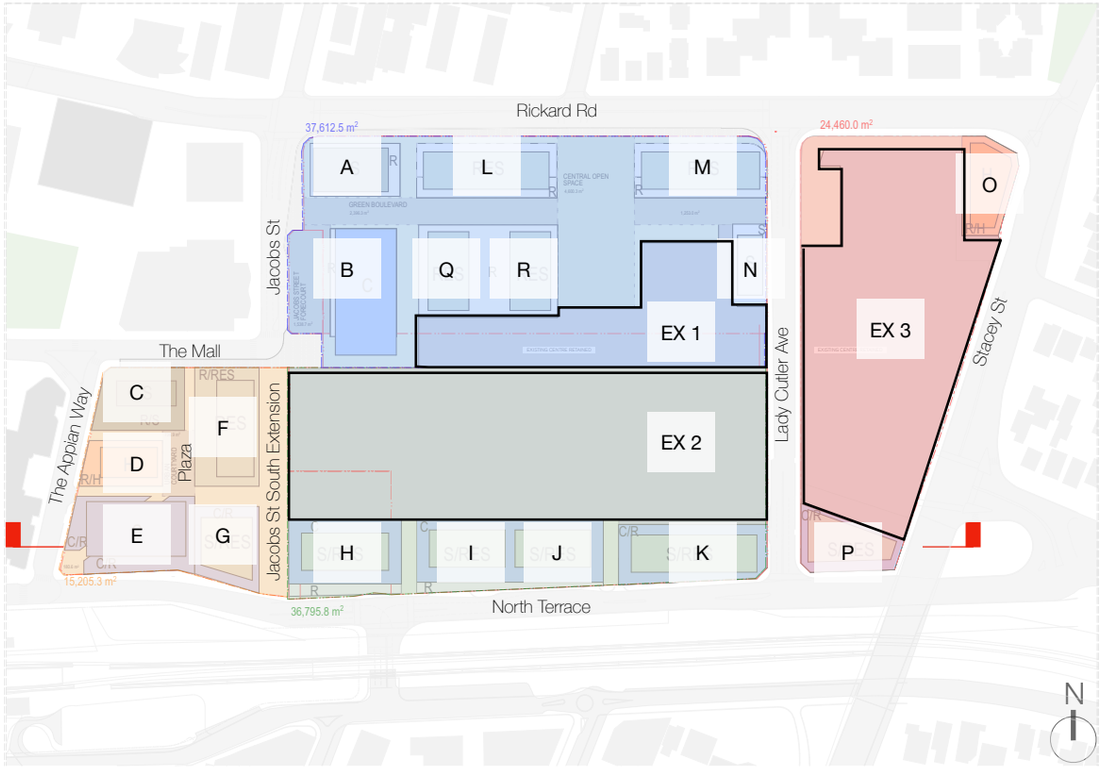
# Height Precincts

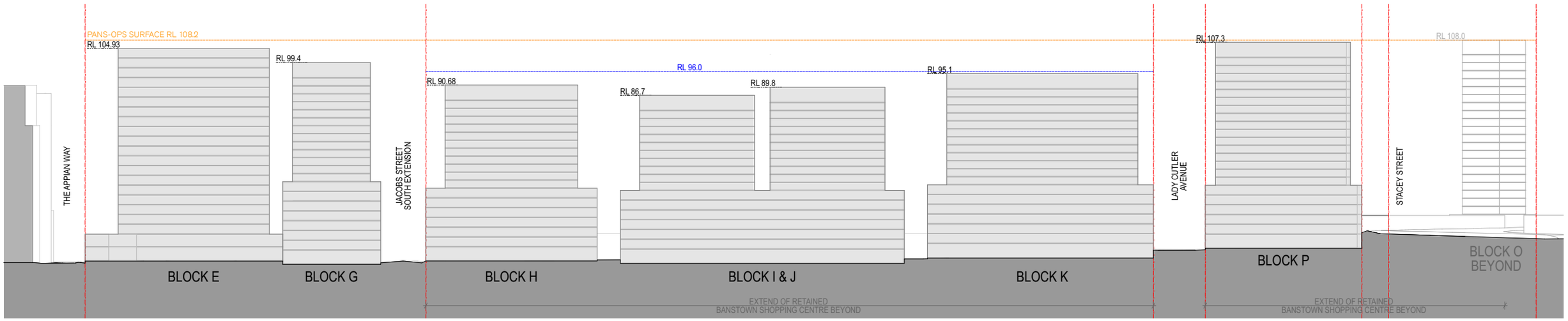



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# Height Control Sections

## Town Centre/ North Terrace/ Stacey Street Precincts

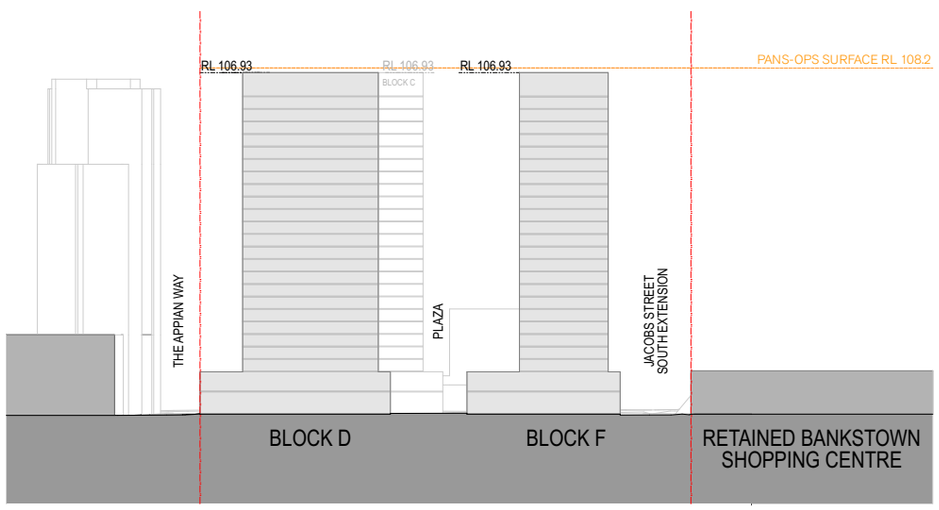



Town Centre Precinct | North Terrace Precinct | Stacey Street Precinct

# Height Control Sections

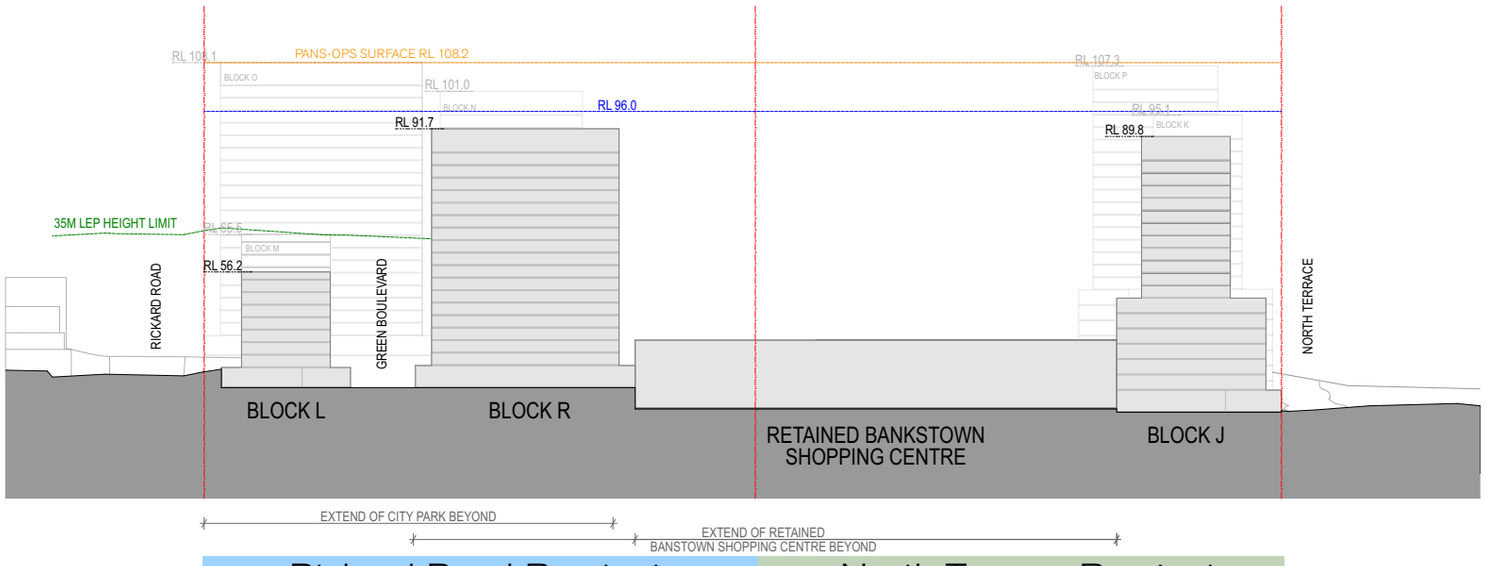
## Town Centre/ North Terrace/ Rickard Road Precincts





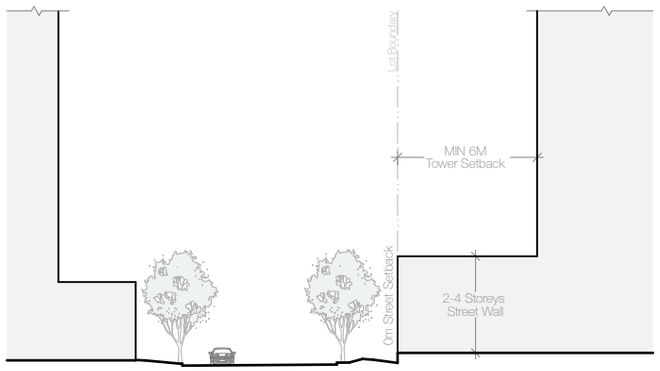


## Town Centre Precinct

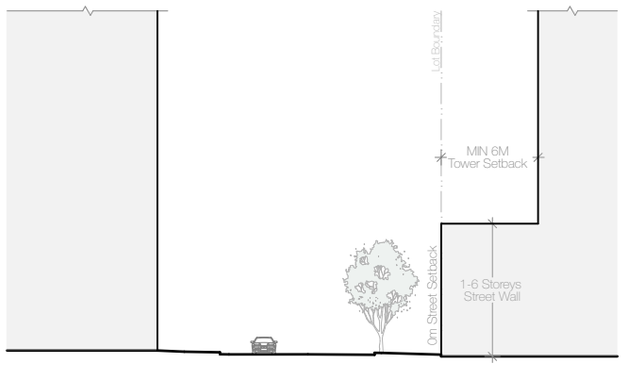



Rickard Road Precinct | North Terrace Precinct

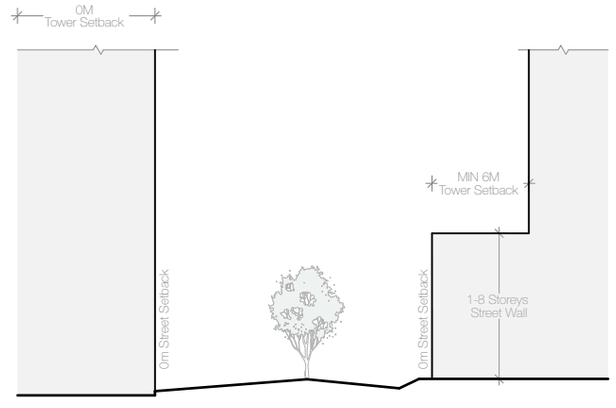
# TYPICAL STREET SECTION - Revised




THE APPIAN WAY
Road Reserve **20M**




THE MALL
Road Reserve **16M**

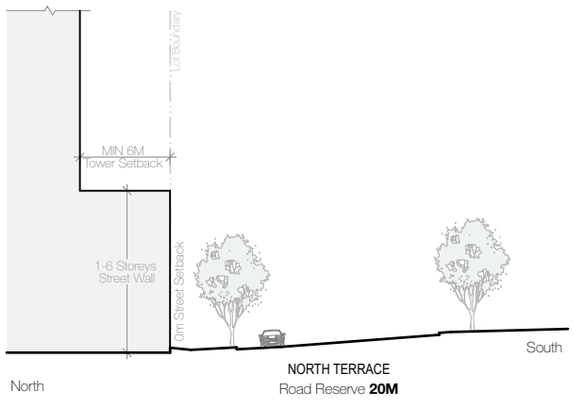



JACOBS STREET SOUTH EXTENSION
Road Reserve **23M**

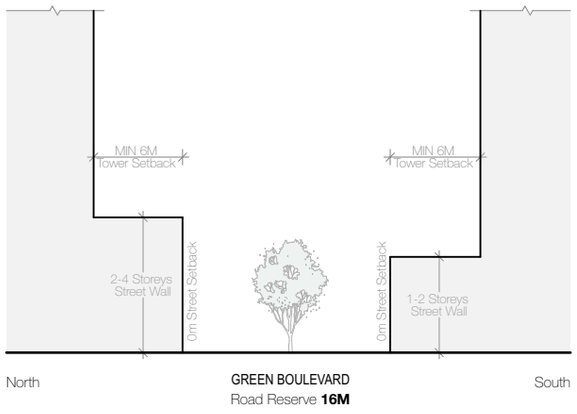
Note: Jacobs Street Extension located within Vicinity Centres owned Lot




JACOBS STREET NORTH
Road Reserve **16M**

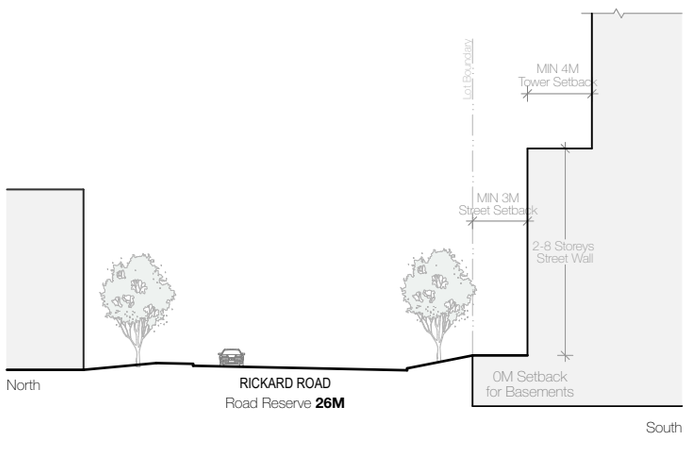



NORTH TERRACE
Road Reserve **20M**




GREEN BOULEVARD
Road Reserve **16M**

Note: Green Boulevard located within Vicinity Centres owned Lot




RICKARD ROAD
Road Reserve **26M**

# Planning Summary

**Overall Masterplan GFA (existing & proposed): 399,138 sqm**

**Proposed GFA by use**

Retail: 15,683 sqm
Commercial: 118,565 sqm
Hotel: 29,296 sqm
Residential: 88,735 sqm
Student Accommodation: 54,877 sqm
Childcare 891 sqm

Remaining centre GFA (retail use): 91,090 sqm

| | | Area / Quantity |
|---|---|---|
| **Site Area** | | 114,073 sqm |
| **Overall GFA (including new GFA & Retained Shopping Centre GFA)** | | 399,138 sqm |
| **Overall FSR** | | 3.5 : 1 |
| **Employment** | **Commercial Office** | 118,565 sqm |
| | **Hotel** | 656 rooms |
| | **Retail** | 15,683 sqm |
| | **Childcare** | 891 sqm |
| **Residential** | | 88,735 sqm / 972 units |
| **Student Housing** | | 54,877 sqm / 1597 beds |



URBIS

# BANKSTOWN CENTRAL MARKET DEPTH ASSESSMENT

May 2020

Prepared for

**VICINITY CENTRES**

This report is dated **27 May 2020** 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 Urbis Pty 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 a **Market Depth Assessment** (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who 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 made in relation to 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. 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.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

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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 belief on reasonable grounds that such statements and opinions are correct and not misleading bearing in mind the necessary limitations noted in the previous paragraphs. Further, no responsibility is accepted by Urbis or any of its officers or employees for any errors, including errors in data which is either supplied by the Instructing Party, supplied by a third party to Urbis, or which Urbis is required to estimate, or omissions howsoever arising in the preparation of this report, provided that this will not absolve Urbis from liability arising from an opinion expressed recklessly or in bad faith.

## Urbis staff responsible for this report were:

| | |
|---|---|
| Director | Princess Ventura |
| Senior Consultant | Hailey Rivera |
| Consultant | Agnes Tiong |

| | |
|---|---|
| Project code | P0017475 |
| Report number | 1 |

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# COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The data and information that informs and supports our opinions, estimates, surveys, forecasts, projections, conclusion, judgments, assumptions and recommendations contained in this report **(Market Depth Assessment)** are predominantly generated over long periods, and is reflective of the circumstances applying in the past. Significant economic, health and other local and world events can, however, take a period of time for the market to absorb and to be reflected in such data and information. In many instances a change in market thinking and actual market conditions as at the date of this report may not be reflected in the data and information used to support the Report Content.

The recent international outbreak of the Novel Coronavirus (COIVID-19), which the World Health Organisation declared a global health emergency in January 2020 and pandemic on 11 March 2020, is causing a material impact on the Australian and world economies and increased uncertainty in both local and global market conditions.

The effects (both directly and indirectly) of the COVID-19 Outbreak on the Australian real estate market and business operations is currently unknown and it is difficult to predict the quantum of the impact it will have more broadly on the Australian economy and how long that impact will last. As at March 2020, the COVID-19 Outbreak is materially impacting global travel, trade and near-term economic growth expectations. Some business sectors, such as the retail, hotel and tourism sectors, are already reporting material impacts on trading performance now and potentially into the future. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The Report Content and the data and information that informs and supports it is current as at the date of this report and (unless otherwise specifically stated in the Report) necessarily assumes that, as at the date of this report, the COVID-19 Outbreak has not materially impacted the Australian economy, the asset(s) and any associated business operations to which the report relates and the Report Content. However, it is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong could be (or has been) materially impacted by the COVID-19 Outbreak within a short space of time and that it will have a lasting impact. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

To the maximum extent permitted by law, Urbis (its officers, employees and agents) expressly disclaim all liability and responsibility, whether direct or indirect, to any person (including the Instructing Party) in respect of any loss suffered or incurred as a result of the COVID-19 Outbreak materially impacting the Report Content, but only to the extent that such impact is not reflected in the data and information used to support the Report Content.

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# EXECUTIVE SUMMARY

**Bankstown Central has long been identified as a future Transit-Oriented Development (TOD) at the core of Bankstown Strategic Centre. The development is envisioned to provide a mix of land uses, in increased density and connectivity around the future Bankstown Metro Station.**

Vicinity Centre has engaged Urbis to prepare a report to assess the market supportability of the proposed uses on-site by 2036. The proposed uses being assessed include residential apartments, short-term accommodation, commercial office and student accommodation.

**Table E.1** overleaf provides the summary of the assessment.

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

Vicinity Centre's Anticipated Development Scheme Addition to the Site

**929**
Apartments (Units)

**740**
656 Hotel Rooms & 84 Serviced Apartments

**106,000 SQ.M**
Commercial office space (in GFA)

**1,664**
Student Housing (Beds)

**+ 14,800**
Retail and Creative Space (sq.m)

**+ 7,300**
Public Open Space (sq.m)

# EXECUTIVE SUMMARY

## SUMMARY OF MARKET DEPTH ASSESSMENT

Table E.1

| | RESIDENTIAL | SHORT-TERM ACCOMMODATION | COMMERCIAL OFFICES | STUDENT ACCOMMODATION |
|---|---|---|---|---|
| **Proposal** | **929** Apartments (Units) | **740** 656 Hotel Rooms & 84 Serviced Apartments | **106,000** Commercial office space (sq.m) | **1,664** Student Housing (Beds) |
| **Market Demand** | **Strong demand** in the catchment, with a deficit of approximately 6,279 dwellings over the last 12 years. The market demand is forecast to remain strong with the fast-growing population.<br><br>The scale of apartments proposed at Bankstown Central represents **4.5% of the total apartment market demand in the catchment by 2036.** | **Strong forecast demand,** with project occupied room nights of 683,087 by 2036. This is equivalent to a demand for 2,489 rooms.<br><br>The proposed scale of short-term accommodation at Bankstown Central represents **30% of the total room demand in the catchment by 2036**. | **Strong forecast demand** for Bankstown Strategic Centre, with jobs forecast to grow doubled the rate of Canterbury-Bankstown.<br><br>The scale of commercial office floorspace proposed at Bankstown Central represent **99% of the additional floorspace demand in the catchment by 2036.** | **Moderate forecast demand**, with student enrolment projected to grow at 4.5% between 2018 and 2036.<br><br>The scale of student accommodation proposed at Bankstown Central represent **90% of the total bed demand in the catchment by 2036.** |
| **Supply** | **Minimal future supply pipeline**. The catchment is expected to accommodate an additional 6,216 dwellings by 2024, and its projected to deliver up to 16,743 apartments by 2036.<br><br>The proposed scale of apartments at Bankstown Central would represent **5.5% of the total apartment supply in the catchment by 2036.** | **Minimal future supply pipeline**, with only 3 proposed projects (totalling 327 rooms). The catchment is projected to be undersupplied by 1,350 rooms by 2036.<br><br>The scale of short-term accommodation proposed at Bankston Central would represent **39% of the total supply in the catchment.** | **Moderate future supply pipeline, with a lack of A-grade office space.** The catchment is estimated to accommodate 315,867sq.m of office floorspace by 2036.<br><br>The scale of commercial offices proposed at Bankstown Central would represent **25% of the estimated total office floorspace supply by 2036.** | **Weak future supply, with no additional Purpose-Built Student Accommodation (PBSA) proposed.** There is currently only one facility operating within the catchment, offering 290 student beds.<br><br>The scale of student accommodation proposed at Bankstown Central would represent **85% of the total supply in the catchment by 2036.** |

# EXECUTIVE SUMMARY

## SUMMARY OF MARKET DEPTH ASSESSMENT

Table E.1

| | RESIDENTIAL | SHORT-TERM ACCOMMODATION | COMMERCIAL OFFICES | STUDENT ACCOMMODATION |
|---|---|---|---|---|
| **Proposal** | **929**<br>Apartments (Units) | **740**<br>656 Hotel Rooms & 84 Serviced Apartments | **106,000**<br>Commercial office space (sq.m) | **1,664**<br>Student Housing (Beds) |
| **Competitive Positioning** | **Strong competitive positioning that supports the subject site to meet 13% of the supply/demand gap by 2036.**<br><br>This is mainly driven by the location surrounded by retail services, amenities, education facilities and major transport interchange. | **Strong competitive positioning that would support the subject site to meet 55% of the supply/demand gap by 2036.**<br><br>This is mainly driven by the co-location with transport interchange, prime retail offering, and proximity to amenities.<br><br>Achieving the required market share wold need a national/international operator offering 4-5 stars accommodation. | **Strong competitive positioning that would support the subject site to meet 89% of the floorspace deficit in the catchment by 2036.**<br><br>This is mainly driven by the ease of access via public transportation and the location with retail services, businesses and amenities clustered around.<br><br>Achieving the required market share would need the delivery of a true A-grade office development. | **Strong competitive positioning that would enable the subject site to support 1,664 beds by 2036.**<br><br>This will need to be supported by partnering with Western Sydney University and a major PBSA operator. The partnership will help strengthen the subject site's brand and position in student accommodation; and provide greater certainty to students on accommodation quality. |



# INTRODUCTION

## STUDY OBJECTIVES AND METHODOLOGY

# INTRODUCTION

## STUDY OBJECTIVES

Bankstown Central has long been identified as a strategic site for Transit Oriented Development (TOD), with its location at the core of the Bankstown Strategic Centre. The vision for Bankstown Central will deliver substantial economic benefits through the provision of a mix of land uses with increased connectivity around the future Bankstown Metro Station.

In order to demonstrate the proposed mix of uses are suitable for the site, Vicinity Centre has commissioned Urbis to assess the market supportability of the scale of uses proposed at the Bankstown Central site.

**This report provides an assessment of the market depth to support the following scale and mix of land uses proposed on-site by 2036:**

- Residential (929 Units)
- Commercial (106,000sq.m)
- Short-term Accommodation (656 hotel rooms and 84 serviced apartment units)
- Student Accommodation (1,664 beds).

## METHODOLOGY

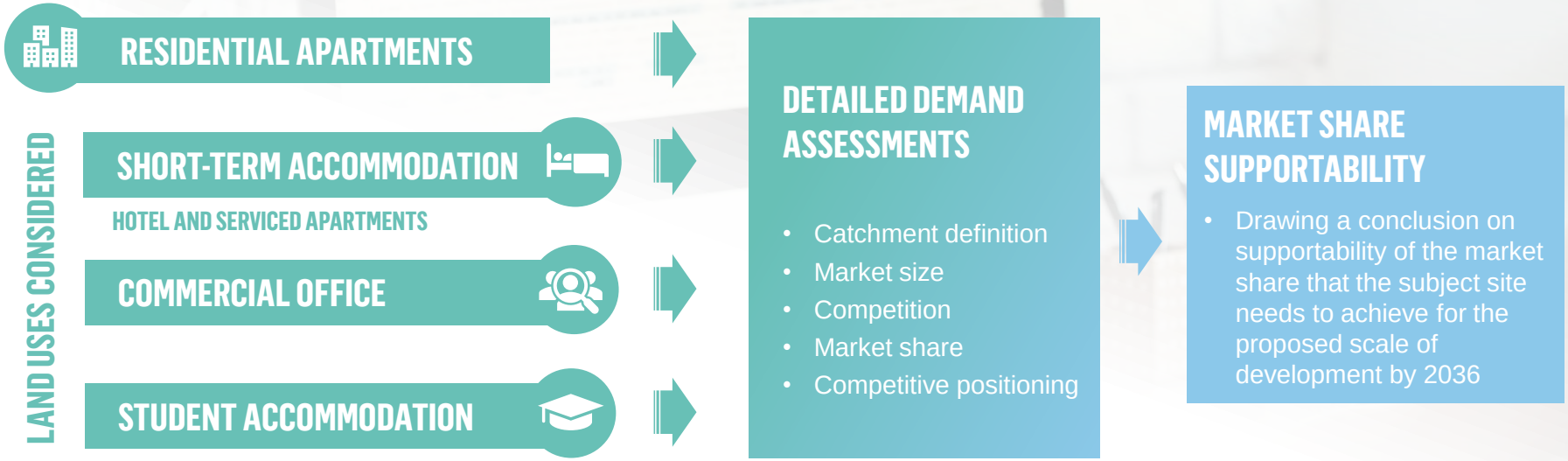
**Figure I.1** overleaf provides an overview of our approach in assessing the market depth for the land uses proposed at the subject site. The assessment considers the following:

- **Catchment Definition** considers the geographical area that the subject site would draw the majority of customers from and the location of major competition to the proposed land use at the subject site. The catchments used for each land uses are shown on **Map I.1**.
- **Market Demand** considers whether there is currently latent demand or whether strong market growth is forecast in the future that can support additional provision. It also considers the current and future size of the market, and its capacity to support additional supply on the subject site.
- **Competitive context** considers the supply side and looks at the current quantum, location and quality of facilities within a property class, and the scale and distribution of the development pipeline.
- **Market Gap/ Potential** brings the demand and supply side factors together and looks at the relative strength of the subject site as a location for different facilities vis-à-vis the current and proposed supply, and current and future size of market demand.
- **Subject Site's Competitive Positioning** considers the key location drivers/ success factors for the land uses and identify the implications in supporting these on the subject site. This leads to determining the supportability of the proposed use and scale at the subject site.

# INTRODUCTION

## MARKET DEPTH ASSESSMENT – LAND USES CONSIDERED AND OVERALL APPROACH

Figure I.1



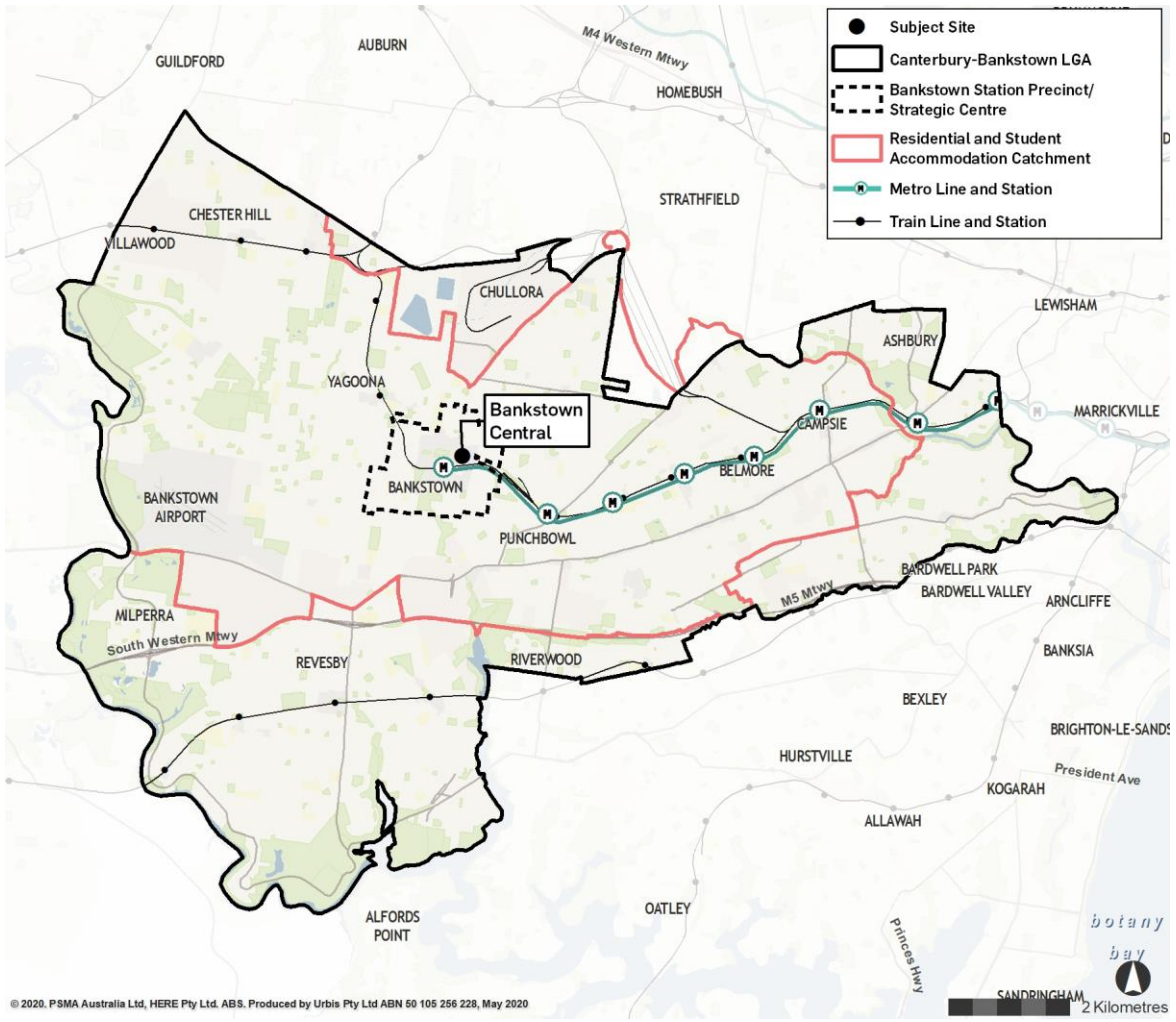
# CATCHMENT AREA DEFINITIONS

## KEY FINDINGS

- We have defined two catchments for the purposes of analysing the market share of the proposed land uses at Bankstown Central.
- The **Residential Catchment** has been defined through analysis of migration data from the ABS 2016 Census. This catchment has been used to assess the opportunity for residential development as well as **Student Accommodation**, at the subject site
- The Local Government Area (LGA) of Canterbury-Bankstown has been adopted as a
  - **Tourism Catchment** to assess the opportunity for short-term accommodation establishments including hotel and serviced apartments
  - **Commercial Catchment** to assess the opportunity for additional office floorspace across the LGA's Strategic Centres (Bankstown and Campsie).

## CATCHMENT AREAS

Map I.1



# 1.0

# SUBJECT SITE CONTEXT



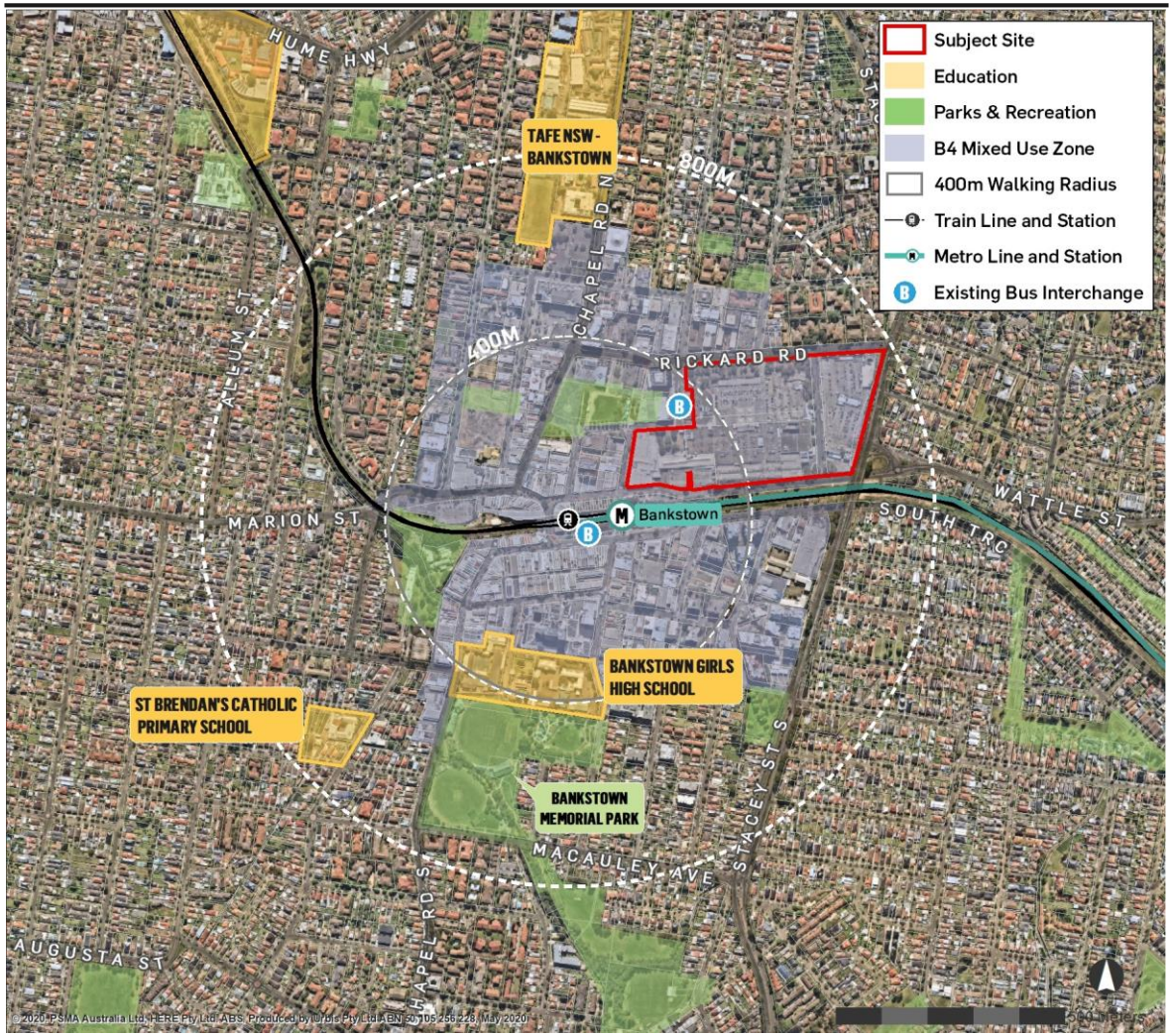
# SUBJECT SITE CONTEXT

## KEY FINDINGS

- Bankstown Central is located at the core of Bankstown Strategic Centre. The site is situated at the immediate north-east of Bankstown Station, along North Terrace.
- As part of Bankstown transport interchange, the site plays a key role in delivering development that supports public transport usage.
- There are currently two bus interchanges serving the centre, with one located on-site and the other to the south of Bankstown station.
- Parramatta is a 20-minute drive away from Bankstown and the Sydney CBD is approximately a 30-minute drive away. With a future Metro station proposed at Bankstown, the travel time to these two major centres by public transport will be greatly improved; within 30 minutes compared to the current 40-45 minute commute.
- The subject site is surrounded by residential to the north and east and retail to the direct south and west.
- **The site possess opportunity for increased density and diversity of land uses, with:**
  - Excellent access to two transport modes, including bus and train services.
  - Access to major employment centres within 20 minutes, including Cabramatta to the west, Lidcombe to the North, and Sydenham to the east.
  - Proximity to educational facilities and public amenities, including Bankstown TAFE to the north (5-minute walk), and Paul Keating Park right at the doorstep.
  - The addition of Western Sydney University Bankstown Campus in 2022.

## SUBJECT SITE CONTEXT

Map 1.1





# 2.1

# RESIDENTIAL

## DETAILED MARKET ASSESSMENT

**929**
Apartment Units

**Represents 4.5% of the Total Demand, 5.5% of the Total Apartment Supply, and 13% of the Market Demand and Supply Gap by 2036**

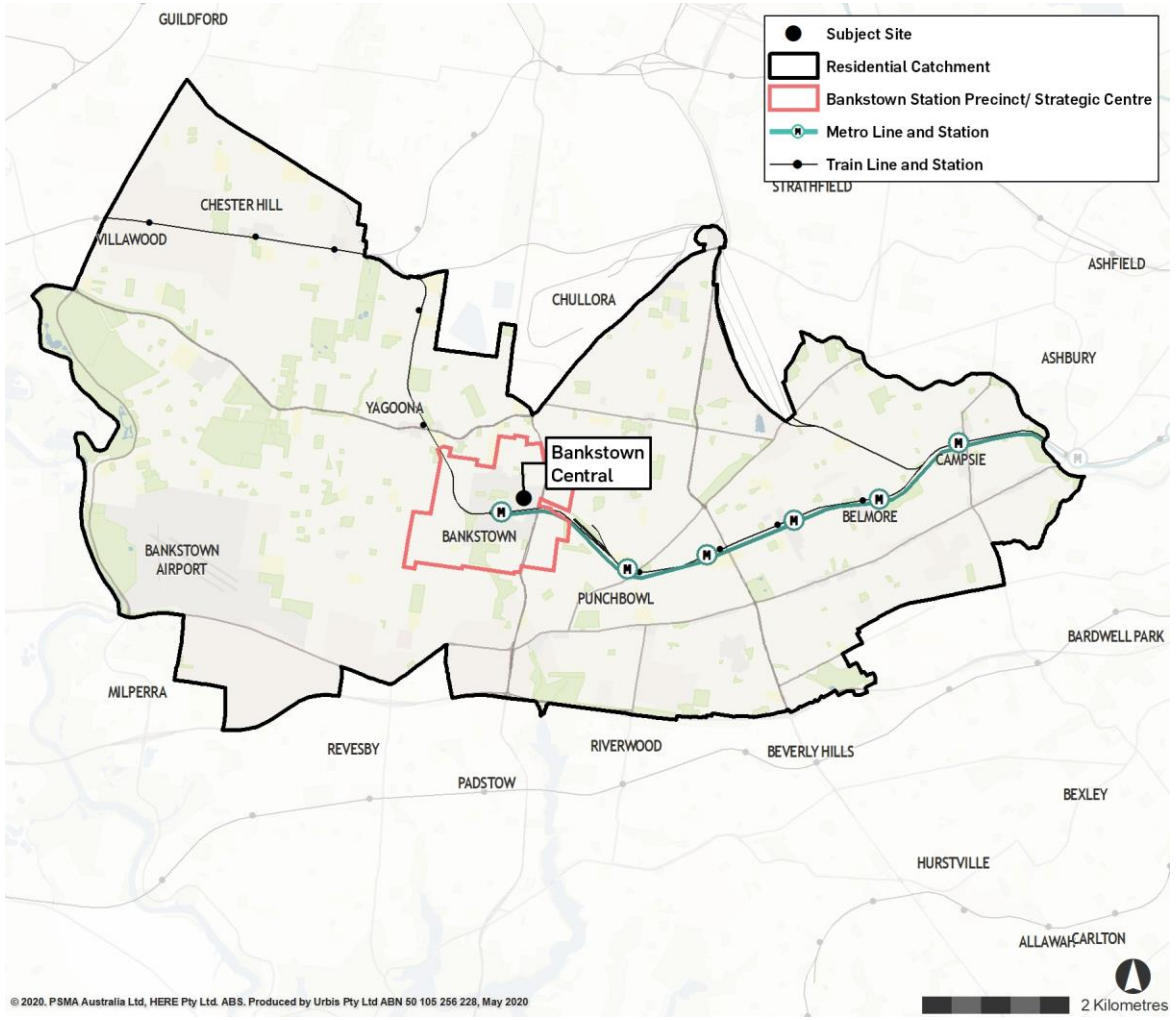
# CATCHMENT AREA DEFINITION

## KEY FINDINGS

- The residential catchment refers to the geographic market for apartments and townhouses on the subject site. It is bounded by:
  - Henry Lawson Drive to the west
  - South Western Motorway to the south
  - Cooks River to the east
  - Hume Highway to the north.
- This catchment was defined by assessing migration statistics from the 2016 ABS Census. These statistics identify the origin of local residents and therefore provide an indication of the area from which a residential development at the subject site would draw residents from.
- As such, any residential development at the subject site is expected to compete with the proposed developments within this catchment.
- The following section assesses the likely demand for additional apartment and townhouses within the catchment and their supportability at the subject site.

## RESIDENTIAL CATCHMENT

Map 2.1.1



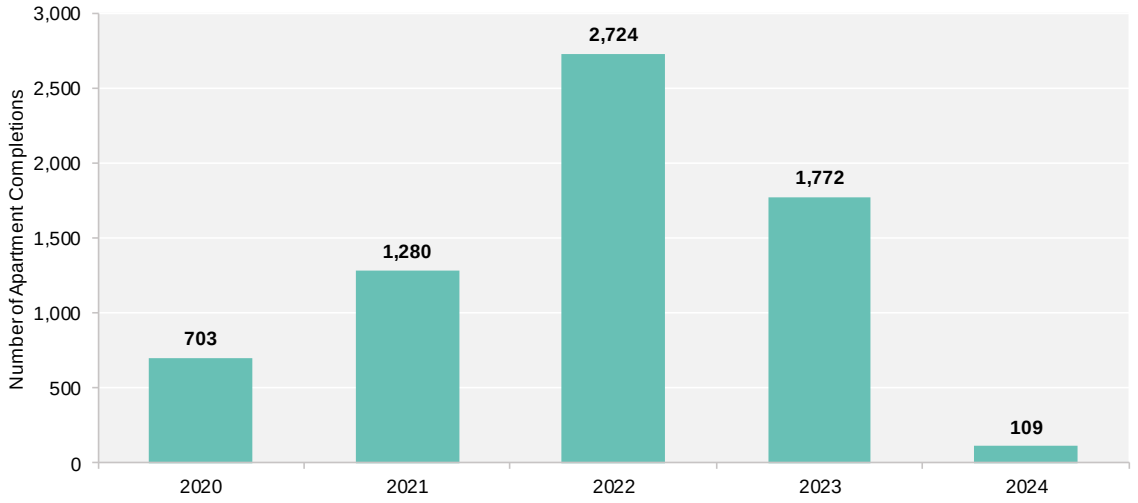
# COMPETITIVE CONTEXT - APARTMENTS

## KEY FINDINGS

- We have estimated that there are currently 103 apartment projects that are either under construction or proposed within the catchment area. These projects are anticipated to deliver a total of just over 6,216 dwellings by 2024 (refer to Appendix A for a detailed breakdown of these projects). This is in addition to the 372 projects that have already been completed in 2020.
- **Chart 2.1.1 and 2.1.2** shows the projected completions in the catchment by year and status, illustrating that:
  - Projects range from Development Approval to under construction stages
  - 75% of all apartment projects are within early stages of development and are subject to moderate-to-high risk. The likelihood that these projects will proceed is dependent on planning approvals and project financing being achieved
  - Projects that are under construction or in progress (site works) are forecast to deliver approximately 1,540 dwellings over the next five years
  - The bulk of apartment supply will be delivered between 2021 and 2023.

## RESIDENTIAL PIPELINE BY YEAR – CATCHMENT AREA

Chart 2.1.1




*Source: Cordell Connect; Urbis*

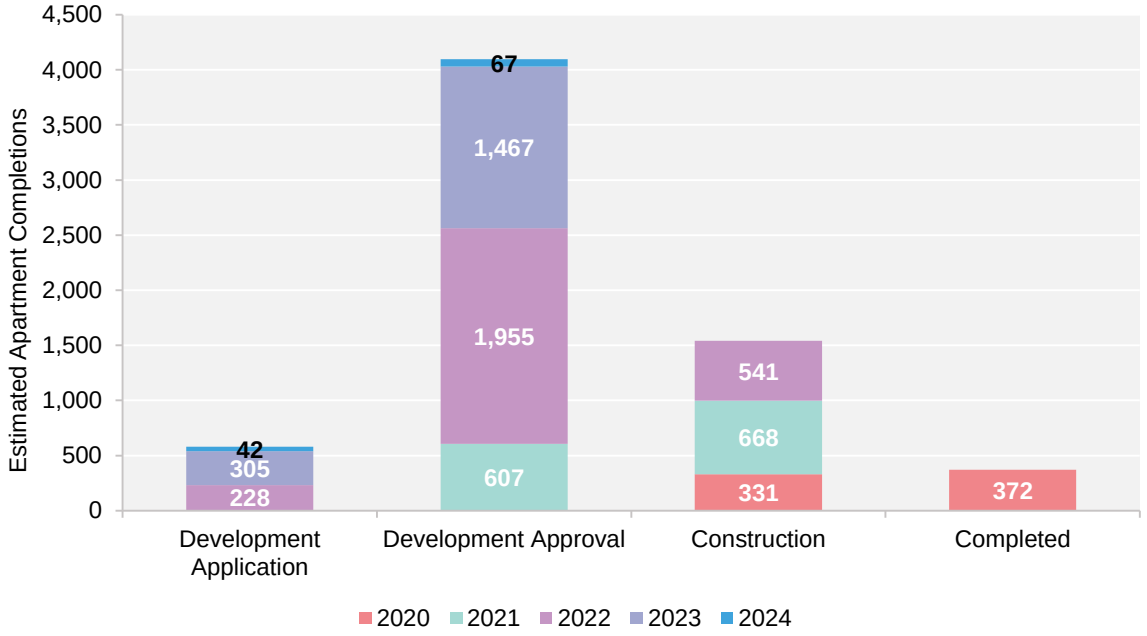
# COMPETITIVE CONTEXT - APARTMENTS

## KEY FINDINGS

- The largest developments in the catchment are Spring Square by Poly – 516 units (32 Kitchener Parade), Canterbury Close-483 units (258 Canterbury Road), The Compass Centre Redevelopment - 471 units (83 North Terrace). All other proposed developments are less than 300 units.
- There is a historical average of 700 apartment completions per annum which has been used to forecast future supply beyond 2024 to reach a cumulative supply of approximately 16,743 apartments. **The subject site would represent 5.5% of future apartment supply for the catchment by 2036.**
- The maps on the following pages illustrate the location and timing of future apartment developments in the catchment area.

## RESIDENTIAL PIPELINE BY STAGE AND YEAR – CATCHMENT AREA

Chart 2.1.2

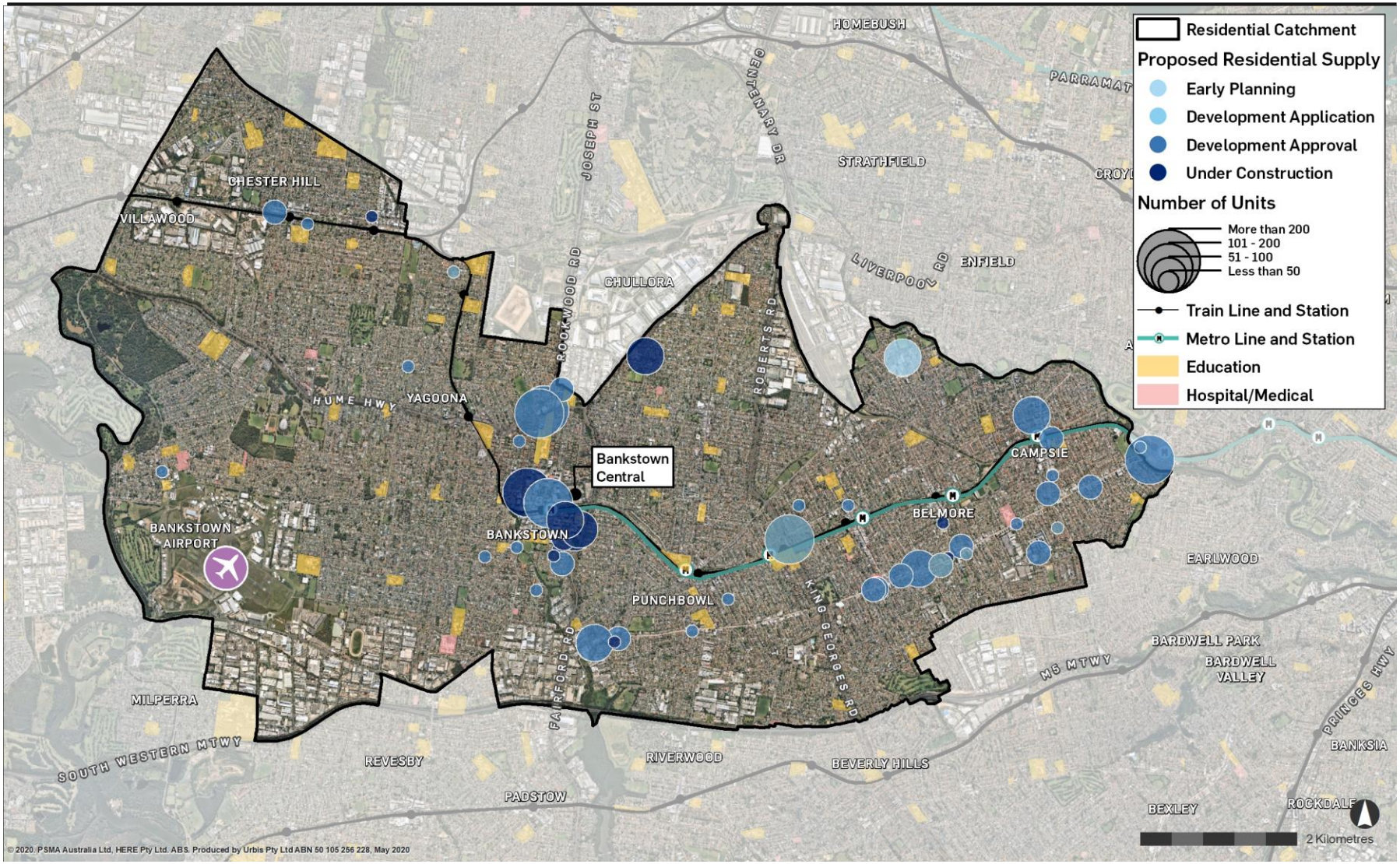



*Source: Cordell Connect; Urbis*

# COMPETITIVE CONTEXT – APARTMENTS

## PROPOSED APARTMENT DEVELOPMENTS

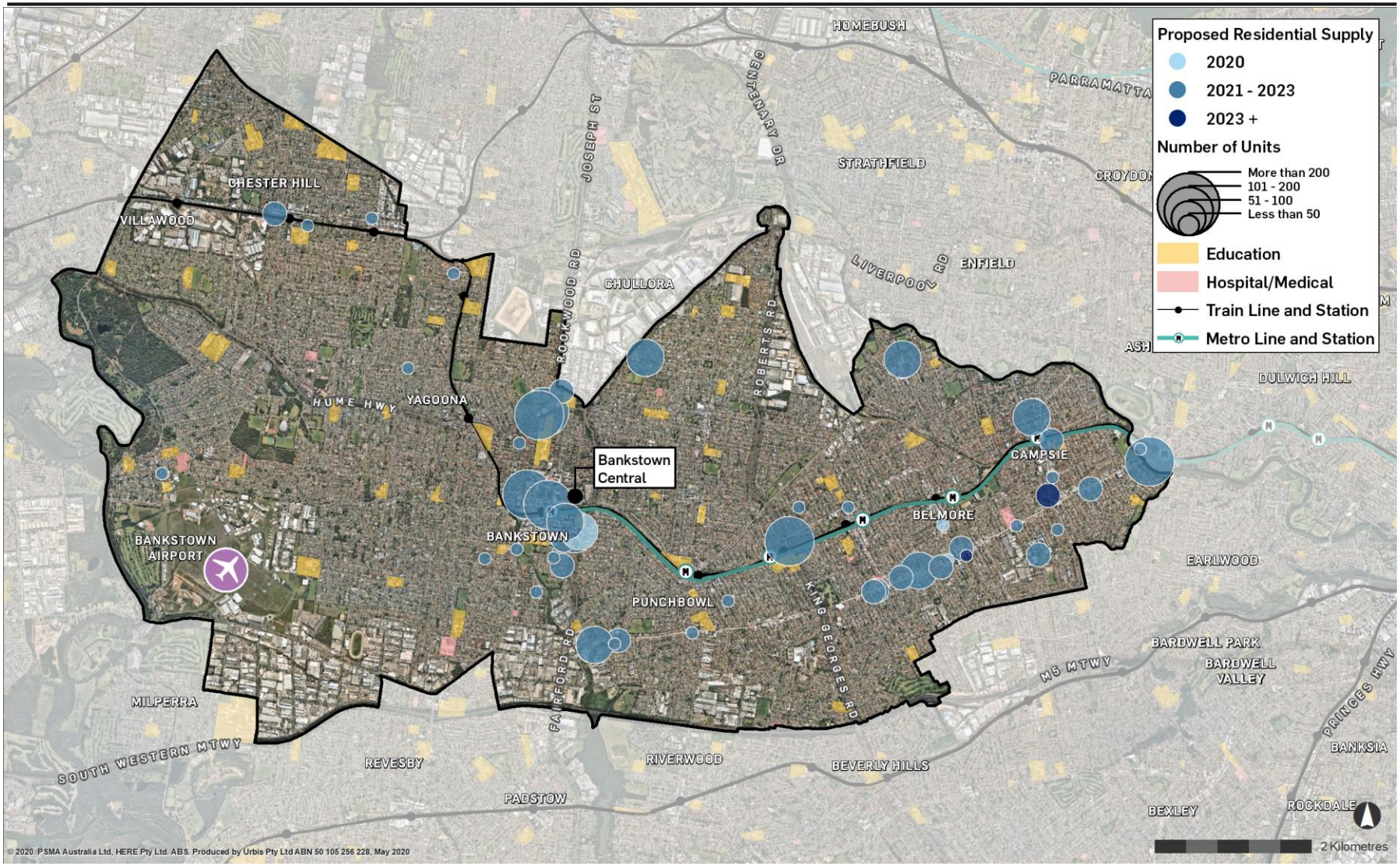
Map 2.1.2



# COMPETITIVE CONTEXT – APARTMENTS

## TIMING OF PROPOSED APARTMENT DEVELOPMENTS

Map 2.1.3



# RESIDENTIAL DEVELOPMENT POTENTIAL – APARTMENTS

## HISTORICAL DEMAND

- The demand for apartments within the catchment area has been assessed by analysing the projected demand for dwellings in Metropolitan Sydney and the potential share of demand that the catchment area could achieve.
- We assumed that the Sydney housing market was in equilibrium in 2005, which represents the end of the previous housing boom.
- Over the last 12 years, approximately 9,675 dwellings were completed within the catchment area. However, the catchment area population recorded growth of around 46,267 residents over the same period.
- Based on the average household size in the catchment area of 2.9 (as at Census 2006), the 46,267 new residents could have resulted in demand for 15,954 dwellings over the last 12 years.
- As only 9,675 dwellings were created during this period, there was a deficit of approximately 6,279 dwellings.
- Due to this disparity between supply and demand, household sizes in the catchment have increased between 2006 and 2016. The increasing average household size is contrary to wider socio-demographic trends across Sydney (such as an ageing population and declining fertility rates) that are placing downward pressure on household sizes.
- This pent-up demand is also reflected in the above-average proportions of family households with non-dependent children recorded in the catchment area. Given sufficient supply, these non-dependent children would be expected to leave home and form new households, thereby reducing average household sizes.
- Based on the historic apartment approval rate for the catchment area, we estimate that 50% of the dwelling deficit could have comprised of apartments. As such, there is currently a shortage of apartments in the catchment area.

## FUTURE DEMAND

- The NSW Department of Planning and Environment (DPE) projects Metropolitan Sydney's population growth to be 1.7% per annum over the next decade, equating to demand for around 33,000 additional dwellings per year.
- Around 60% of new dwellings across Sydney over the last three years were apartments, which we estimate will grow to around 65% over the next five years (reflecting increased acceptance of higher density dwellings), equating to demand for approximately 22,000 additional apartments per year.
- This growth will be driven by higher density development around new metro train stations including Bankstown, and urban renewal precincts (e.g. Liverpool CBD, Western Sydney Airport).
- It is important to note that future dwelling demand will be driven by both population growth (i.e. new residents in the catchment ) as well as household formation.

**Population Growth-Driven Demand**

- We forecast that the catchment area has the potential to achieve a share of around 4% of population growth-driven future apartment demand in Metropolitan Sydney, increasing to 6.5% by 2036.
- This share reflects the average historical share of apartment approvals that have occurred in the catchment area from 2012 to 2018 and the significant competition from other areas throughout Sydney for future apartment demand (particularly the North West and Parramatta which are anticipated to achieve higher shares).
- We forecast the catchment area's share of future apartment demand will increase over time due to:
  - Increased acceptance of higher density in the catchment
  - Readily available cheaper land compared to the rest of Sydney.

**Household Formation-Driven Demand**

- We also forecast that the catchment area has the potential to achieve a share of around 1% of household formation-driven future apartment demand in Metropolitan Sydney, increasing to 1.5% by 2036.
- This is underpinned by the pent up demand for new dwellings (reflected in higher average household sizes and above-average proportion of family households with non-dependent children compared to the rest of Sydney).

**Annual Catchment Demand**

- These catchment area market shares equate to demand for around 20,616 apartments by 2036. The **subject site would represent 4.5% of this market demand** within the catchment.
- When compared to projected supply this equates to a gap of 7,155 apartments by 2036, indicating an undersupply in the catchment. The **subject site would fill 13% of this supply gap**.

# RESIDENTIAL COMPETITIVE POSITIONING

## LOCATION DRIVERS FOR RESIDENTIAL DEVELOPMENT

Table 2.1.1

| LOCATION DRIVER | IMPACT | IMPLICATIONS FOR SUBJECT SITE | RATING |
|---|---|---|---|
| **I. Attractive Views and Surrounding** | High | • Orientation of the site provides the opportunity for future development to maximise apartments with north-eastern aspects, ensuring majority of the units receive natural sunlight and providing views toward the lower density residential area.<br>• Future residential development will be co-located with the prime retail centre of Bankstown. Future residents are likely to be exposed to busy traffic thoroughfare and traffic noise. | Moderate |
| **II. Amenities and Services** | Very High | • The site is located at the core of Bankstown Strategic Centre, where major retail, amenities and services are located. Bankstown Central itself is the only retail centre servicing Bankstown. Bankstown Central is home to major retailers such as Woolworths, Supa IGA, Myer, Kmart and Target. It also offers broad range of specialty stores, food and beverages, amenities and services.<br>• Broader range of other retail offering including cafes, restaurants, bars and specialties are distributed around 500m walking distance from the site.<br>• The site is accessible to several family-friendly parks including Paul Keating Park and other community facilities such as Bankstown Library and Knowledge Centre.<br>• The site is accessible to variety of education facilities within 800m radius, including Bankstown TAFE NSW at the north, Bankstown Girls High School and St Brendan's Catholic Primary School at the South. | Positive |
| **III. Transport Accessibility and Infrastructure** | Very High | • The site is highly accessible via different modes of travel with its' location within Bankstown Station Precinct.<br>• Bankstown station and bus interchange are located at the immediate south of the subject site, providing convenient train and bus services to Sydney CBD, Parramatta and major regional centres including Strathfield and Sydney Olympic Park. | Positive |
| **IV. Employment Opportunities** | Very High | • The site benefits from the location in proximity to Bankstown Station and bus interchange, with access to key employment areas within 20 minutes including Cabramatta, Lidcombe and Sydenham.<br>• There is also a high number of jobs within the local area with the top 3 industries including *Health Care and Social Assistance*, *Education and Training,* and *Retail Trade*, representing over 50% of employment within Bankstown. | Positive |
| **V. Availability of Choice and Competing Supply** | Moderate | • The site is located in an area with high residential demand and moderate supply.<br>• The supply pipeline indicates most of the residential development is anticipated to be complete by 2024 with more than 6,200 units expected in the catchment area. Of these, only three other developments will deliver more than 300 units. | Moderate |
| **Overall Outlook** | | • **Extensive range of retail, facilities, services and public amenities right at the doorstep**<br>• **Excellent access to major transport interchange that provide access to key employment centres**<br>• **Limited competing large scale development in catchment. Premium locational compared to surrounding development.** | |

# RESIDENTIAL SUPPORTABLE MARKET SHARE

## MARKET DEMAND

- The subject site will represent **4.5% of the total apartment market demand in the catchment by 2036.**
- Metropolitan Sydney's population growth projected to be 1.7% per annum over the next decade, equating to demand for around 33,000 additional dwellings per year.
- Over the last 12 years, the catchment area population recorded growth of around 46,267 residents which could have resulted in demand for 15,954 dwellings over the last 12 years.
- As only 9,675 dwellings were created during this period, there was a deficit of approximately 6,279 dwellings.

## SUPPLY

- The subject site will represent **5.5% of the total apartment supply in the catchment by 2036.**
- There are currently 103 apartment projects that are either under construction or proposed within the catchment area. These projects are anticipated to deliver a total of just over 6,216 dwellings by 2024.
- There is a historical average of 700 apartment completions per annum which has been used to forecast future supply beyond 2024 to reach a cumulative supply of approximately 16,743 apartments.

## COMPETITIVE SHARE

- The subject site will meet **13% of the apartment supply-demand gap in the catchment by 2036.**
- Future residential development will be co-located with the prime retail centre of Bankstown.
- The site is accessible to several family-friendly parks including Paul Keating Park and other community facilities such as Bankstown Library and Knowledge Centre.
- The site is accessible to variety of education facilities within 800m radius, including Bankstown TAFE NSW at the north, Bankstown Girls High School and St Brendan's Catholic Primary School at the South.
- The site benefits from the location in proximity to Bankstown Station and bus interchange.

## MARKET SHARE SUPPORTABILITY

- **The construction of 929 Apartments on the subject by 2036 is supportable. This considers the following:**
  - The site offers a better location than other large scale residential developments in the catchment
  - The site offers a high level of external amenity through its mix of uses and established location
  - The apartments should offer a range of floor plans to suit varying budgets and lifestyles, be of high quality, offer a high level of internal amenity and maximise apartments with north-eastern aspects
  - There is limited competition of this scale within the catchment, particularly within Bankstown Central, therefore it is likely the subject site will be able to capture a high market share.



# 2.2

# SHORT-TERM ACCOMMODATION

## DETAILED MARKET ASSESSMENT

**740**
Hotel Rooms & Serviced Apartments

**Represents 30% of the Total Room Demand,
39% of the Total Supply, and
55% of the Catchment's Demand-Supply Gap by 2036.**

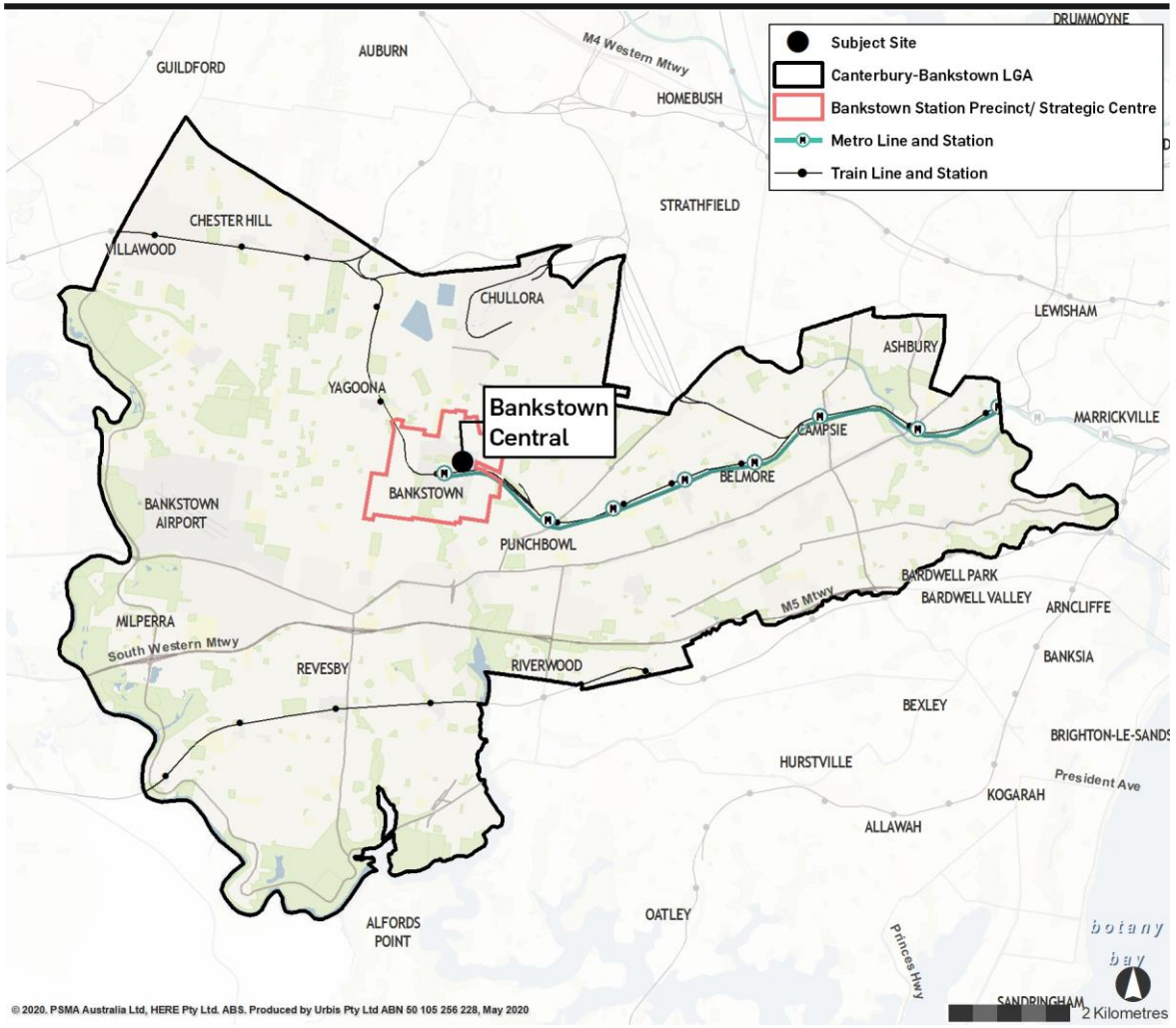
# CATCHMENT AREA DEFINITION

## KEY FINDINGS

- We adopted the **tourism catchment** defined in the introduction, to assess the market demand for short term accommodation uses at the subject site.
- The tourism catchment area comprises of Canterbury-Bankstown LGA. This reflects the clustering of the existing short term accommodation establishments along major roads (Hume Highway and Canterbury Road) and centres (Campsie and Bankstown).
- Any short term accommodation establishment at the subject site is expected to compete with the existing and proposed facilities within this catchment.
- The following section assesses the likely demand for additional short term accommodation facilities within the tourism catchment and their supportability at the subject site.

## TOURISM CATCHMENT

Map 2.2.1



# SHORT-TERM ACCOMMODATION EXISTING SUPPLY

## KEY FINDINGS

**Table 2.2.1** provides a list of short-term accommodation establishments that are currently operating in the catchment.

- The catchment has 20 short-term accommodation establishments, providing a total of 812 rooms.
- The existing establishments mainly comprise a mix of hotel (12 establishments) and motel (8 establishments) accommodation. They range in operation scale, from 8 rooms at High Flyer Hotel, up to 214 rooms at Travelodge Hotel Bankstown.
- The majority of the existing establishments are of 3 to 4 Star quality, with only 1 establishment that has 2 Star quality (11 rooms).
- Travelodge Hotel Bankstown is located approximately 650m south of Bankstown Central (8 mins walk). As one of the major operator offering good quality accommodation, this establishment is likely to pose direct competition to the subject site.

## EXISTING SHORT TERM ACCOMMODATION ESTABLISHMENTS

Table 2.2.1

| FACILITY NAME | ADDRESS | SUBURB | ROOMS | TYPE | RATING |
|---|---|---|---|---|---|
| Travelodge Hotel Bankstown Sydney | 8 Mona Street | Bankstown | 214 | Hotel | 4.2 |
| Banksia Motel Bass Hill | 966 Hume Highway | Bass Hill | 38 | Motel | 3.3 |
| Bass Hill Tourist Park & Motel | 713 Hume Highway | Bass Hill | 18 | Motel | 3.8 |
| Rydges Bankstown Sydney | 874 Hume Hwy | Bass Hill | 120 | Hotel | 3.8 |
| Sundowner Gardenia Motor Inn | 850 Hume Hwy | Bass Hill | 42 | Motel | 4.1 |
| Campsie Hotel Sydney | 327 Beamish St | Campsie | 13 | Hotel | 3.5 |
| Oasis On Beamish Hotel Sydney | 165 Beamish St | Campsie | 23 | Hotel | 3.4 |
| Nightcap At Chester Hill Hotel | 196 Waldron Rd | Chester Hill | 17 | Hotel | 4.1 |
| Sleep Inn Express Motel | 97 Hume Hwy | Chullora | 85 | Motel | 3 |
| The Palms Hotel | 167 Hume Hwy | Chullora | 20 | Hotel | 3.1 |
| Nightcap At High Flyer Hotel | 25 Birch St | Condell Park | 8 | Hotel | 3.5 |
| Greenacre Hotel | 166 Waterloo Rd | Greenacre | 19 | Hotel | 3 |
| Motel 10 Bankstown | 217 Hume Hwy | Greenacre | 30 | Motel | 4 |
| Panania Hotel Sydney | 63 Anderson Ave | Panania | 16 | Motel | 3 |
| Villawood Hotel | 924 Woodville Rd | Villawood | 15 | Hotel | 3 |
| Wiley Park Hotel | 67-75 King Georges Rd | Wiley Park | 11 | Hotel | 2 |
| Hume Hotel | 501 Hume Hwy | Yagoona | 14 | Hotel | 3 |
| Twin Willows Hotel | 739 Hume Hwy | Bass Hill | 10 | Motel | 3 |
| Arena Hotel ( formerly Sleep Express ) | 97 Hume Hwy | Chullora | 85 | Motel | 3.5 |
| Narwee Hotel | 116 Penshurst Rd | Narwee | 14 | Hotel | 4.3 |
| **Total** | | | **812** | | |

*Source: Urbis*

# SHORT-TERM ACCOMMODATION FUTURE SUPPLY

## KEY FINDINGS

**Table 2.2.2** outlines the proposed short-term accommodation developments in the catchment.

- There are currently three developments proposed in the catchment area. These developments are anticipated to deliver over 320 rooms by 2023.
- New Canterbury Road Mixed Use Development is anticipated to offer a mix of 1-2 bedroom serviced apartments in late 2021.
- Canterbury Road Hotel is a form of low density hotel development (3-storeys). The hotel will provide 112 rooms upon completion in 2023.
- Another major development proposal at Campsie is the London Street Hotel. London Street Hotel will deliver an additional 212 rooms to the catchment by 2023.
- All three developments are located quite a distance away from the subject site, approximately 8.5km east (15mins drive). This indicates the minimal competition around Bankstown in the near future.
- Existing supply and future development pipeline indicate the lack of serviced apartment, and premium quality hotel (4-5 Star quality) in the tourism catchment area.

## PROPOSED SHORT TERM ACCOMMODATION ESTABLISHMENTS

Table 2.2.2

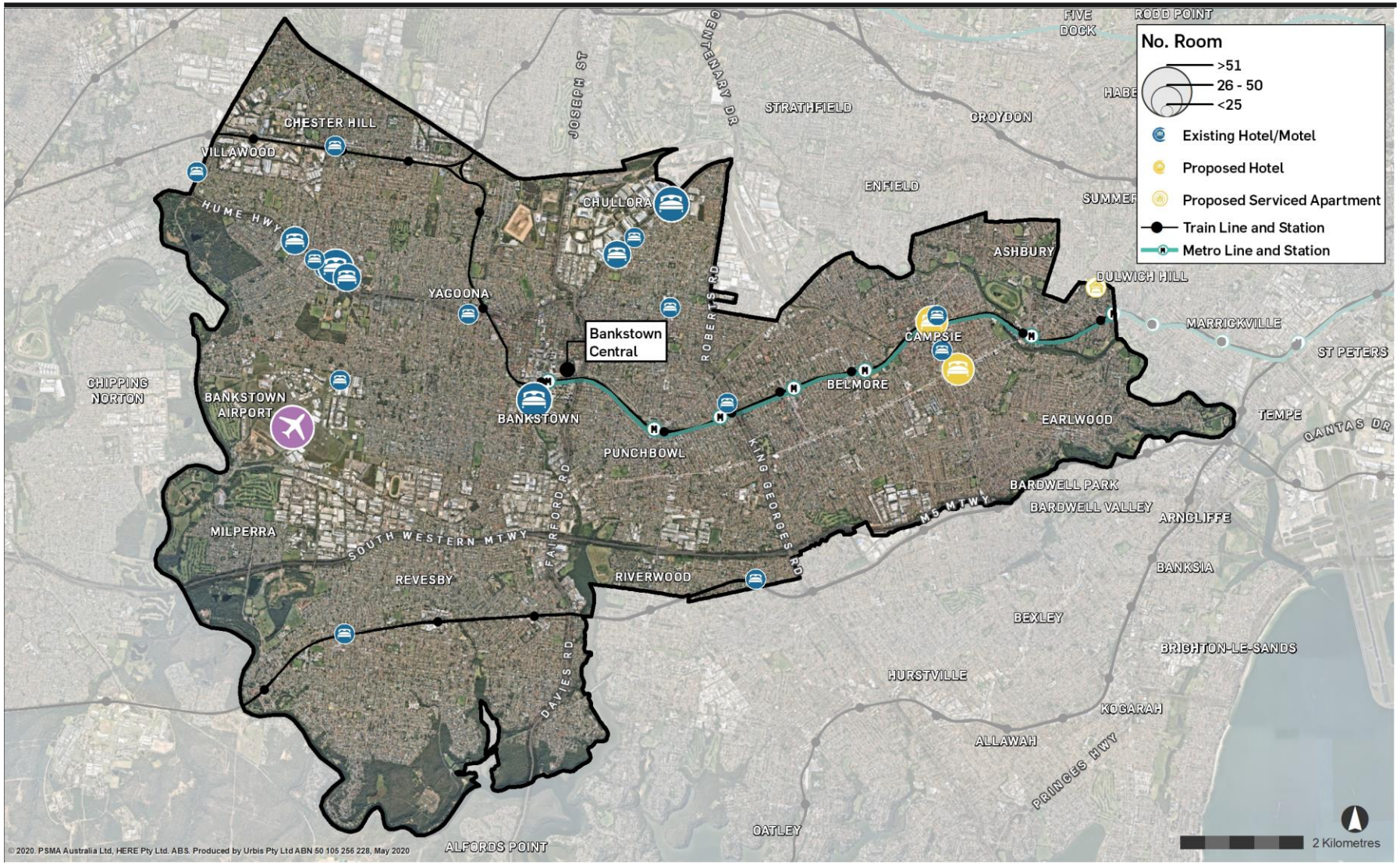
| FACILITY NAME | ADDRESS | SUBURB | ROOMS | STATUS | COMPLETION YEAR |
|---|---|---|---|---|---|
| London Street Hotel | 10 London St | Campsie | 212 | Development Application | 2023 |
| New Canterbury Road Mixed Use Development | 636-638 New Canterbury Rd | Hurlstone Park | 3 | Development Approval | 2021 |
| Canterbury Road Hotel | 433-435 Canterbury Road | Campsie | 112 | Development Approval | 2023 |
| **Total** | | | **327** | | |

*Source: Urbis*

# COMPETITIVE CONTEXT

## EXISTING AND PROPOSED SHORT TERM ACCOMMODATION ESTABLISHMENTS

Map 2.2.2



# SYDNEY TOURISM FORECAST

## KEY FINDINGS

- In order to assess the future demand for short-term accommodation within the catchment, we conducted a market share analysis, drawing on historical and forecast growth in occupied room nights, released by Tourism Research Australia (TRA), occupancy rate assumptions and future short-term accommodation developments.
- The Tourism Research Committee, within TRA, prepares visitor night forecasts for tourism regions throughout Australia. The projected total visitor nights for the Sydney Tourism Region (TR) is shown in **Table 2.2.3**.
- TRA projects strong growth in visitor nights of approximately 3.8% per annum between 2019 and 2031 in Sydney. The highest share of growth is expected to be contributed by those visiting for 'Other' purposes (e.g. education, employment, medical), with a projected increase of around 44 million visitor nights by 2036. This equates to 44% share of total forecast growth.
- Persons visiting friends and relatives (VFR) are projected to grow at a strong 3.6% per annum and people on holiday is expected to grow at 2.9% per annum. People visiting on business is expected to record the lowest rate of growth at 2.7% per annum or 6.5 million visitor nights by 2036.

## HISTORICAL AND FORECAST VISITOR NIGHTS – SYDNEY TR

Table 2.2.3

| | HOLIDAY | | BUSINESS | | VFR[1] | | OTHER | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| YEAR | NO. (000'S) | GROWTH (%) | NO. (000'S) | GROWTH (%) | NO. (000'S) | GROWTH (%) | NO. (000'S) | GROWTH (%) | NO. (000'S) | GROWTH (%) |
| **2009** | 23,414 | - | 7,270 | - | 19,096 | - | 23,275 | - | 73,055 | - |
| **2010** | 24,496 | *4.6%* | 7,613 | *4.7%* | 19,570 | *2.5%* | 20,665 | *-11.2%* | 72,344 | *-1.0%* |
| **2011** | 24,087 | *-1.7%* | 8,873 | *16.6%* | 23,390 | *19.5%* | 23,101 | *11.8%* | 79,452 | *9.8%* |
| **2012** | 22,336 | *-7.3%* | 7,905 | *-10.9%* | 24,264 | *3.7%* | 25,126 | *8.8%* | 79,631 | *0.2%* |
| **2013** | 24,756 | *10.8%* | 8,270 | *4.6%* | 23,384 | *-3.6%* | 25,734 | *2.4%* | 82,144 | *3.2%* |
| **2014** | 25,941 | *4.8%* | 8,434 | *2.0%* | 27,150 | *16.1%* | 26,819 | *4.2%* | 88,344 | *7.5%* |
| **2015** | 26,882 | *3.6%* | 9,918 | *17.6%* | 27,265 | *0.4%* | 29,549 | *10.2%* | 93,615 | *6.0%* |
| **2016** | 28,675 | *6.7%* | 8,453 | *-14.8%* | 29,353 | *7.7%* | 32,784 | *10.9%* | 99,265 | *6.0%* |
| **2017** | 29,419 | *2.6%* | 9,559 | *13.1%* | 31,759 | *8.2%* | 35,090 | *7.0%* | 105,826 | *6.6%* |
| **2018** | 31,974 | *8.7%* | 10,950 | *14.6%* | 34,345 | *8.1%* | 34,096 | *-2.8%* | 111,366 | *5.2%* |
| **2019** | 34,375 | *7.5%* | 11,811 | *7.9%* | 36,764 | *7.0%* | 37,270 | *9.3%* | 120,220 | *8.0%* |
| **2020** | 34,694 | *0.9%* | 12,246 | *3.7%* | 38,029 | *3.4%* | 39,160 | *5.1%* | 124,129 | *3.3%* |
| **2021** | 36,017 | *3.8%* | 12,627 | *3.1%* | 40,400 | *6.2%* | 42,086 | *7.5%* | 131,130 | *5.6%* |
| **2022** | 37,411 | *3.9%* | 13,007 | *3.0%* | 42,486 | *5.2%* | 44,708 | *6.2%* | 137,612 | *4.9%* |
| **2023** | 38,698 | *3.4%* | 13,302 | *2.3%* | 44,367 | *4.4%* | 47,044 | *5.2%* | 143,411 | *4.2%* |
| **2024** | 40,015 | *3.4%* | 13,655 | *2.7%* | 46,176 | *4.1%* | 49,432 | *5.1%* | 149,278 | *4.1%* |
| **2025** | 41,381 | *3.4%* | 14,033 | *2.8%* | 48,096 | *4.2%* | 51,905 | *5.0%* | 155,415 | *4.1%* |
| **2026** | 42,477 | *2.6%* | 14,416 | *2.7%* | 49,560 | *3.0%* | 54,276 | *4.6%* | 160,729 | *3.4%* |
| **2027** | 43,593 | *2.6%* | 14,803 | *2.7%* | 51,037 | *3.0%* | 56,716 | *4.5%* | 166,149 | *3.4%* |
| **2028** | 44,735 | *2.6%* | 15,192 | *2.7%* | 52,563 | *3.0%* | 59,187 | *4.5%* | 171,677 | *3.3%* |
| **2029** | 45,927 | *2.6%* | 15,598 | *2.7%* | 54,155 | *3.0%* | 61,780 | *4.5%* | 177,460 | *3.4%* |
| **2030** | 47,151 | *2.6%* | 16,015 | *2.7%* | 55,794 | *3.0%* | 64,487 | *4.5%* | 183,448 | *3.4%* |
| 2031 | 48,408 | *2.6%* | 16,443 | *2.7%* | 57,484 | *3.0%* | 67,313 | *4.5%* | 189,648 | *3.4%* |
| 2032 | 49,698 | *2.6%* | 16,883 | *2.7%* | 59,224 | *3.0%* | 70,263 | *4.5%* | 196,068 | *3.4%* |
| 2033 | 51,023 | *2.6%* | 17,334 | *2.7%* | 61,017 | *3.0%* | 73,342 | *4.5%* | 202,716 | *3.4%* |
| 2034 | 52,383 | *2.6%* | 17,797 | *2.7%* | 62,864 | *3.0%* | 76,555 | *4.5%* | 209,600 | *3.4%* |
| 2035 | 53,779 | *2.6%* | 18,273 | *2.7%* | 64,768 | *3.0%* | 79,910 | *4.5%* | 216,730 | *3.4%* |
| 2036 | 55,213 | *2.6%* | 18,761 | *2.7%* | 66,729 | *3.0%* | 83,412 | *4.5%* | 224,114 | *3.4%* |
| **Trend** | | | | | | | | | | |

*1. Visiting friends and relatives*
*Source: Tourism Research Australia; Urbis*

## AVERAGE ANNUAL GROWTH – SYDNEY TR (2020-36)

Table 2.2.4

| | Holiday | Business | VFR[1] | Other | Total |
|---|---|---|---|---|---|
| *Average growth per year (No.)* | *1,282* | *407* | *1,794* | *2,766* | *6,249* |
| *Average annual growth rate (%)* | *2.9%* | *2.7%* | *3.6%* | *4.8%* | *3.8%* |

*1. Visiting friends and relatives*
*Source: Tourism Research Australia; Urbis*

# CATCHMENT TOURISM MARKET PROFILE

## KEY FINDINGS

- As shown in **Table 2.2.5**, overnight tourist visitation to the tourism catchment has increased significantly over the past decade.
- The number of visitor nights spent in the catchment has grown from 1.3 million in 2009 to 3.4 million in 2019. This represents an average annual increase of 206,944 nights per annum, or a compound annual growth rate of 10% between 2009 and 2019.
- Most growth has been driven by international visitation, accounting of over 95% of the total additional visitor nights between 2009 and 2019.
- The significant growth in visitor nights spent in the catchment over the last decade reflects both the broader growth of metropolitan Sydney, as well as the increasing population and employment opportunities around Bankstown.
- **Chart 2.2.1** shows the split of visitor nights spent in the catchment by purpose (average of the five years from 2014 to 2019).
- Visiting friends and relatives (VFR) was the most common reason for domestic and international visitors to stay in the catchment (58% and 45%). This is consistent with the notion of population growth driving additional visitation.
- There's was also a high proportion of international visitors staying in the catchment for other purposes ('Others'). This category primarily comprises employment and education, which indicate the increased opportunities for work and education within the catchment.

## HISTORICAL VISITATION – TOURISM CATCHMENT

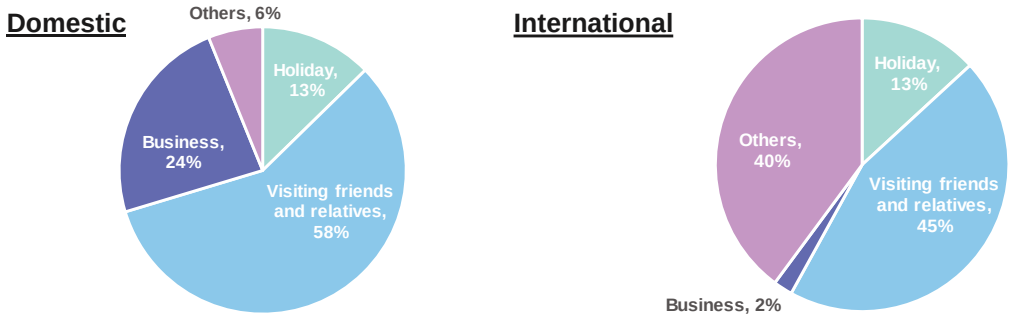
Table 2.2.5

| | SUPPORTABLE DWELLINGS | | |
|---|---|---|---|
| | 2009 | 2014 | 2019 |
| Domestic Overnight Visitors | 272 | 433 | 605 |
| International Overnight Visitors | 1,288,203 | 1,761,035 | 3,357,311 |
| **Total** | **1,288,475** | **1,761,468** | **3,357,916** |
| | **AVERAGE ANNUAL GROWTH (NIGHTS)** | | |
| | **2009-14** | **2014-19** | **2009-19** |
| Domestic Overnight Visitors | 32 | 34 | 33 |
| International Overnight Visitors | 94,566 | 319,255 | 206,911 |
| **Total** | **94,599** | **319,290** | **206,944** |
| | **AVERAGE ANNUAL GROWTH (%)** | | |
| | **2009-14** | **2014-19** | **2009-19** |
| Domestic Overnight Visitors | 10% | 7% | 8% |
| International Overnight Visitors | 6% | 14% | 10% |
| **Total** | **6%** | **14%** | **10%** |

*Source: Tourism Research Australia; Urbis*

## PURPOSE OF STOPOVER – TOURISM CATCHMENT (5-YR AVG 2015-19)

Chart 2.2.1




*Source: Tourism Research Australia; Urbis*

# FORECAST ROOM DEMAND – CATCHMENT AREA

## KEY FINDINGS

- As shown in the previous **Table 2.2.3**, approximately 120.2 million visitor nights were spent in the Sydney TR in 2019.
- The catchment hotel visitor nights for 2020 (356,604) have been calculated based on:
  - 812 rooms available in the catchment in 2020
  - Average of 1.6 visitors per room, based on 2016 ABS data
  - Occupancy rate of 75% in the catchment, based on STR Global research's rates of comparable areas
- This estimated occupied room nights in the catchment represent around 0.29% of the total number of visitor nights spent in the Sydney TR in 2020. This share is assumed to increase in line with the forecast growth in the catchment population's share of Sydney population, increasing to 0.34% by 2026, and 0.49% by 2036.
- Based on this assumed share, we forecast the number of hotel visitor nights that will be demanded within the catchment over the next 15 years. As shown in **Table 2.2.6**, approximately **1.09 million hotel visitor nights are forecast to be spent in the catchment by 2036.**
- Based on the forecast visitor nights and an average of 1.6 visitors per room, it is estimated that 683,087 occupied room nights will be demanded in the catchment area in 2036.
- **Applying an assumed annual occupancy of 75% (consistent with current levels), the 683,087 occupied room nights in 2036 equates to a total demand for 2,489 rooms.**

## FORECAST CATCHMENT HOTEL ROOM DEMAND AND SUPPLY GAP

Table 2.2.6

| | 2020 | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|---|
| Sydney TR Visitors Nights (000's) | 124,129 | 131,130 | 160,729 | 189,648 | 224,114 |
| % of Visitor Nights in Catchment Hotels | 0.29% | 0.28% | 0.34% | 0.43% | 0.49% |
| Catchment Hotel/Serviced Apartment Visitor Nights | **356,604** | **365,684** | 545,799 | 808,516 | 1,092,940 |
| Visitors per Room | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 |
| Occupied Room Nights | 222,878 | 228,522 | 341,124 | 505,322 | 683,087 |
| Sustainable Occupancy Rate* | 75% | 75% | 75% | 75% | 75% |
| **Total Room Demand** | **812** | **833** | **1,243** | **1,841** | **2,489** |
| **Total Room Supply** | **812** | **815** | **1,139** | **1,139** | **1,139** |
| **Gap (+ Surplus / - Shortage)** | **0** | **-18** | **-104** | **-702** | **-1,350** |

** Based on historical occupancy levels in the catchment*
*Source: Tourism Research Australia; STR Global; ABS; Urbis*

- **The proposed short-term accommodation at Bankstown Central would represent 30% of the forecast demand in 2036.**
- Based on the current supply pipeline, there will be a total of 1,139 additional rooms in the catchment by 2036.
- **Taking into consideration the additional 740 rooms proposed at Bankstown Central, this results in a total of 1,879 additional rooms in the catchment by 2036. Bankstown Central would represent 39% of this future development pipeline.**
- The consistent forecast of undersupply indicates potential for a short-term establishment at the subject site. Comparing the demand against the total proposed rooms, the catchment is forecast to be **undersupplied by 104 rooms by 2026, growing to 1,350 rooms by 2036.**
- **The proposed short-term accommodation at Bankstown Central will meet 55% of this shortage.**

# SHORT-TERM ACCOMMODATION COMPETITIVE POSITIONING

## LOCATION DRIVERS FOR SHORT-TERM ACCOMMODATION ESTABLISHMENTS

Table 2.2.7

| SUCCESS DRIVERS | IMPACT | IMPLICATIONS FOR SUBJECT SITE | RATING |
|---|---|---|---|
| **I. Amenities and Services** | High | • The site is situated at the core of Bankstown Strategic Centre, where major retail, amenities and services are located. Bankstown Central itself is the only retail centre servicing Bankstown. Bankstown Central is home to major retailers such as Woolworths, Supa IGA, Myer, Kmart and Target. It also offers broad range of specialty stores, food and beverages, amenities and services.<br>• Broader range of other retail offering including cafes, restaurants, bars and specialties are distributed around 500m walking distance from the site.<br>• The site is accessible to several family-friendly parks including Paul Keating Park and other community facilities such as Bankstown Library and Knowledge Centre. | Positive |
| **II. Visitor Attractions** | Very High | • Several local parks in the area are attractive to tourist, with the incorporation of public arts and kids play area. These include Paul Keating Park to the immediate west of the site and Bankstown City Garden to the south.<br>• Telstra Museum and Bankstown Reservoir are also top sights within Bankstown area. These destinations are all accessible within 5-15mins walking distance.<br>• DFO Homebush and Sydney Olympic Park is 10km north of the site (15-minutes driving distance). These destinations provide tourists with greater variety of retail services, sporting facilities and events. | Moderate |
| **III. Transport Accessibility** | Very High | • Bankstown Airport is located 7-minutes west of the site (driving distance).<br>• The site is highly accessible via different modes of travel with its' location within Bankstown Station Precinct.<br>• Bankstown station and bus interchange are located at the immediate south of the subject site, providing convenient train and bus services to Sydney CBD, Parramatta and major regional centres including Strathfield and Sydney Olympic Park. | Positive |
| **IV. Proximity to Employment** | Moderate | • The site benefits from the location in proximity to Bankstown Station and bus interchange, with access to key employment areas within 20 minutes including Cabramatta, Lidcombe and Sydenham. | Moderate |
| **V. Brand, Availability of Choice and Competing Supply** | Moderate | • Travelodge is currently the only major operator in Bankstown area. Current supply market indicates the lack of 4-5 Star rating short-term accommodation establishments in the catchment.<br>• The supply pipeline indicates that minimal short-term accommodation establishments are proposed within the catchment. The three (3) proposed development are anticipated to be completed by 2023, with majority of the rooms located at Campsie (7km driving distance). | Positive |
| **Overall Outlook** | | • **Extensive range of retail, facilities, services and public amenities right at the doorstep**<br>• **Excellent access to major transport interchange that provide access to key employment centres**<br>• **Limited premium quality establishments and low level of supply within the catchment** | |

# SHORT-TERM ACCOMMODATION SUPPORTABLE MARKET SHARE

## MARKET DEMAND

- The subject site will meet **30% of the total room demand in the catchment by 2036.**
- TRA projects strong growth in visitor nights of approximately 3.8% per annum between 2019 and 2031 in Sydney.
- Significant growth in visitor nights spent in the catchment over the last decade.
- Increasing population and employment opportunities around Bankstown.
- Approximately **1.09 million hotel visitor nights are forecast to be spent in the catchment by 2036.**
- **Assumed annual occupancy of 75% (consistent with current levels), the 683,087 occupied room nights in 2036 will equate to demand for 2,489 rooms.**

## SUPPLY

- The subject site will represent **39% of the total supply in the catchment by 2036.**
- The consistent forecast of undersupply indicates potential for a short-term establishment at the subject site. Comparing the demand against the total proposed rooms, the catchment is forecast to be **undersupplied by 104 rooms by 2026, growing to 1,350 rooms by 2036.**
- Only 3 projects in the supply pipeline, to deliver a total of 327 rooms by 2023.
- The existing short-term accommodation establishments in the catchment indicate the lack of serviced apartment, and premium quality hotel (4-5 Star quality).

## COMPETITIVE SHARE

- The subject site will meet **55% of the demand supply gap in the catchment by 2036.**
- Bankstown (SA2) holds significant proportion of the catchment's total visitor nights, accounting of over 70% total visitor nights.
- The subject site is situated at the core of Bankstown Strategic Centre which offers a high level of retail and tourism amenity in addition to strong transport connectivity to surrounding employment hubs.
- There are a limited number of short-term accommodation facilities directly surrounding the subject site, and none to the scale of this development.

## MARKET SHARE SUPPORTABILITY

- **The construction of 740 Hotel Rooms & Serviced Apartments on the subject by 2036 is supportable. This considers the following:**
  - A national / international operator to be secured in order to leverage existing marketing and sales, provide greater certainty of accommodation quality for customers and create higher visibility in the market
  - The development would be of high quality, providing a 4-5 star rating
  - There is limited competition of this scale within the catchment, particularly within Bankstown Central, therefore it is likely the subject site will be able to capture a large share of the market.

# 2.3

# COMMERCIAL OFFICE

## DETAILED MARKET ASSESSMENT

**105,996 SQ.M**
Commercial office space (in GFA)

**Represents 99% of the Total Demand for Additional Office Space, 89% of the Catchment's Demand-Supply Gap , yet only 25% of the Total Supply by 2036.**

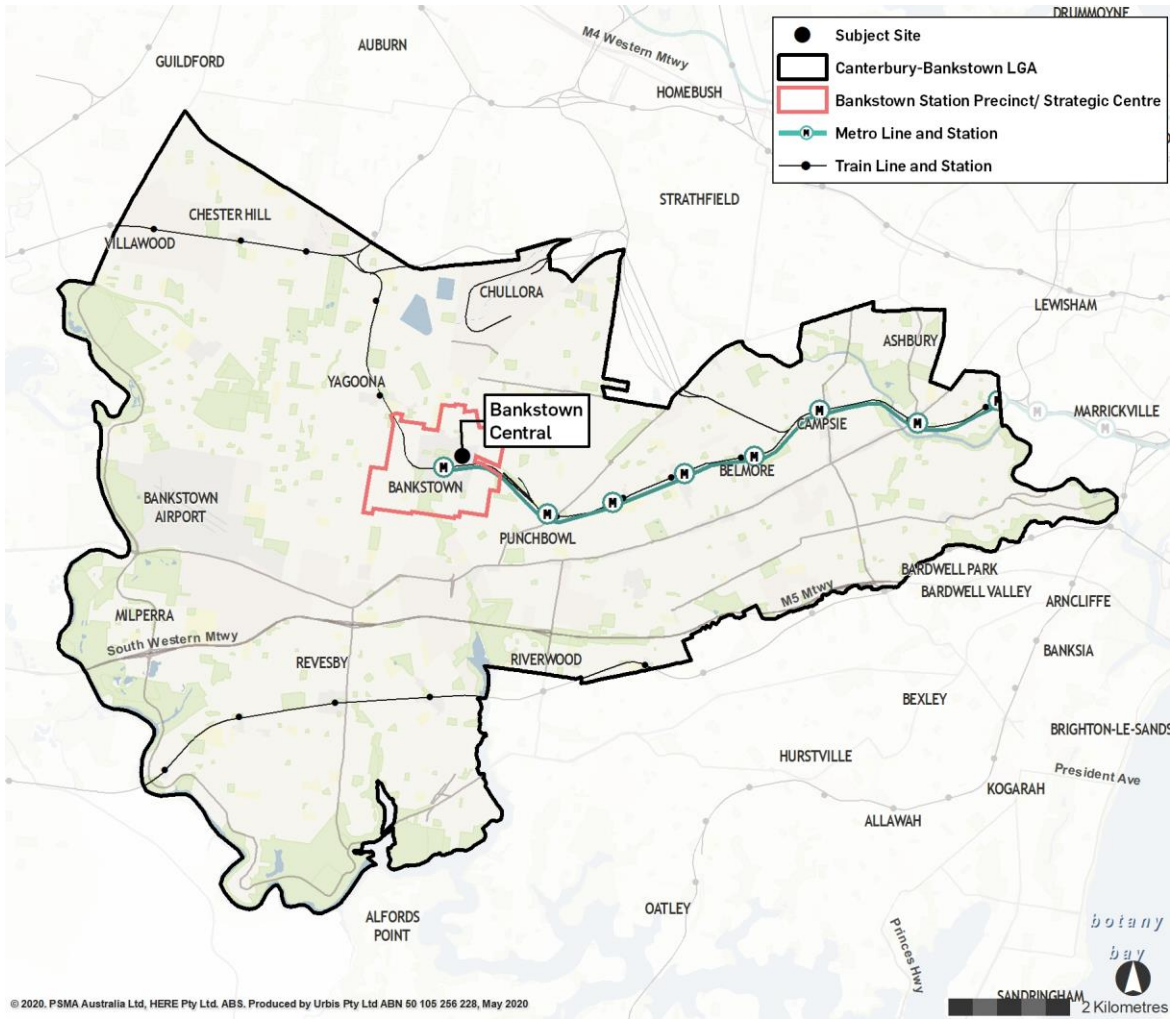
# CATCHMENT AREA DEFINITION

## KEY FINDINGS

- For the purposes of this commercial office assessment, Canterbury-Bankstown LGA has been adopted as the office catchment area.
- **Map 2.3.1** shows the location of the subject site within this office market catchment. This reflects the strategic location of the site, that is
  - Located at the core of Bankstown Station Precinct
  - Adjacent to the terminating station of future Sydenham-Bankstown Metro Line.
- The use of this catchment indicates the distribution of future office spaces across the LGA by 2036. This will help better evaluate the potential of Bankstown Strategic Centre in capturing knowledge-intensive job, achieving it's role as a Health and Education Precinct.
- The following section assesses the likely demand for additional office space within the catchment and the supportable market share of such space at the subject site.

## OFFICE CATCHMENT

Map 2.3.1



# HISTORIC OFFICE SUPPLY TREND

## KEY FINDINGS

- **Table 2.3.1** provides an overview of the catchment's employment growth, in comparison to Bankstown Strategic Centre.
- The catchment's employment growth is expected to grow at an annual average of 1.1% over the next 15 years, accommodating approximately 142,970 jobs by 2036.
- Bankstown Strategic Centre is projected to grow at an annual average of 2.1%, accommodating approximately 5,000 additional jobs by 2036.
- Based on GSC baseline target, however, Bankstown Strategic Centre is anticipated to grow by 4.5% between 2031 to 2036.
- **Table 2.3.2** illustrates an estimate of the total jobs between 2016 and 2020, and an estimate of the current office floorspace in the catchment area. This has been based on:
  - Transport for NSW Employment Projections
  - Employment growth rate of 1.1% between 2016 and 2021
  - Proportion of jobs in each industry that will be accommodated in office floorspace (Urbis Benchmark)
  - 12sq.m per office job .
- **Based on the above, the catchment has an estimated 299,628 sq.m of commercial office floorspace in 2019.**

## EMPLOYMENT PROJECTION OVERVIEW

Table 2.3.1

| | | 2016 | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|---|---|
| Projected Total Jobs (LGA) | no. | 114,238 | 120,835 | 129,274 | 135,092 | 142,968 |
| Employment Growth Rate (LGA) | % | - | 1.1% | 1.4% | 0.9% | 1.1% |
| **Project Jobs in Bankstown Strategic Centre** | **no.** | **10,120** | **11,047** | **12,663** | **13,659** | **15,215** |
| **Employment Growth Rate (BSC)** | **%** | | **1.8%** | **2.8%** | **1.5%** | **2.2%** |
| GSC's Baseline Job Target (BSC) | no. | | | | | 17,000 |
| Employment Growth Rate (Bankstown) | % | | | | | **4.5%** |

*Source: Urbis, TfNSW, Greater Sydney Commission (GSC)*

## HISTORIC SUPPLY ESTIMATE - CATCHMENT

Table 2.3.2

| | | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|
| Projected Total Jobs | no. | 114,238 | 115,485 | 116,768 | 118,086 | 119,442 |
| **Projected Jobs in Commercial Offices** | **no.** | **23,833** | **24,195** | **24,573** | **24,969** | **25,382** |
| Job Density | sq.m/job | 12 | 12 | 12 | 12 | 12 |
| **Estimated Commercial Office Floorspace** | **sq.m** | **285,991** | **290,335** | **294,879** | **299,628** | **304,583** |

*Source: Urbis, TfNSW, PCA*

# COMPETITIVE CONTEXT – FUTURE SUPPLY

## KEY FINDINGS

- **Table 2.3.3** show the proposed office developments in the catchment, with a floorspace of 500 sq.m or greater.
- **Map 2.3.2** overleaf demonstrates the distribution of the total 50 proposed office developments in the catchment, to deliver a total of 28,670 sq.m of office floorspace. Appendix B provides the list of all proposed office developments in the catchment.
- Most of the proposed office developments are integrated with residential development. The proposed new office floorspace across these developments range between 40sq.m to 5,973sq.m.
- There are 36 'firm' projects to deliver a combined office floorspace of 16,239 sq.m in the catchment. A project is only considered as 'firm' if it has received development approval.
- The two largest proposed office developments in the catchment are:
  1. **Canterbury Road Mixed Use Development** has received development approval for 5,973 sq.m of office space to be delivered in 2022.
  2. **Poly Bankstown** is a mixed use development that is still in the early planning stage. It is proposed to deliver approximately 5,490 sq.m of commercial space by 2024.

## PROPOSED OFFICE DEVELOPMENTS (ABOVE 500 SQ.M)

Table 2.3.3

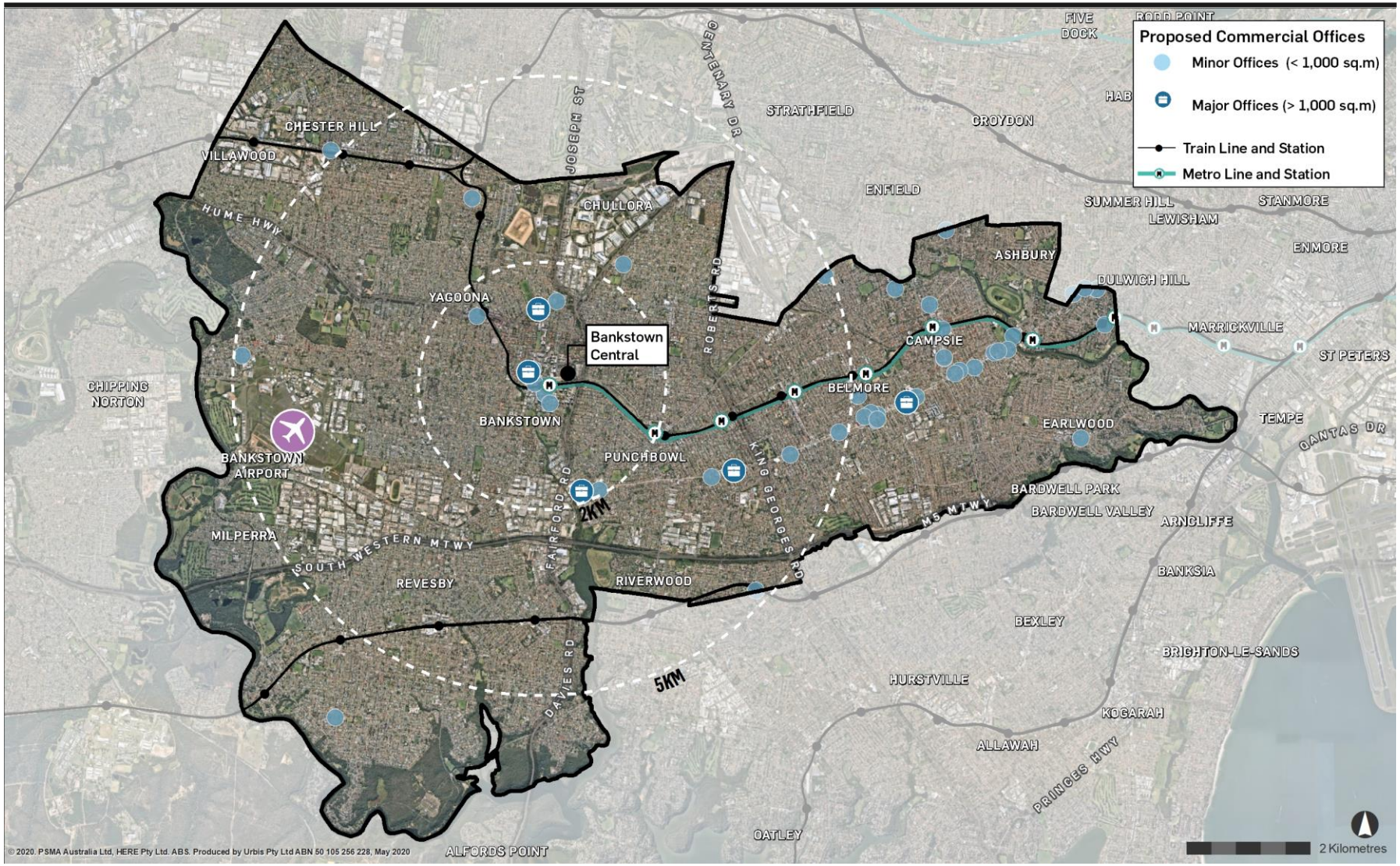
| # | FACILITY NAME | DISTANCE FROM SUBJECT SITE (KM) | STAGE | ESTIMATED COMPLETION | FIRM | COMMERCIAL AREA (SQ.M) |
|---|---|---|---|---|---|---|
| 1 | CANTERBURY RD MIXED DEVELOPMENT | 2.5 | Development Approval | 2022 | Yes | 5,973 |
| 2 | POLY BANKSTOWN | 0.5 | Early Planning | 2023 | No | 5,490 |
| 3 | HUME HIGHWAY MIXED USE DEVELOPMENT - VIRTU | 1.5 | Development Approval | 2021 | Yes | 2,364 |
| 4 | CANTERBURY RD MIXED DEVELOPMENT | 4.5 | Development Application | 2023 | No | 1,567 |
| 5 | CANTERBURY RD MIXED DEVELOPMENT - EMPORIA | 7.0 | Under Construction | 2020 | Yes | 1,040 |
| 6 | CANTERBURY ROAD MIXED DEVELOPMENT SITE | 10.0 | Early Planning | 2021 | No | 948 |
| 7 | BEAMISH STREET MIXED USE DEVELOPMENT | 10.5 | Development Approval | 2022 | Yes | 902 |
| 8 | CANTERBURY ROAD MIXED USE DEVELOPMENT | 6.0 | Development Approval | 2021 | Yes | 902 |
| 9 | CANTERBURY RD MIXED USE DEVELOPMENT SITE | 6.5 | Early Planning | 2023 | No | 884 |
| 10 | CANTERBURY ROAD MIXED USE DEVELOPMENT | 6.5 | Development Application | 2024 | No | 741 |
| 11 | BROADARROW ROAD MIXED USE DEVELOPMENT | 7.5 | Development Application | 2024 | No | 730 |
| 12 | GEORGES RIVER ROAD MIXED USE DEVELOPMENT | 8.5 | Development Application | 2024 | No | 515 |
| 13 | HUME HIGHWAY MIXED DEVELOPMENT | 1.5 | Development Approval | 2022 | Yes | 511 |
| | **Proposed future office space (Sub-total)** | | | | | **22,567** |
| | **Firm proposed future office space (Sub-total)** | | | | | **11,692** |
| | Proposed future office space (Below 500sq.m) | | | | | 6,103 |
| | Firm proposed future office space (Below 500sq.ml) | | | | | 4,547 |
| | **Total proposed future office space** | | | | | **28,670** |
| | **Total Firm proposed future office space** | | | | | **16,239** |

*Source: Cordell Connect; Urbis*

# COMPETITIVE CONTEXT

## PROPOSED MAJOR OFFICE DEVELOPMENTS

Map 2.3.2



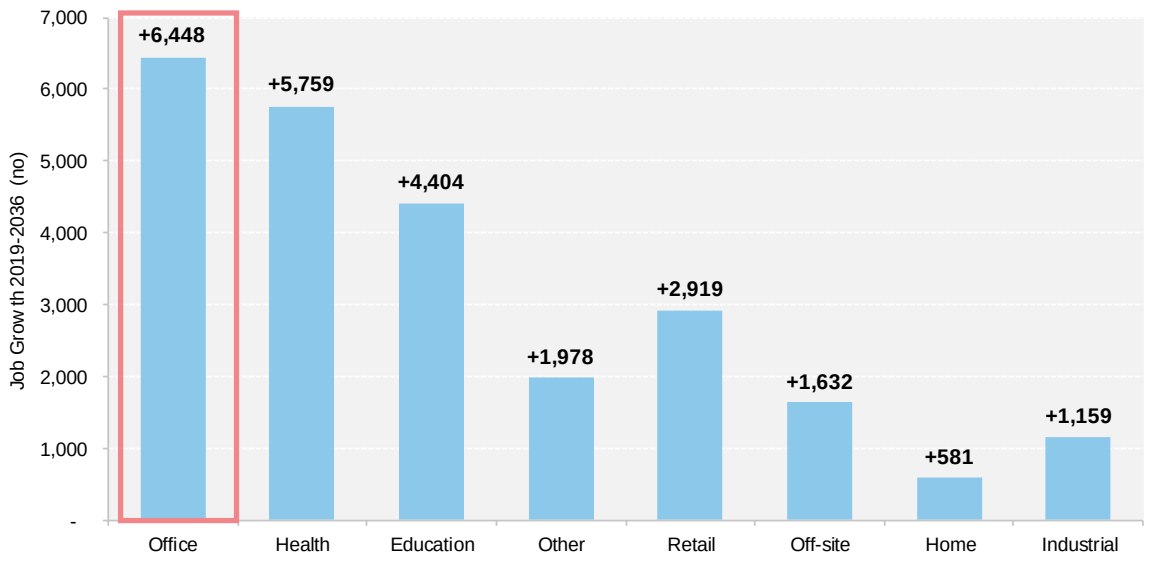
# COMMERCIAL OFFICE DEMAND

## EMPLOYMENT PROJECTIONS BY INDUSTRY

- Our methodology for forecasting future demand for commercial office space involves forecasting the additional number of office workers who will be employed in the Canterbury-Bankstown LGA to 2036.
- **Chart 2.3.1** shows the growth of employment across different property types. Office is expected to experience the highest share in the next 15 years.
- **Table 2.3.4** overleaf shows job projections by industry in the Canterbury-Bankstown to 2036.
- Based on Transport for NSW employment projections by industry, employment within Canterbury-Bankstown is projected to grow by 24,881 jobs from 2019 to 2036. Key growth industries include:
  - Health Care and Social Assistance (+6,399 new jobs, +2.1% growth per annum)
  - Education and Training (+4,636 new jobs, +2.1% growth per annum)
  - Construction (+3,596 new jobs, +1.5% growth per annum)
  - Retail Trade (+2,632 new jobs, +1.2% growth per annum)
  - Accommodation and Food Services (+2,094 new jobs, +1.7% growth per annum).
- The continuing growth of these industry sectors, particularly *Health Care and Social Assistance* as well as *Education and Training*, are expected to drive increased demand for commercial office spaces in Canterbury-Bankstown.
- The disaggregation of total job growth into office job growth is presented in **Table 2.3.5**.

## EMPLOYMENT PROJECTION BY PROPERTY TYPE , 2019-2036

Chart 2.3.1




*Source: TfNSW; Urbis*

# COMMERCIAL OFFICE DEMAND

## EMPLOYMENT PROJECTIONS BY INDUSTRY

Table 2.3.4

| | Forecast | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2019 | | 2021 | | 2026 | | 2031 | | 2036 | | 2019-36 | |
| **Industry Sector** | **No.** | **%** | **No.** | **%** | **No.** | **%** | **No.** | **%** | **No.** | **%** | **Total Change** | **Annual Growth %** |
| Health Care and Social Assistance | 15,247 | 13% | 15,704 | 13% | 17,894 | 14% | 19,708 | 15% | 21,646 | 15% | +6,399 | +2.1% |
| Education and Training | 10,662 | 9% | 11,311 | 9% | 12,876 | 10% | 14,070 | 10% | 15,298 | 11% | +4,636 | +2.1% |
| Professional, Scientific and Technical Services | 5,245 | 4% | 5,470 | 5% | 6,076 | 5% | 6,559 | 5% | 7,091 | 5% | +1,846 | +1.8% |
| Accommodation and Food Services | 6,407 | 5% | 6,488 | 5% | 7,392 | 6% | 7,931 | 6% | 8,501 | 6% | +2,094 | +1.7% |
| Retail Trade | 11,781 | 10% | 11,781 | 10% | 12,858 | 10% | 13,600 | 10% | 14,413 | 10% | +2,632 | +1.2% |
| Construction | 12,701 | 11% | 12,809 | 11% | 14,229 | 11% | 15,198 | 11% | 16,296 | 11% | +3,596 | +1.5% |
| Other Services | 5,447 | 5% | 5,767 | 5% | 5,904 | 5% | 6,122 | 5% | 6,359 | 4% | +912 | +0.9% |
| Financial and Insurance Services | 1,708 | 1% | 1,805 | 1% | 1,914 | 1% | 2,042 | 2% | 2,176 | 2% | +468 | +1.4% |
| Wholesale Trade | 5,964 | 5% | 6,183 | 5% | 6,024 | 5% | 6,071 | 4% | 6,096 | 4% | +132 | +0.1% |
| Public Administration and Safety | 4,507 | 4% | 4,809 | 4% | 5,208 | 4% | 5,578 | 4% | 5,989 | 4% | +1,482 | +1.7% |
| Manufacturing | 18,682 | 16% | 19,050 | 16% | 19,216 | 15% | 19,414 | 14% | 19,575 | 14% | +892 | +0.3% |
| Transport, Postal and Warehousing | 10,763 | 9% | 10,751 | 9% | 10,194 | 8% | 8,797 | 7% | 9,007 | 6% | -1,756 | -1.0% |
| Arts and Recreation Services | 1,347 | 1% | 1,336 | 1% | 1,433 | 1% | 1,534 | 1% | 1,640 | 1% | +293 | +1.2% |
| Rental, Hiring and Real Estate Services | 1,718 | 1% | 1,751 | 1% | 1,992 | 2% | 2,139 | 2% | 2,298 | 2% | +580 | +1.7% |
| Administrative and Support Services | 3,422 | 3% | 3,202 | 3% | 3,350 | 3% | 3,479 | 3% | 3,601 | 3% | +179 | +0.3% |
| Electricity, Gas, Water and Waste Services | 1,298 | 1% | 1,397 | 1% | 1,487 | 1% | 1,608 | 1% | 1,739 | 1% | +441 | +1.7% |
| Information Media and Telecommunications | 953 | 1% | 1,001 | 1% | 1,011 | 1% | 1,026 | 1% | 1,026 | 1% | +73 | +0.4% |
| Mining | 102 | 0% | 105 | 0% | 105 | 0% | 106 | 0% | 107 | 0% | +5 | +0.3% |
| Agriculture, Forestry and Fishing | 132 | 0% | 113 | 0% | 111 | 0% | 110 | 0% | 108 | 0% | -23 | -1.1% |
| **Total Employment** | **118,086** | **100%** | **120,835** | **100%** | **129,274** | **100%** | **135,092** | **100%** | **142,968** | **100%** | **+24,881** | **+1.1%** |

*Source: TfNSW; Urbis*

# COMMERCIAL OFFICE DEMAND

## FORECAST OFFICE DEMAND – CATCHMENT AREA

Table 2.3.5

| | UNITS | 2019 | 2020 | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|---|---|---|
| Projected total jobs | *no.* | 114,238 | 115,528 | 116,832 | 124,142 | 131,570 | 138,189 |
| Projected office jobs | *no.* | 30,038 | 30,520 | 31,020 | 33,554 | 35,727 | 38,051 |
| Projected additional office jobs | *no.* | 0 | 481 | 982 | 3,516 | 5,688 | 8,012 |
| Benchmark office job density | | | | 12sq.m/job | | | |
| Demand for additional occupied office space | *sq.m* | 0 | 5,778 | 11,782 | 42,188 | 68,260 | 96,150 |
| Estimated vacancy rate for new office space | *%* | | | 10% | | | |
| **Demand for additional office space** | ***sq.m*** | **0** | **6,419** | **13,091** | **46,875** | **75,844** | **106,833** |

*Source: TfNSW; PCA; Cordell Connect; Urbis*

- **Table 2.3.5** presents the forecast demand for additional commercial office space in Canterbury-Bankstown LGA to 2036. Our demand forecast adopts Transport for NSW employment projections by industry as shown in **Table 2.3.4**.
- Different industry sectors have different property requirements in terms of type and size of floorspace.
- We have applied benchmarks that Urbis derived for the proportion of jobs in each industry that will be accommodated in office floorspace. **This analysis estimates 30,038 office jobs in 2019, growing to 33,554 by 2026 and 38,051 by 2036.**
- We adopted the following assumptions in forecasting potential demand:
  - Average job density of 12 sq.m of office floorspace per additional worker based on comparable office markets that are located at non-CBD location
  - Vacancy rate of 10% for new office space based on the historical performance of comparable office markets including Chatswood.
- We forecast demand for an additional **106,833 sq.m of office space in the catchment area by 2036.**
- **Whilst the proposed commercial floorspace at Bankstown Central represents 99% of this additional demand by 2036.**

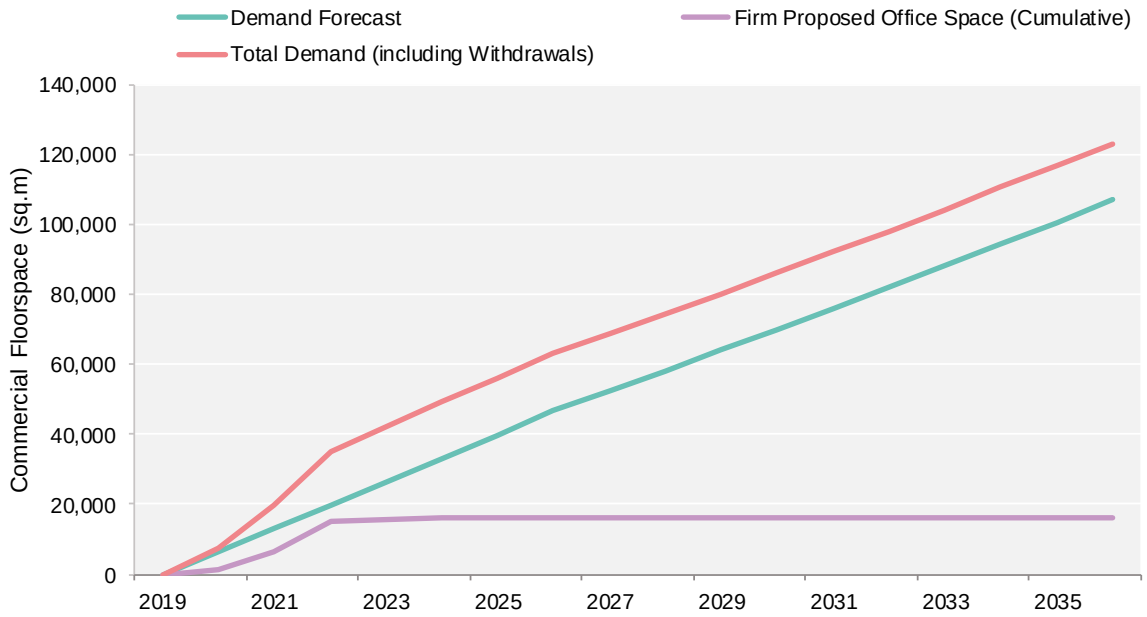
# COMMERCIAL OFFICE POTENTIAL

## KEY FINDINGS

- **Chart 2.3.2** illustrates the potential for commercial office in Canterbury-Bankstown to 2036. This chart compares future demand indicators (demand forecast) to future supply indicators (firm proposed development pipeline).
- The demand forecast of 106,833 sq.m to 2036 is significantly higher than the cumulative firm proposed office space (16,239 sq.m). This gap between demand and supply reflects the low level of proposed new office floorspace in the catchment.
- In order to better capture the actual total demand, we have assessed the historical trends of comparable office markets, including Chatswood. This assessment indicates that some office spaces will be withdrawn from the market, at an annual average of up to 1%.
- As a conservative measure, we have adopted 0.5% for the catchment area. This further reinforces the significant potential for new office space in the catchment area.
- We note that there are several proposed developments that are not considered 'firm', and our forecast demand gap would be reduced if these projects are approved. Even if all projects are approved and developed, the total proposed office space (28,670 sq.m) is still significantly lower than the forecast demand.
- As noted in previous section, the proposed development pipeline has limited to no supply of A-grade office space. Majority of the proposed developments are of small-scale and integrated with residential development.

## COMMERCIAL OFFICE POTENTIAL

Chart 2.3.2




*Source: TfNSW; PCA; Cordell Connect; Urbis*

# COMPETITIVE POSITIONING

## CATCHMENT COMMERCIAL OFFICE MARKET AND SUBJECT SITE ASSESSMENT AGAINST DEMAND DRIVERS

Table 2.3.6

| LOCATION DRIVER | IMPACT | IMPLICATIONS FOR SUBJECT SITE | RATING |
|---|---|---|---|
| **I. Surrounding Resident Population/ Customers** | High | • The site has access to a resident population that has strong forecast growth. The planned offering of health and education facilities at Bankstown (including WSU Bankstown City Campus) are key drivers of this population growth. | Positive |
| **II. Retail and Leisure Amenity** | High | • The site is located as part of the prime retail location of Bankstown Strategic Centre, where broader range of retail services and amenities will be provided as part of the redevelopment. | Positive |
| **III. Clustering of Related Businesses** | High | • The site is located at the core of Bankstown Strategic Centre, where educational facilities, arts and creative services are clustered around.<br>• The location of the site within the catchment's Health & Education Precinct further strengthen the location as office location. | Positive |
| **IV. Rent Affordability** | High | • Existing commercial spaces is rather limited in Bankstown, where prices have indicated to be slightly higher compared to other commercial areas in the catchment such as Campsie. | Moderate |
| **V. Public Transport Access** | Moderate | • The site benefits from the location right next to the major transport interchange, where access to Bus, Train and the Future Metro Station are extremely convenient. | Positive |
| **VI. Perceived Car Access and Parking** | Moderate | • The site is currently well-serviced by Stacey Street at the east, North Terrace at the South, Rickard Road at the North, and Lady Cutler Avenue across the site from North to South. With the major redevelopment taking place on-site, office spaces on-site will have greater certainty with access to car parking. | Positive |
| **VII. Attractive Outlook and Urban Landscape** | Moderate | • The site is currently located next to Paul Keating Park. The master plan is envisioned to deliver additional 7,000sq.m of public open space. This will enhance the public domain around the site and provide an attractive urban landscape where office workers can enjoy. | Positive |
| **Overall Outlook** | | • **Strong population growth that will remain with the clustering of health and educational facilities being planned for the centre**<br>• **Excellent access to retail and leisure amenity, as well as public transport, and car parking** | |

# COMMERCIAL OFFICE SUPPORTABLE MARKET SHARE

## SUPPORTABLE OFFICE FLOORSPACE – SUBJECT SITE

Table 2.3.7

| | UNITS | 2019 | 2020 | 2021 | 2026 | 2031 | 2036 |
|---|---|---|---|---|---|---|---|
| Cumulative demand for additional office space | *sq.m* | 0 | 6,419 | 13,091 | 46,875 | 75,844 | 106,833 |
| Cumulative firm proposed office floorspace | *sq.m* | 0 | 1,284 | 6,517 | 16,239 | 16,239 | 16,239 |
| Cumulative total office floorspace (estimate) | *sq.m* | 299,628 | 300,912 | 306,145 | 315,867 | 315,867 | 315,867 |
| Comparable withdrawal rate | *%* | | | 0.5% | | | |
| Estimate withdrawal floorspace | *sq.m* | 1,498 | 1,505 | 1,531 | 1,579 | 1,579 | 1,579 |
| Cumulative withdrawal floorspace | *sq.m* | 1,498 | 3,003 | 4,533 | 12,423 | 20,320 | 28,217 |
| **Cumulative excess (+) / deficit (-) of office floorspace** | ***sq.m*** | **-1,498** | **-8,318** | **-11,107** | **-43,060** | **-79,925** | **-118,811** |

*Source: TfNSW; PCA; Cordell Connect; Urbis*

- **Table 2.3.8** presents the supportable commercial office space in the catchment to 2036.
- Comparing the demand and supply forecasts for office space in the catchment, we forecast a **total deficit of -118,811 sq,m of office floorspace by 2036**. **The proposed office space at Bankstown Central can meet 89% of this deficit.**
- In response to the significant undersupply of A-grade office development in the catchment, we expect that the proposed new office space at Bankstown Central would absorb significant proportion of this unmet demand.
- Based on the current firm projects, the catchment is projected to accommodate a total of 315,867 sq.m office floorspace by 2036. **The proposed new office floorspace at Bankstown Central will represent 34% of the total catchment floorspace in 2036.**
- Taking into consideration the total office floorspace by 2036 will be inclusive of Bankstown Central proposal, **the proposed 106,000sq.m of office floorspace will only represent 25% of the total catchment floorspace.**

# COMMERCIAL OFFICE SUPPORTABLE MARKET SHARE

## MARKET DEMAND

- The subject site can meet **99% of the additional floorspace demand in the catchment to 2036.**
- Noting that this does not yet capture stock that will be withdrawn from the market, and the limited supply in the pipeline.
- Strong forecast demand for Bankstown Strategic Centre with a higher annual rate compared to the catchment (2.1% compared to 1.1%.
- Compared to GSC 2036 Target of 17,000 to 25,000, Bankstown Strategic Centre has to grow at an annual rate of 4.5%.

## SUPPLY

- The subject site will represent **25% of the total supply in the catchment by 2036.**
- Minimal new office space additions in the catchment.
- Majority of the proposed development are integrated with residential development, where scale of office spaces are minimal, range between 40sq.m to 5,973 sq.m.
- The total firm office developments will provide an additional 16,239sq.m of floorspace by 2036, resulting a cumulative total floorspace of 315,867 sq.m in the catchment.

## COMPETITIVE SHARE

- The subject site can meet **89% of the total floorspace deficit in the catchment by 2036.**
- Deficit of -118,811 sq,m of office floorspace by 2036.
- The site is located as part of the prime retail location of Bankstown Strategic Centre, where broader range of retail services and amenities will be provided as part of the redevelopment.
- The site benefits from the location right next to the major transport interchange, where access to Bus, Train and the Future Metro Station are extremely convenient.

## MARKET SHARE SUPPORTABILITY

- **The construction of 105,996 SQ.M Commercial office space (in GFA) on the subject by 2036 is supportable. This considers the following:**
  - A well-known anchor tenant needs be secured in order to establish credibility and fill vacancies as well as validate the area as an ideal business hub
  - The development will be a true A-grade tower offering premium location, construction quality and amenities
  - There is limited competition of this quality and scale within the catchment, particularly within Bankstown Central, therefore it is likely the subject site will be able to capture a high market share.



# 2.4

# STUDENT ACCOMMODATION

## DETAILED MARKET ASSESSMENT

**1,664**
Student Housing (Beds)

**Represents 90% of the total student accommodation bed demand and 85% of the total supply in the catchment by 2036.**

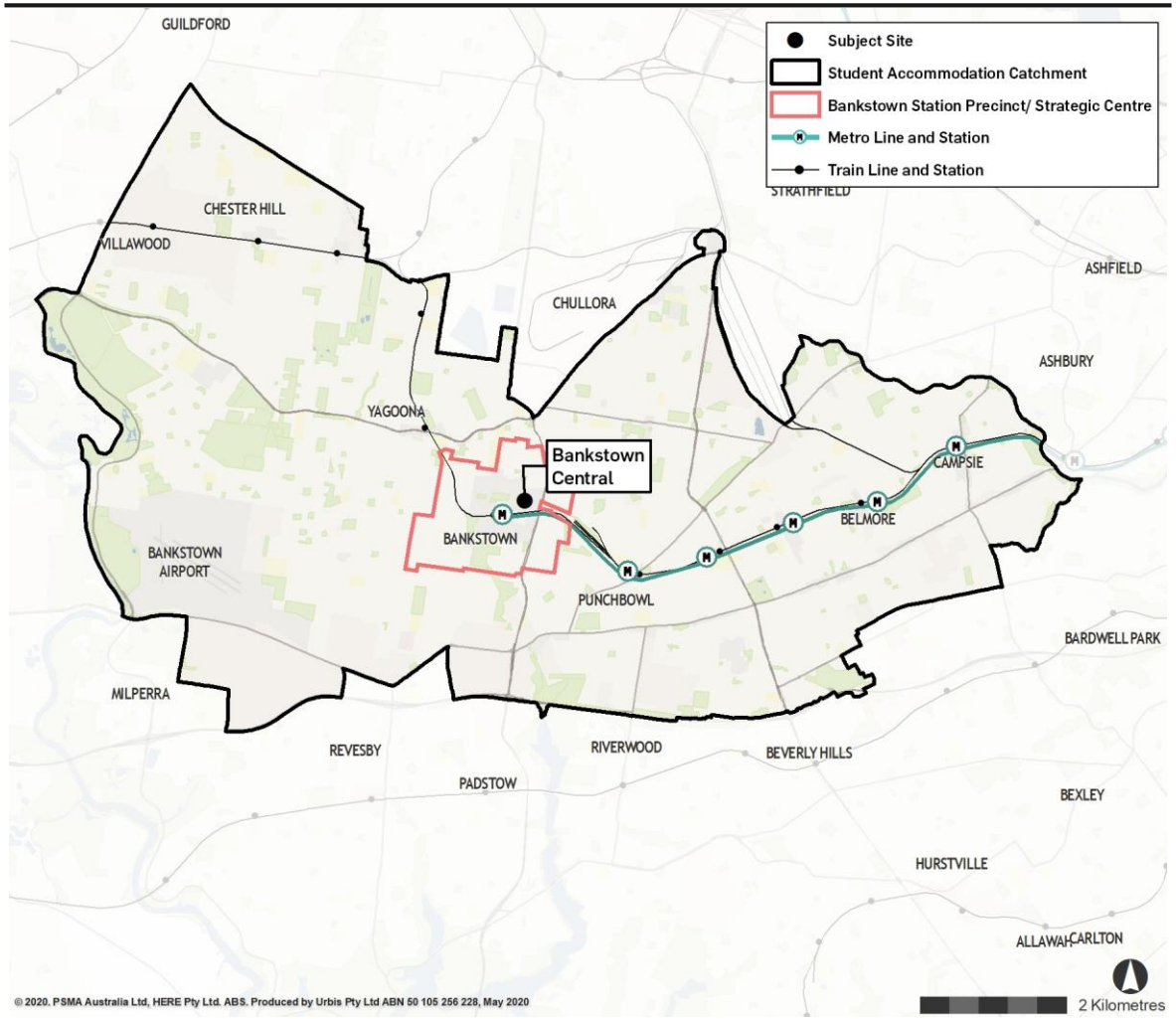
# CATCHMENT AREA DEFINITION

## KEY FINDINGS

- The student accommodation catchment adopts the residential catchment, as documented in Page 13.
- This catchment was defined by assessing migration statistics from the 2016 ABS Census. These statistics identify the origin of local residents and therefore provide an indication of the area from which a residential development at the subject site would draw residents from.
- As such, any student accommodation facilities at the subject site is expected to compete with the proposed developments within this catchment as well as those surrounding the Western Sydney University (WSU) Bankstown Campus.
- The following section assesses the likely demand for student accommodation beds within the catchment and their supportability at the subject site.

## STUDENT ACCOMMODATION CATCHMENT

Map 2.4.1



# COMPETITIVE CONTEXT

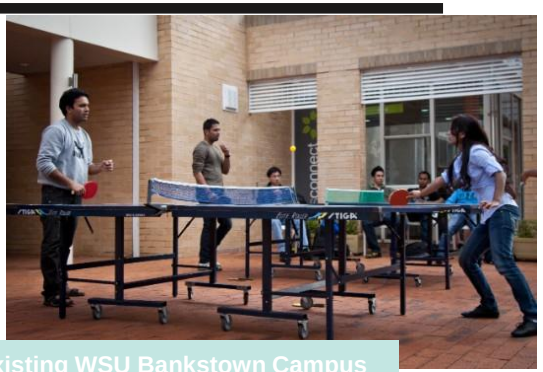
## KEY FINDINGS

- The current WSU Bankstown Campus is located next to Bankstown Airport, approximately 8km south-west of the site.
- The campus mainly offers courses in the field of Arts, Social Science, International Studies, Business, Information and Communication Technology.
- Set to open by 2022, WSU will deliver a new campus at the core of Bankstown Strategic Centre (150m north of the subject site).
- The new campus is set to support the defining role of Canterbury-Bankstown, by offering teaching and research programs focused in health, advanced manufacturing and education.
- Specifically, the Bankstown City Campus will offer courses in teacher education, psychology, arts and humanities, business, accounting, IT and non-clinical health areas.

- **Bankstown City Campus is anticipated to attract greater number of international and regional students with its**
  - Location that is highly-accessible to public transportation, retail services and amenities
  - Course offerings
  - Offering of work-integrated learning and collaborative research partnership
  - World-class high-rise campus.



Source: Western Sydney University



Existing WSU Bankstown Campus

Future WSU Bankstown City Campus



Source: NSW DPIE

# STUDENT ACCOMMODATION COMPETITIVE CONTEXT

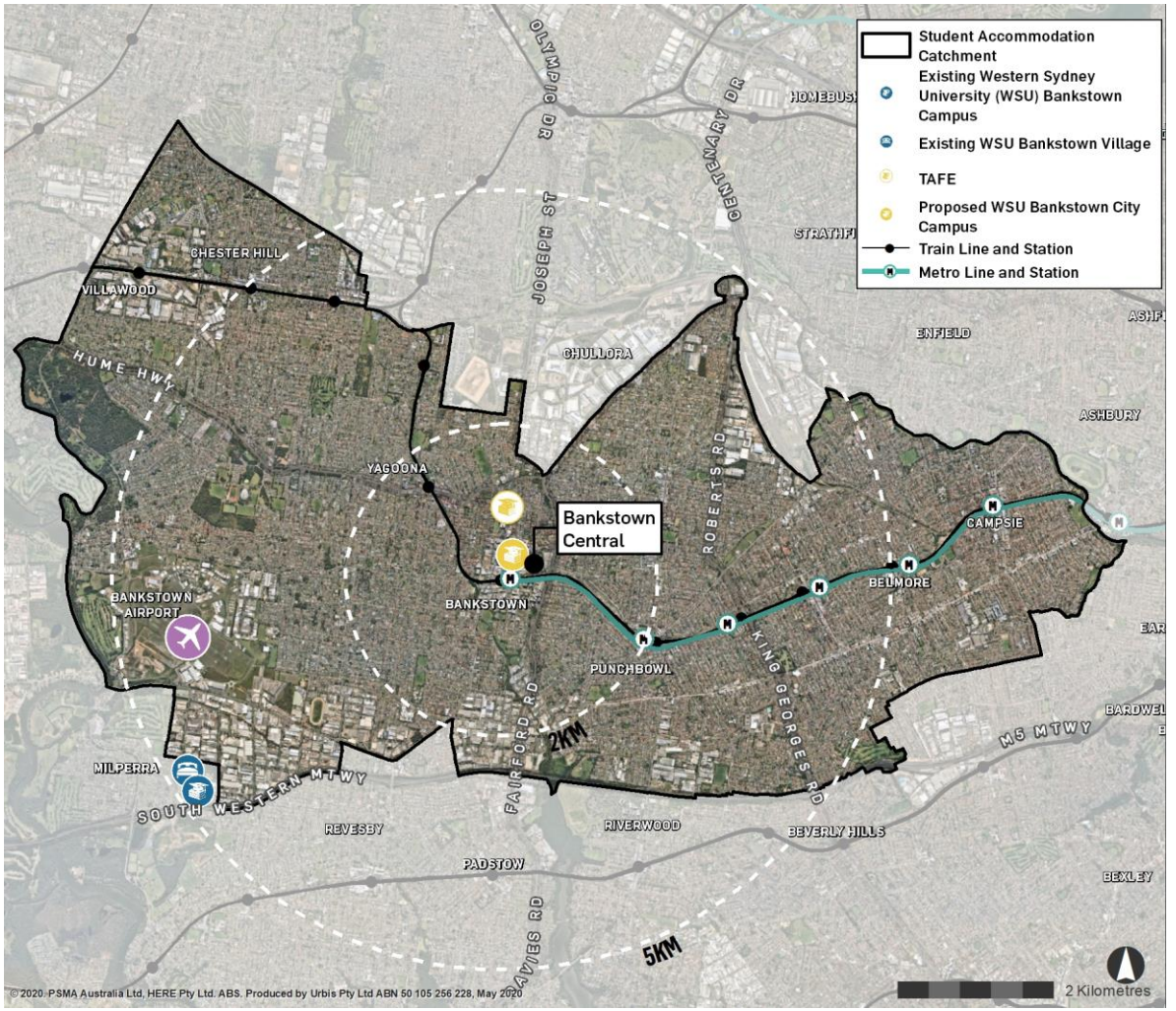
## KEY FINDINGS

- There is currently limited Purpose-Built Student Accommodation (PBSA) within the catchment. WSU Bankstown Village is the only operator offering on-campus accommodation (290 beds) at Milperra.
- Our assessment on the future development pipeline indicated that there is no PBSA proposed in the catchment.
- This indicates that the **proposed 1,664 beds at Bankstown Central will represent up to 85% of the total supply by 2036**.
- Whilst this indicates a rather high proportion, it is common for one operator (i.e. Unilodge, Camplus Living Villages, Atira) to dominate the market and take up several facilities on-site.
- **Map 2.4.2** demonstrates the location of existing and proposed WSU Bankstown Campus along with associated PBSA.

- **The subject site will be an attractive location for student-living, with its location:**
  - Close to the new WSU campus
  - Adjacent to major transport interchange
  - Above the prime retail centre
  - Within the cluster where amenities, arts and creative facilities are located.

## WSU BANKSTOWN CAMPUS AND PBSA OPERATOR

Map 2.4.2



# STUDENT ACCOMMODATION – HISTORIC ENROLMENTS

## KEY FINDINGS

- The data shown in **Table 2.4.1** has been adapted using full-time on-campus enrolments for the Western Sydney University (WSU) Bankstown campus sourced from Department of Education and Training data (DET).
- Total growth in full-time on-campus students at WSU was 7.5% in 2018 and 1.7% per annum between 2010 and 2018. This equates to an average increase of 100 students per annum over the 8-year period.
- Over the period between 2010 and 2018, WSU recorded a shift from domestic student growth to international student growth. This shift is expected to continue going forward as the central location of the new campus attracts an increasing proportion of international students.

## WESTERN SYDNEY UNIVERSITY – HISTORIC ENROLMENTS

Table 2.4.1

| TYPE | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2010-18 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Commencing** | | | | | | | | | | |
| **Domestic - Local** | | | | | | | | | | |
| Undergraduate | 1,671 | 1,314 | 1,388 | 1,412 | 1,498 | 1,786 | 1,717 | 1,545 | 1,636 | **-0.3%** |
| Postgraduate | 632 | 587 | 532 | 637 | 573 | 489 | 453 | 487 | 516 | **-2.5%** |
| **Domestic – Regional and Interstate** | | | | | | | | | | |
| Undergraduate | 38 | 47 | 32 | 44 | 41 | 43 | 50 | 35 | 37 | **-0.4%** |
| Postgraduate | 27 | 12 | 13 | 14 | 10 | 7 | 6 | 10 | 10 | **-11.5%** |
| **International** | | | | | | | | | | |
| Undergraduate | 152 | 147 | 142 | 137 | 157 | 186 | 200 | 226 | 274 | **7.7%** |
| Postgraduate | 170 | 132 | 124 | 141 | 173 | 130 | 138 | 227 | 264 | **5.7%** |
| Other | 7 | 4 | 3 | 3 | 1 | 4 | 4 | 6 | 7 | **1.3%** |
| **Continuing** | | | | | | | | | | |
| **Domestic – Local** | | | | | | | | | | |
| Undergraduate | 1,977 | 2,102 | 2,186 | 2,327 | 2,449 | 2,374 | 2,314 | 2,313 | 2,408 | **2.5%** |
| Postgraduate | 466 | 555 | 639 | 547 | 570 | 606 | 619 | 559 | 582 | **2.8%** |
| **Domestic – Regional and Interstate** | | | | | | | | | | |
| Undergraduate | 78 | 74 | 64 | 50 | 57 | 51 | 54 | 60 | 63 | **-2.7%** |
| Postgraduate | 25 | 29 | 19 | 20 | 17 | 18 | 18 | 16 | 17 | **-4.8%** |
| **International** | | | | | | | | | | |
| Undergraduate | 184 | 188 | 194 | 185 | 197 | 194 | 202 | 239 | 270 | **4.9%** |
| Postgraduate | 111 | 99 | 86 | 88 | 103 | 133 | 144 | 172 | 253 | **10.9%** |
| Other | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0.0%** |
| **Total** | **5,537** | **5,290** | **5,422** | **5,606** | **5,845** | **6,021** | **5,918** | **5,895** | **6,337** | **1.7%** |

*Source: Department of Education and Training; Urbis*

# STUDENT ACCOMMODATION – FORECAST ENROLMENTS

## KEY FINDINGS

- The data shown in **Table 2.4.2** has been estimated using full-time on-campus enrolments at the Western Sydney University Bankstown campus based on Department of Education and Training data (DET), public announcements, annual reports, historical growth rates, Government population projections by age cohort and Department of Home Affairs projections on inbound foreign students arrivals.
- The forecasts take into consideration the new WSU campus set to open in 2022 and the significant increase in regional and international cohorts this is expected to attract. This is through the offering of courses in business, accounting, IT and non-clinical health areas as well as the integration of The College throughout the campus which offers bridging courses for domestic and international students transitioning from secondary school to degree programs or into a postgraduate program.
- Overall student enrolments are projected to grow at a rate of 4.5% between 2018 and 2036. This equates to an average increase of 430 students per annum over the 18-year period. This includes a considerate injection of students between 2022 to 2025 with the opening if the new campus.

## WESTERN SYDNEY UNIVERSITY – FORECAST ENROLMENTS

Table 2.4.2

| TYPE | 2018 | 2019 | 2020 | 2024 | 2028 | 2032 | 2036 | 2018-36 |
|---|---|---|---|---|---|---|---|---|
| **Commencing** | | | | | | | | |
| **Domestic - Local** | | | | | | | | |
| Undergraduate | 1,636 | 1,651 | 1,667 | 1,932 | 2,134 | 2,307 | 2,493 | **857** |
| Postgraduate | 516 | 523 | 531 | 702 | 815 | 899 | 990 | **475** |
| **Domestic – Regional and Interstate** | | | | | | | | |
| Undergraduate | 37 | 37 | 37 | 338 | 445 | 454 | 464 | **426** |
| Postgraduate | 10 | 10 | 10 | 13 | 14 | 15 | 16 | **5** |
| **International** | | | | | | | | |
| Undergraduate | 274 | 276 | 279 | 518 | 616 | 641 | 667 | **393** |
| Postgraduate | 264 | 266 | 269 | 343 | 378 | 394 | 410 | **146** |
| Other | 7 | 8 | 8 | 9 | 10 | 11 | 11 | **4** |
| **Continuing** | | | | | | | | |
| **Domestic – Local** | | | | | | | | |
| Undergraduate | 2,408 | 2,348 | 2,427 | 2,831 | 3,294 | 3,560 | 3,848 | **1,439** |
| Postgraduate | 582 | 621 | 643 | 818 | 1,052 | 1,160 | 1,278 | **696** |
| **Domestic – Regional and Interstate** | | | | | | | | |
| Undergraduate | 63 | 53 | 55 | 894 | 2,227 | 2,274 | 2,321 | **2,258** |
| Postgraduate | 17 | 22 | 22 | 33 | 43 | 44 | 46 | **29** |
| **International** | | | | | | | | |
| Undergraduate | 270 | 316 | 348 | 579 | 905 | 942 | 980 | **711** |
| Postgraduate | 253 | 340 | 368 | 426 | 518 | 539 | 561 | **308** |
| Other | 0 | 0 | 0 | 0 | 1 | 5 | 9 | **9** |
| **Total** | **6,337** | **6,473** | **6,663** | **9,436** | **12,454** | **13,244** | **14,093** | **7,757** |

*Source: Department of Education and Training; Urbis*

# STUDENT ACCOMMODATION - FORECAST DEMAND

## KEY FINDINGS

- Our propensity approach for student accommodation demand, forecasts student enrolments by a range of cohorts, recognising that different student groups will have different propensities to seek purpose-built student accommodation (e.g. a first year international undergraduate student will generally have a higher preference for on campus accommodation compared to a local domestic postgraduate student).
- The propensities adopted within this assessment have been estimated based on a review of propensity data from comparable universities in Australia that Urbis has worked on.
- **Chart 2.4.1** outlines the different demand levels typically associated with each key student cohort.
- International commencing and continuing students, as well as commencing regional students have the highest propensity for PBSA and are major drivers of overall demand.
- Propensities can be adjusted to account for changing variables under different scenarios.

## PROPENSITY APPROACH

Chart 2.4.1




*Source: Urbis*

# STUDENT ACCOMMODATION – FORECAST DEMAND

## KEY FINDINGS

- Adopted propensities have been estimated based on work undertaken for both suburban and regional city universities as comparable institutions. The propensities also reflect the opening of the new world-class high-rise WSU campus in 2022 in the Bankstown CBD which is anticipated to increase interest from regional and international students.
- The propensities adopted for this assessment have regard to the residential market in Sydney that is generally tighter and less affordable over the long term than most other capital cities in Australia, making student accommodation an attractive option.
- Based on forecast student numbers and applied propensities, there is estimated to be **demand for 1,859 student accommodation beds within the catchment by 2036.**
- **With 1,664 beds, the subject site would represent 90% of total demand.** This is not uncommon in the student accommodation market as large student accommodation providers monopolise the market in particular areas through owning one larger or several smaller facilities, attracting a significant proportion of the market.

## ADOPTED PROPENSITIES

Table 2.4.3

| COHORT | BENCHMARK MINIMUM | BENCHMARK MAXIMUM | BENCHMARK AVERAGE | ADOPTED PROPENSITIES |
|---|---|---|---|---|
| **Commencing** | | | | |
| **Local Domestic** | | | | |
| Undergraduate | 0.7% | 3.0% | 1.3% | **1.0%** |
| Postgraduate | 1.0% | 6.0% | 2.0% | **1.0%** |
| **Domestic – Interstate** | | | | |
| Undergraduate | 29.4% | 85.0% | 52.4% | **45.0%** |
| Postgraduate | 4.0% | 68.2% | 29.5% | **40.0%** |
| **International** | | | | |
| Undergraduate | 2.5% | 45.0% | 16.6% | **45.0%** |
| Postgraduate | 4.3% | 11.1% | 8.4% | **40.0%** |
| **Continuing** | | | | |
| **Local Domestic** | | | | |
| Undergraduate | 0.3% | 2.6% | 1.0% | **1.0%** |
| Postgraduate | 0.1% | 8.0% | 1.6% | **1.0%** |
| **Domestic – Interstate** | | | | |
| Undergraduate | 18.4% | 35.0% | 25.0% | **40.0%** |
| Postgraduate | 0.0% | 61.1% | 15.9% | **25.0%** |
| **International** | | | | |
| Undergraduate | 5.1% | 20.0% | 9.7% | **10.0%** |
| Postgraduate | 1.0% | 8.0% | 4.0% | **10.0%** |

*Source: Urbis*

# STUDENT ACCOMMODATION COMPETITIVE POSITIONING

## LOCATION DRIVERS FOR STUDENT ACCOMMODATION

Table 2.4.4

| LOCATION DRIVER | IMPACT | IMPLICATIONS FOR SUBJECT SITE | RATING |
|---|---|---|---|
| **I. Safe and Attractive Surrounding** | High | • The site is located at the core of the centre where day and night activities take place. This provides natural surveillance and helps maintain a high level of security around the living environment. | Positive |
| **II. Amenities and Services** | Very High | • The site is located at the core of Bankstown Strategic Centre, where major retail, amenities and services are located. Bankstown Central itself is the only retail centre servicing Bankstown. Bankstown Central is home to major retailers such as Woolworths, Supa IGA, Myer, Kmart and Target. It also offers broad range of specialty stores, food and beverages, amenities and services.<br>• Broader range of other retail offering including cafes, restaurants, bars and specialties are distributed around 500m walking distance from the site.<br>• The site is accessible to several public recreational space including Paul Keating Park and other community facilities such as Bankstown Library and Knowledge Centre.<br>• The site is highly accessible to both Bankstown TAFE NSW and the new WSU Bankstown City Campus (within 5-10 mins walking distance) | Positive |
| **III. Transport Accessibility and Infrastructure** | Very High | • The site is highly accessible via different modes of travel with its' location within Bankstown Station Precinct.<br>• Bankstown station and bus interchange are located at the immediate south of the subject site, providing convenient train and bus services to Sydney CBD, Parramatta and major regional centres including Strathfield and Sydney Olympic Park. | Positive |
| **IV. Employment Opportunities** | High | • The site is located within the cluster of retail services and businesses, where students have potential access to retail jobs.<br>• The site benefits from the location in proximity to Bankstown Station and bus interchange, with access to key employment areas within 20 minutes including Cabramatta, Lidcombe and Sydenham. | Positive |
| **V. Availability of Choice and Competing Supply** | Moderate | • The site is located in an area with high residential demand and limited supply of rental units or purpose-built student accommodation (PBSA).<br>• The supply pipeline indicates that no PBSA has been proposed in the catchment area, and the proposed student accommodation at the subject site will be an ideal location for student living.<br>• It is still important to note the possible competition from the availability of rental units and boarding homes in the catchment area. | Moderate |
| **Overall Outlook** | | • **Ease access to Bankstown TAFE and the new WSU Bankstown City Campus**<br>• **Extensive range of retail, facilities, services and public amenities right at the doorstep**<br>• **Excellent access to major transport interchange that provide access to key employment centres**<br>• **No competing large scale development in catchment** | |

# STUDENT ACCOMMODATION SUPPORTABLE MARKET SHARE

## MARKET DEMAND

- The subject site can meet **90% of the total student accommodation bed demand in the catchment by 2036.**
- The subject site will be the only PBSA facility of its size within the catchment, with only one other competing facility.
- The new WSU Bankstown campus is expected to attract a high number of international and regional students who have a high propensity for student accommodation.
- It is not uncommon for a large student accommodation provider to monopolise the market in particular areas through owning one large or several smaller facilities, attracting a significant proportion of the market.

## SUPPLY

- The subject site will represent **85% of the total supply in the catchment by 2036.**
- There is only one facility currently operating within the catchment with 290 student beds.
- There are no proposed facilities aside from the subject site currently in the pipeline.

## COMPETITIVE SHARE

- The subject site offers a central location with proximity to retail and transport which are important factors for students.
- With the opening of the WSU Bankstown City Campus in 2022, the subject site will be within walking distance for students.
- It is likely the Bankstown Village facility will not continue to operate beyond the closing of the old WSU Bankstown campus as it offers an inaccessible location away from campus and the centre of Bankstown.

## MARKET SHARE SUPPORTABILITY

- **The construction of 1,664 student accommodation beds on the subject by 2036 is supportable. This considers the following:**
  - A mix of bed types will be offered to suit market demand
  - The facility is able to partner with the university and a major PBSA operator to leverage existing market brand, provide greater certainty of accommodation quality to students and create higher visibility in the market
  - The development will offer a high level of internal and external amenity and student supports
  - There is no comparable competition of this quality and scale within the catchment either existing or proposed, therefore it is likely the subject site will be able to capture a high market share.

# 3.0

# APPENDIX

## FUTURE SUPPLY PIPELINE

# APPENDIX A – RESIDENTIAL FUTURE SUPPLY PIPELINE

## RESIDENTIAL FUTURE SUPPLY PIPELINE – APARTMENT PROJECTS WITH LESS THAN 25 UNITS

Table A.1

| Project Title | Project Address | Suburb | Estimated Year | Stage | No. of Dwellings |
|---|---|---|---|---|---|
| Chapel Road Mixed Use Development | 280 Chapel Rd | Bankstown | 2020 | Construction | 3 |
| Columbine Avenue Mixed Used Development | 96-98 Columbine Ave | Punchbowl | 2020 | Construction | 9 |
| Columbine Av Mixed Development | 96-98 Columbine Av | Punchbowl | 2020 | Construction | 9 |
| Canterbury Rd Mixed Use Development | 773-777 Canterbury Rd | Belmore | 2020 | Construction | 18 |
| Canterbury Rd Mixed Development - The Earl | 680-682 Canterbury Rd | Belmore | 2020 | Construction | 19 |
| Latvia Avenue Units | 14-16 Latvia Ave | Greenacre | 2021 | Development Application | 5 |
| Chester Hill Road Units | 131 Chester Hill Rd | Bass Hill | 2021 | Development Approval | 5 |
| Shadforth St Apartments | 5 Shadforth St | Wiley Park | 2021 | Development Approval | 8 |
| Barbers & Woodville Roads Units | 19-21 Barbers Rd & 23 Woodville Rd | Chester Hill | 2021 | Development Approval | 8 |
| Eighth Av Units - Wisteria Court | 81-83 Eighth Av | Campsie | 2021 | Development Approval | 9 |
| Yangoora Rd Units | 27-29 Yangoora Rd | Belmore | 2021 | Development Approval | 12 |
| Restwell St Mixed Development | 15-17 Restwell St | Bankstown | 2021 | Development Approval | 12 |
| Willeroo Street Units | 2-4 Willeroo St | Lakemba | 2021 | Development Approval | 16 |
| Shadforth St Units | 40-42 Shadforth St | Wiley Park | 2021 | Development Approval | 16 |
| Mccourt St Units | 2-4 McCourt St | Wiley Park | 2021 | Development Approval | 16 |
| Canterbury Rd Mixed Use Development | 274-276 Canterbury Rd | Canterbury | 2021 | Development Approval | 17 |
| Evaline Street Apartments | 144-148 Evaline St | Campsie | 2021 | Development Approval | 20 |
| Chapel Street Units | 84 Chapel St | Belmore | 2021 | Development Approval | 20 |
| Broughton St Residential Building | 6 Broughton St | Canterbury | 2021 | Development Approval | 28 |
| Daisy Street Units | 1 Daisy St | Roselands | 2022 | Development Application | 6 |
| Water Street Units | 76 Water St | Belfield | 2022 | Development Approval | 6 |
| Ellis Street Units | 29 & 31 Ellis St | Condell Park | 2022 | Development Approval | 8 |
| Frederick Street Units | 52 Frederick St | Campsie | 2022 | Development Approval | 9 |
| Fletcher St Units | 27 Fletcher St | Campsie | 2022 | Development Approval | 10 |

*Source: Cordell; Urbis*

# APPENDIX A – RESIDENTIAL FUTURE SUPPLY PIPELINE

## RESIDENTIAL FUTURE SUPPLY PIPELINE – APARTMENT PROJECTS WITH LESS THAN 25 UNITS CONTINUED

Table A.2

| Project Title | Project Address | Suburb | Estimated Year | Stage | No. of Dwellings |
|---|---|---|---|---|---|
| Matthews St Apartments | 43 Matthews St | Punchbowl | 2022 | Development Approval | 11 |
| Ellis Street Residential Development | 9-13 Ellis St | Condell Park | 2022 | Development Approval | 13 |
| Water Street Units | 80-82 Water St | Belfield | 2022 | Development Approval | 13 |
| Strickland Street Units | 2-6 Strickland St | Bass Hill | 2022 | Development Approval | 13 |
| Burwood Road Mixed Development | 504 Burwood Rd | Belmore | 2022 | Development Approval | 13 |
| Loch St Units | 49-51 Loch St | Campsie | 2022 | Development Approval | 14 |
| Leylands Parade Units | 80-82 Leylands Pde | Belmore | 2022 | Development Approval | 14 |
| Canterbury Road Mixed Development | 1258-1260 Canterbury Rd | Roselands | 2022 | Development Approval | 14 |
| Kingsgrove Rd Mixed Development | 86-92 Kingsgrove Rd | Belmore | 2022 | Development Application | 15 |
| Broadway Units | 73 Broadway | Punchbowl | 2022 | Development Application | 17 |
| Canterbury Rd Mixed Development - The Gateway | 297-299 Canterbury Rd | Canterbury | 2022 | Development Approval | 20 |
| Stanley St Mixed Development | 53-55 Stanley St | Bankstown | 2022 | Development Approval | 20 |
| Beaumont St Affordable Housing | 10-12 Beaumont St | Campsie | 2022 | Development Approval | 21 |
| Colin Street Apartments | 44 Colin St | Lakemba | 2023 | Development Approval | 8 |
| Brighton Avenue Units | 127 Brighton Ave | Campsie | 2023 | Development Application | 21 |
| Canterbury Road Apartments | 784 Canterbury Rd | Belmore | 2023 | Development Application | 22 |
| Haldon Street Mixed Use Development | 146-148 Haldon St | Lakemba | 2023 | Development Application | 24 |

*Source: Cordell; Urbis*

# APPENDIX A – RESIDENTIAL FUTURE SUPPLY PIPELINE

## RESIDENTIAL FUTURE SUPPLY PIPELINE – APARTMENT PROJECTS WITH 25 UNITS OR MORE

Table A.3

| Project Title | Project Address | Suburb | Estimated Year | Stage | No. of Dwellings |
|---|---|---|---|---|---|
| 1 Haldon Street | 1 Haldon Street | Lakemba | 2022 | Development Approval | 42 |
| 11 Burwood Rd | 11 Burwood Road | Belfield | 2022 | Development Approval | 31 |
| 13 & 17 Sixth Av | 13 Sixth Avenue | Campsie | 2022 | Development Approval | 61 |
| 137 Campbell Hill Rd | 137 Campbell Hill Road | Chester Hill | 2023 | Development Approval | 100 |
| 1408 Canterbury Rd | 1408 Canterbury Road | Punchbowl | 2021 | Development Approval | 25 |
| 147-151 Canterbury Rd Mixed Development | 147 Canterbury Road | Canterbury | 2022 | Development Approval | 26 |
| 1552 Canterbury Rd | 1552 Canterbury Road | Punchbowl | 2021 | Development Approval | 76 |
| 1608-1612 Canterbury Rd | 1608 Canterbury Road | Punchbowl | 2022 | Development Application | 68 |
| 287-289 Canterbury Road Mixed Use Development | 287 Canterbury Road | Canterbury | 2022 | Development Application | 26 |
| 388-392 Canterbury Rd | 388 Canterbury Road | Canterbury | 2022 | Development Approval | 55 |
| 49-51 Drummond St | 49 Drummond Street | Belmore | 2022 | Development Approval | 68 |
| 749 Canterbury Road Units | 755 Canterbury Road | Belmore | 2020 | Under Construction | 46 |
| 813 Canterbury Road | 813 Canterbury Road | Lakemba | 2021 | Development Approval | 26 |
| 821-855 Canterbury Road | 821 Canterbury Road | Lakemba | 2023 | Development Approval | 123 |
| 892-906 Canterbury Road | 892 Canterbury Road | Roselands | 2023 | Development Approval | 68 |
| Beamish St Mixed Development | 349 Beamish Street | Campsie | 2022 | Development Approval | 26 |
| Beamish Street Mixed Use | 386 Beamish Street | Campsie | 2024 | Development Approval | 67 |
| Beamish Street Mixed Use Development | 355 Beamish Street | Campsie | 2022 | Development Approval | 47 |
| Broadway Units | 39 Broadway Broadway | Punchbowl | 2022 | Development Approval | 25 |
| Cairds Avenue Apartments | 74 Cairds Avenue | Bankstown | 2021 | Development Approval | 26 |
| Canterbury Close | 242,246-258 Canterbury Road | Canterbury | 2023 | Development Approval | 483 |
| Canterbury Rd & Dreadnought St | 918 Canterbury Road | Roselands | 2022 | Development Approval | 98 |
| Canterbury Rd Mixed Development | 1600 Canterbury Road | Punchbowl | 2022 | Development Approval | 185 |
| Canterbury Rd Mixed Use | 901 Canterbury Road | Lakemba | 2022 | Development Approval | 70 |
| Canterbury Rd Mixed Use Development | 684 Canterbury Road | Belmore | 2024 | Development Application | 42 |
| Canterbury Road Units | 754 Canterbury Road | Belmore | 2022 | Development Application | 60 |
| Chapel Road Apartments | 226 Chapel Road | Bankstown | 2021 | Development Approval | 37 |
| Charles Street Mixed Development | 6 Charles Street | Canterbury | 2021 | Development Approval | 35 |
| Chertsey Av Units | 39 Chertsey Avenue | Bankstown | 2022 | Development Approval | 38 |
| Cross St & Stanley St Units | 4 Cross Street | Bankstown | 2022 | Development Approval | 70 |

*Source: Cordell; Urbis*

# APPENDIX A – RESIDENTIAL FUTURE SUPPLY PIPELINE

## RESIDENTIAL FUTURE SUPPLY PIPELINE – APARTMENT PROJECTS WITH 25 UNITS OR MORE CONTINUED

Table A.4

| Project Title | Project Address | Suburb | Estimated Year | Stage | No. of Dwellings |
|---|---|---|---|---|---|
| Cross St Apartments | 11 Cross Street | Bankstown | 2021 | Under Construction | 150 |
| Eden Greenacre | 24 Hillcrest Avenue | Greenacre | 2021 | Under Construction | 191 |
| Fairmount St Units | 36 Fairmount Street | Lakemba | 2021 | Development Approval | 39 |
| Fox, Emili | 9 Weyland Street | Punchbowl | 2021 | Under Construction | 39 |
| Harp Street Units | 2 Harp Street | Campsie | 2023 | Development Approval | 60 |
| Helen Street Units | 67 Helen Street | Sefton | 2022 | Under Construction | 25 |
| Hume Highway Mixed Development | 324 Hume Highway | Bankstown | 2021 | Development Approval | 31 |
| King Georges Rd & Lakemba St Mixed Development | 64 King Georges Road | Wiley Park | 2023 | Development Application | 210 |
| Leonard 18 Apartments | 18 Leonard Street | Bankstown | 2021 | Under Construction | 44 |
| Mariah Bankstown | 18 Stanley Street | Bankstown | 2021 | Under Construction | 53 |
| Marshall St Units | 23 Marshall Street | Bankstown | 2021 | Development Approval | 32 |
| Novita | 348 Hume Highway | Bankstown | 2022 | Development Approval | 230 |
| Percy St Apartments | 47 Percy Street | Bankstown | 2022 | Development Approval | 60 |
| Punchbowl Road Mixed Development | 37 Punchbowl Road | Belfield | 2020 | Under Construction | 61 |
| Quartz Apartments | 440 Burwood Road | Belmore | 2020 | Under Construction | 35 |
| Rookwood Road Units | 25A Rookwood Road | Yagoona | 2022 | Development Approval | 87 |
| Sixth Avenue Apartments | 2 Sixth Avenue | Campsie | 2023 | Development Approval | 125 |
| South Parade Shop Top Housing | 46 South Parade | Campsie | 2021 | Development Approval | 68 |
| Spring Square by Poly | 32 Kitchener Parade | Bankstown | 2022 | Under Construction | 516 |
| The Banc | 190 Stacey Street | Bankstown | 2020 | Under Construction | 131 |
| The Boulevarde Units | 108 The Boulevarde Boulevard | Wiley Park | 2022 | Development Approval | 60 |
| The Compass Centre Redevelopment | 83 North Terrace | Bankstown | 2023 | Development Approval | 471 |
| The Leonard | 35 Leonard Street | Bankstown | 2021 | Under Construction | 48 |
| The Mason Belfield | 27 Punchbowl Road | Belfield | 2022 | Presales | 111 |
| VICLIFFE AVENUE LAHC | 24 Vicliffe Avenue | Campsie | 2023 | Development Application | 28 |
| Virtu | 350 Hume Highway | Bankstown | 2022 | Development Approval | 290 |
| West Tce Mixed Development | 8A West Terrace | Bankstown | 2021 | Under Construction | 143 |
| Georges Cr Mixed Development | 38 Georges Cr | Georges Hall | 2021 | Development Approval | 25 |
| Canterbury Road Mixed Development | 520-522 Canterbury Rd | Campsie | 2022 | Development Approval | 26 |
| Auburn Road & Neutral Avenue Mixed Use Development | 77-81 Auburn Rd & 19 Neutral Ave | Birrong | 2022 | Development Application | 36 |
| Lahc - Chester Hill | 48-50 Wellington Rd | Chester Hill | 2022 | Development Approval | 50 |
| Angus Crescent Shop Top Housing | 7-11A Angus Cr | Yagoona | 2023 | Development Approval | 29 |

*Source: Cordell; Urbis*

# APPENDIX B – COMMERCIAL FUTURE SUPPLY PIPELINE

## COMMERCIAL FUTURE SUPPLY PIPELINE

Table B.1

| # | Facility Name | Address | Suburb | Distance from subject site (km) | Project Status | Firm | Estimated Completion | Anticipated Commercial Area (sq.m) |
|---|---|---|---|---|---|---|---|---|
| 1 | Canterbury Rd Mixed Development | 1600-1602 Canterbury Rd | Punchbowl | 2.5 | Development Approval | Yes | 2022 | 5973 |
| 2 | Poly Bankstown | 32 Kitchener Pde | Bankstown | 0.5 | Early Planning | No | 2023 | 5490 |
| 3 | Hume Highway Mixed Use Development - Virtu | 350 Hume Hwy | Yagoona | 1.5 | Development Approval | Yes | 2021 | 2364 |
| 4 | Canterbury Rd Mixed Development | 1186-1202 Canterbury Rd | Roselands | 4.5 | Development Application | No | 2023 | 1567 |
| 5 | Canterbury Rd Mixed Development - Emporia | 548-568 Canterbury Rd | Campsie | 7 | Under Construction | Yes | 2020 | 1040 |
| 6 | Canterbury Road Mixed Development Site | 342 Canterbury Rd | Hurlstone Park | 10 | Early Planning | No | 2021 | 948 |
| 7 | Beamish Street Mixed Use Development | 349 & 355-357 Beamish St | Campsie | 10.5 | Development Approval | Yes | 2022 | 902 |
| 8 | Canterbury Road Mixed Use Development | 813-855 Canterbury Rd | Lakemba | 6 | Development Approval | Yes | 2021 | 902 |
| 9 | Canterbury Rd Mixed Use Development Site | 677 & 687 Canterbury Rd | Belmore | 6.5 | Early Planning | No | 2023 | 884 |
| 10 | Canterbury Road Mixed Use Development | 684-700 Canterbury Rd | Belmore | 6.5 | Development Application | No | 2024 | 741 |
| 11 | Broadarrow Road Mixed Use Development | 41 Broadarrow Rd | Narwee | 7.5 | Development Application | No | 2024 | 730 |
| 12 | Georges River Road Mixed Use Development | 236-240 Georges River Rd | Croydon Park | 8.5 | Development Application | No | 2024 | 515 |
| 13 | Hume Highway Mixed Development | 324 Hume Hwy | Bankstown | 1.5 | Development Approval | Yes | 2022 | 511 |
| 14 | Drummond Street Mixed Use Development | 45-47 Drummond St | Belmore | 6.5 | Development Approval | Yes | 2024 | 479.6 |
| 15 | Canterbury Road Mixed Use Development | 956-964 Canterbury Rd | Roselands | 6.5 | Early Planning | No | 2024 | 423 |
| 16 | Charles Street Mixed Development | 6-6A Charles St | Canterbury | 10 | Development Approval | Yes | 2021 | 421 |
| 17 | Auburn Road & Neutral Avenue Mixed Use Development | 77-81 Auburn Rd | Birrong | 5 | Development Application | No | 2022 | 408 |
| 18 | Canterbury Rd Mixed Development | 388-392 Canterbury Rd | Canterbury | 10.5 | Under Construction | Yes | 2022 | 390 |
| 19 | Restwell St Mixed Development | 15-17 Restwell St | Bankstown | 0.5 | Development Approval | Yes | 2021 | 328.7 |
| 20 | Canterbury Road Mixed Use Development | 1608-1612 Canterbury Rd | Punchbowl | 4 | Development Approval | Yes | 2022 | 320 |
| 21 | Kitchener Parade Mixed Use Development | 44 Kitchener Pde | Bankstown | 0.6 | Development Application | No | 2023 | 310.19 |
| 22 | South Parade Shop Top Housing | 46-47 & 48 South Pde | Campsie | 10 | Development Approval | Yes | 2021 | 287 |
| 23 | New Canterbury Road Mixed Use Development | 636-638 New Canterbury Rd | Hurlstone Park | 10.5 | Development Approval | Yes | 2021 | 220 |
| 24 | Canterbury Road Mixed Use Development | 287-289 Canterbury Rd | Canterbury | 10 | Development Application | No | 2024 | 215 |
| 25 | Beamish St Mixed Development | 349 Beamish St | Campsie | 10.5 | Development Approval | Yes | 2022 | 209.9 |
| 26 | Campbell Hill Rd Mixed Development | 137 Campbell Hill Rd | Chester Hill | 7.5 | Development Approval | Yes | 2023 | 160 |
| 27 | Duntroon & Floss Streets Boarding House | 116-118 Duntroon St & 36 Floss | Hurlstone Park | 10.5 | Development Application | No | 2023 | 160 |

*Source: Cordell; Urbis*

# APPENDIX B – COMMERCIAL FUTURE SUPPLY PIPELINE

## COMMERCIAL FUTURE SUPPLY PIPELINE

Table B.2

| # | Facility Name | Address | Suburb | Distance from subject site (km) | Project Status | Firm | Estimated Completion | Anticipated Commercial Area (sq.m) |
|---|---|---|---|---|---|---|---|---|
| 28 | Hillcrest Avenue & Hume Highway Mixed Development - Eden | 24 Hillcrest Av, 112 Northcote R | Greenacre | 2.5 | Under Construction | Yes | 2021 | 157.9 |
| 29 | Canterbury Rd Mixed Use Development | 274-276 Canterbury Rd | Canterbury | 10 | Development Approval | Yes | 2021 | 157.2 |
| 30 | Canterbury Rd Mixed Development - The Gateway | 297-299 Canterbury Rd | Canterbury | 10 | Development Approval | Yes | 2022 | 144.84 |
| 31 | Canterbury Road Mixed Development | 520-522 Canterbury Rd | Campsie | 7.5 | Development Approval | Yes | 2022 | 139 |
| 32 | Third Avenue Child Care Centre | 46 Third Avenue | Campsie | 8 | Under Construction | Yes | 2020 | 133.33 |
| 33 | Canterbury Road Mixed Development | 1258-1260 Canterbury Rd | Roselands | 4 | Development Approval | Yes | 2022 | 119 |
| 34 | Burwood Road Mixed Development | 504 Burwood Rd | Belmore | 6.5 | Development Approval | Yes | 2022 | 111.6 |
| 35 | Canterbury Rd Mixed Development - The Earl | 680-682 Canterbury Rd | Belmore | 6.5 | Under Construction | Yes | 2020 | 111 |
| 36 | Canterbury Close | 242, 246-258 Canterbury Rd & 1 | Canterbury | 9.5 | Development Approval | Yes | 2023 | 108 |
| 37 | Georges Cr Mixed Development | 38 Georges Cr | Georges Hall | 6 | Development Approval | Yes | 2021 | 100.02 |
| 38 | Stanley St Mixed Development | 53-55 Stanley St | Bankstown | 0.9 | Development Approval | Yes | 2021 | 100 |
| 39 | Canterbury Road Hotel | 433-435 Canterbury Rd | Campsie | 8.5 | Development Approval | Yes | 2023 | 95 |
| 40 | Weyland St Mixed Use Development | 9-11 Weyland St | Punchbowl | 3 | Under Construction | Yes | 2021 | 70 |
| 41 | Hume Highway Boarding House | 483 Hume Hwy | Yagoona | 3 | Development Approval | Yes | 2021 | 67 |
| 42 | Canterbury Rd Mixed Development | 285 Canterbury Rd | Canterbury | 9.5 | Development Approval | Yes | 2022 | 58.98 |
| 43 | Lambeth Street Mixed Development | 146 Lambeth St | Panania | 10 | Development Approval | Yes | 2021 | 58 |
| 44 | New Canterbury Road Boarding House | 680 New Canterbury Rd | Hurlstone Park | 10 | Development Application | No | 2022 | 40 |
| 45 | Burwood Rd Mixed Development | 11-17A Burwood Rd | Belfield | 6 | Development Approval | No | 2022 | n/a |
| 46 | Burwood Rd Mixed Development | 440-442 Burwood Rd | Belmore | 6 | Under Construction | Yes | 2020 | n/a |
| 47 | Canterbury Rd Mixed Development | 445-453 Canterbury Rd | Campsie | 8.5 | Early Planning | No | 2022 | n/a |
| 48 | Sixth Avenue Mixed Development | 13 & 17 Sixth Ave | Campsie | 8 | Development Approval | Yes | 2022 | n/a |
| 49 | Bankstown City Plaza Boarding House & Commercial Development | 99 Bankstown City Plaza | Bankstown | 0.4 | Development Approval | Yes | 2020 | n/a |
| 50 | Homer Street Mixed Use Building | 2-10 Homer St | Earlwood | 12 | Development Approval | Yes | 2022 | n/a |

*Source: Cordell; Urbis*

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# Bankstown Central Shopping Centre Planning Proposal

## North Terrace, Bankstown
## Transport Impact Assessment



Prepared by: GTA Consultants (NSW) Pty Ltd for Vicinity Centres PM Pty Ltd

on 17/07/2020

Reference: N186960

Issue #: A

GTAconsultants

# Bankstown Central Shopping Centre Planning Proposal

## North Terrace, Bankstown
## Transport Impact Assessment

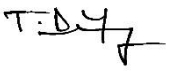
Client: Vicinity Centres PM Pty Ltd

on 17/07/2020

Reference: N186960

Issue #: A

### Quality Record

| Issue | Date | Description | Prepared By | Checked By | Approved By | Signed |
|---|---|---|---|---|---|---|
| A | 17/07/2020 | Final | Mitch Henderson | Rhys Hazell | Tim De Young |  |

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# EXECUTIVE SUMMARY

# EXECUTIVE SUMMARY

A Planning Proposal has been prepared by Urbis on behalf of Vicinity Centres (the proponent) to initiate an amendment to the Bankstown Local Environmental Plan (BLEP 2015) with respect to the Bankstown Central Shopping Centre site located at 1 North Terrace, Bankstown (the site).

Concept masterplanning prepared by FJMT for the Planning Proposal indicates an indicative future yield of approximately 106,773sqm of retail (including 91,090sqm of existing floor area), 118,565sqm of commercial, 972 residential apartments, 656 hotel rooms, 1,597 student accommodation units and 891sqm of childcare. (All areas are Gross Floor Area).

The subject 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.

This report contains an assessment of the likely transport impacts of the Planning and outlines the key transport responses proposed in the concept masterplan to minimise the impacts or improve existing facilities. A summary of the responses fir each mode is presented in Table ES1.

Table ES1: Key Transport Responses

| Mode | Development Response |
|---|---|
|  | • Promotes pedestrian and to/from the Centre and the Bankstown CBD through the provision of public open space and improved pedestrian connections internal and external to the site in all cardinal directions. |
|  | • Promotes cyclist and to/from the Centre and the Bankstown CBD through the provision of public open space and the provision of bicycle parking consistent with other Sydney based developments. |
|  | • Facilitates future enhancements to the bus network in the immediate vicinity of the site via the creation of a new transit street known as the Jacobs Street extension. The proposed arrangement supports a productive CBD, improves bus operating travel times, improves user experience, retains proximity and is consistent with Complete Street objectives. |
|  | • Envisages loading and logistics activity via existing loading docks or a version of that arrangement to suit future conditions. This loading will principally occur at basement level or away from public realm areas. As land use and loading activity increases, the loading dock will likely become managed to maximise the turnover of loading bays |
|  | • Proactively mitigates traffic impacts via the adoption of progressive car parking rates which are aligned with the nature of the development, the excellent public transport services available and the future of mobility services.<br>• Proposes vehicle access to this car parking largely from North Terrace, Rickard Road and Stacey Street (in accordance with the intent of Complete Streets), with limited reliance on Jacobs Street and Lady Cutler Drive. |

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.

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## Appendices

A. Recommendations of Complete Streets
B. Technological Considerations for the Future of Car Parking

# 1. INTRODUCTION




01

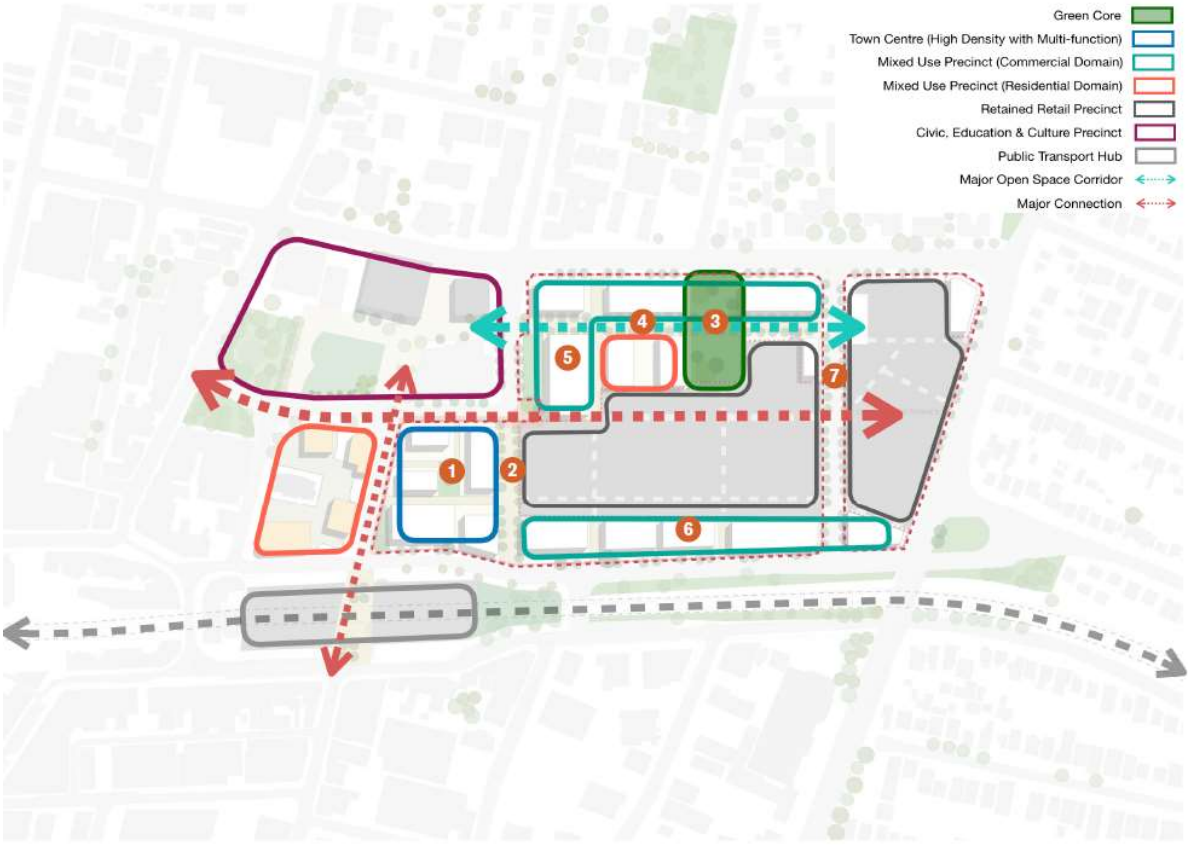
## 1.1. Background

A Planning Proposal has been prepared by Urbis on behalf of Vicinity Centres (the proponent) to initiate an amendment to the Bankstown Local Environmental Plan (BLEP 2015) with respect to the Bankstown Central Shopping Centre site located at 1 North Terrace, Bankstown (the site).

It is understood that the intended outcome of the Planning Proposal is to establish site-specific height and floor space controls and amend the application of BLEP 2015 Clause 6.9 to northern parts of the site to allow residential uses to occur on the lower two levels of future redevelopment in those locations.

To inform assessment of the Planning Proposal, a concept masterplan was prepared by FJMT which sets out a range of potential future uses and building typologies to inform and verify the proposed height and FSR controls. The FJMT concept masterplan is shown in Figure 1.1 with a summary of the indicative development yields summarised in Table 1.1.

Figure 1.1: FJMT Concept Masterplan




Source: FJMT

Table 1.1: Indicative Land Use Summary

| Land Use | Future Yield |
|---|---|
| Retail | 106,773 sqm GFA [1] |
| Commercial | 118,565 sqm GFA |
| Residential | 972 apartments |
| Hotel | 656 rooms |
| Student Accommodation | 1,597 units |
| Childcare | 891 sqm GFA |

[1] Includes 91,090 sqm GFA of existing retail floor area. (GTA notes that the retail floor areas quoted in this report are Gross Floor Areas. Other transport impact assessment reports recently prepared by GTA for Development Applications at Bankstown Central quote Gross Leasable Floor Area, which are lower than the Gross Floor Area.)

## 1.2. Report Purpose

In March 2020, GTA Consultants (GTA) was engaged by Vicinity Centres to undertake a transport impact assessment of the Planning Proposal.

This report sets out an assessment of the transport impacts of the Planning Proposal and how those impacts are minimised or managed through the design of the concept masterplan. It considers:

1. The existing transport conditions and policy relating to the site – ***refer to Section 2***
2. The expected trip generation of the land uses envisaged in the masterplan – ***refer to Section 3***
3. The details of the proposed transport response with respect to each transport mode / consideration, such as:
    - Active Transport – ***refer to Section 4***
    - Public Transport – ***refer to Section 5***
    - Loading and waste collection – ***refer to Section 6***
    - Car parking & traffic impacts – ***refer to Section 7.***

## 1.3. References

In preparing this report, reference has been made to the following:

- Bankstown Complete Streets CBD Transport and Place Plan Detailed Action Plan, dated Oct 2019
- Bankstown Central Shopping Centre Planning Proposal Report prepared by Urbis, dated Dec 2019
- Bankstown Development Control Plan 2015 - Part B5, Parking
- other documents as nominated.

This report has also been prepared documents with regard to Canterbury Bankstown Council's Request for Further Information (RFI) dated 11 March 2020 (which was prepared after review of a preliminary transport impact assessment prepared by Colston Budd Rogers & Kafes (CBRK) for the Planning Proposal which submitted in December 2019. The RFI sought an updated transport impact assessment report be provided to include more detailed information regarding various transport matters, such as the proposed relocation of the bus interchange, the extension of various abutting streets, public transport service improvements, car parking rates, and traffic impacts at key intersections.

A summary of the comments concerning traffic and transport as presented in Council's RFI are tabulated below with corresponding responses.

Table 1.2: RFI Comments and GTA Response

| RFI Comment | GTA Response |
|---|---|
| "There is a lock of detail and inconsistent information regarding the proposed relocation of the bus interchange. Please provide details of the proposed location of the bus interchange and details of discussions with TfNSW." | Detailed discussion of the relocation of the bus interchange is included in Section 5.2 of this report. Further detail regarding liaison with TfNSW has been provided via a separate Development Application. |
| "The extension of Jacobs Street south to North Terrace is supported, however, further detail is required as to the design and activation of this street which is currently occupied by a loading bay." | Section 5.2 of this report include a concept design showing the potential extension of Jacobs Street. This design is indicative only but provide an overview of the potential arrangement. |
| "The TIA traffic breakdown differs to that of the planning proposal. Both need to be revised to be consistent and reflect demonstrated demand for floor space / yield." | This report assumes the latest floor areas provided by FJMT for the Planning Proposal. |
| "The lack of public transport services in a north/south direction from the site is not documented in the TIA. Improved services will be required to move the projected workforce, shoppers, residents etc. to and from the expanded Bankstown Central precinct." | Section 5.2 of this report contains further discussion on public transport services and the means by which north-south movements can be improved (via the extension of Jacobs Street). |
| "Traffic generation as a result of the adjacent WSU is not adequately addressed." | The traffic analysis contained in this report has been based on projections used in the modelling to support Complete Streets. It includes a high-level estimation of growth in the CBD, which would include the WSU site. |
| The proposal states that car parking requirements will be addressed during DA stage and provides no indication if it will be sleaved or relocated underground. Car parking rates will need to be resolved as part of the Planning Proposal." | Indicative car parking rates are provided in Section 7.2.4 of this report. Further information regarding the location of car parking should be sourced from the previously lodged Urban Design Report. |
| "The railway underpass between North and South Terrace is currently a pinch point for traffic. Further traffic modelling needs to be conducted regarding the impact of the development on the functionality of the intersection." | The impacts of traffic in the vicinity of Bankstown Central Shopping Centre including the underpass between North and South Terrace is discussed in Section 7.4 which shows no change in the operation of these intersection. |
| "The Proponent should continue discussions with TfNSW as they continue to develop concept designs for the Stacey Street upgrade. The TIA notes no setback on Stacey Street and for the cycleway to be provided within the street boundary. The report also notes intersection improvements at Rickard Road / Stacey Street and Wattle Street / Stacey Street which should be considered with the TfNSW design." | Discussions were held with TfNSW regarding the potential upgrades on Stacey Street on 20/4/2020. During that meeting, TfNSW confirmed the upgrade was at a planning phase only but, if completed, would improve the capacity of the road network. There was no discussion at the meeting for a requirement for the Planning Proposal to be amended to suit the potential needs of this project. |
| "The traffic assessment needs to consider Council's adopted plans for Fetherstone and The Appian Way to become shared zones with little to no volume traffic at peak periods and the extensions of Jacobs Street for bus movements" | The impacts of these road network change are included within the "Future Base with Complete Street" scenario modelled in AIMSUN as discussed in Section 7.4. The staging of the extension of Jacobs Street also outlines a means by which these projects can be realised by Council. |



# 2. EXISTING CONDITIONS

02

## 2.1. Site Context

### 2.1.1. Location

The subject site is bounded by Stacey Street, Rickard Road, North Terrace and Jacob Street / The Appian Way.

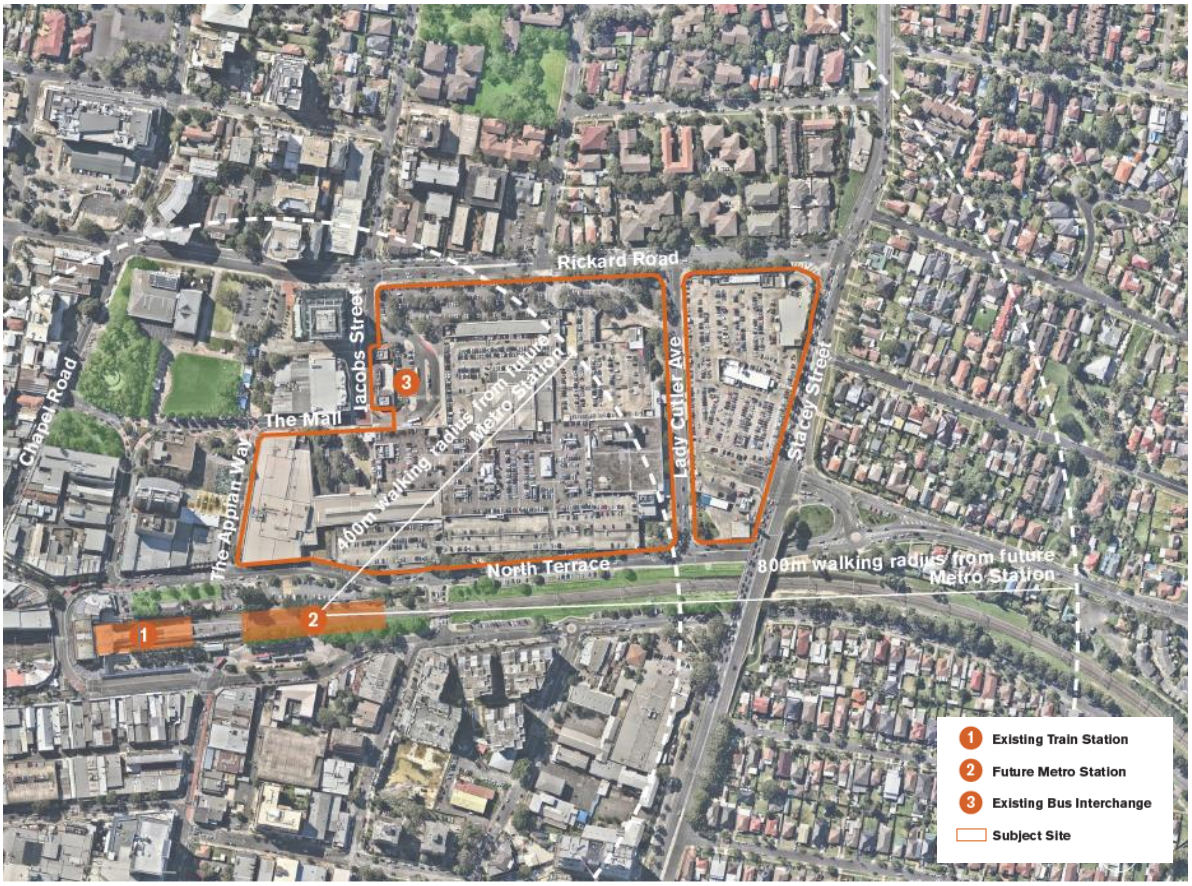
The site is occupied by Bankstown Central Shopping Centre ('the Centre') and has a frontage of approximately 275m to Stacey Street, 425m to Rickard Road, 500m to North Terrace and 250m to Jacob Street and The Appian Way.

It comprises approximately 81,300sqm of retail floor area, including major retailers, specialty stores, restaurants and food court uses. These land uses are supported by approximately 3,300 car spaces, including 1,100 car spaces located east of Lady Cutler Avenue and 2,200 car spaces located within the car park off Rickard Road, the central roof top car park and within the North Terrace multi-deck car parks.

The site is located within the Bankstown Central Business District (CBD), with surrounding properties predominately comprising medium and low density residential and commercial uses. Bankstown Town Hall and other council buildings immediately neighbour the site to the west.

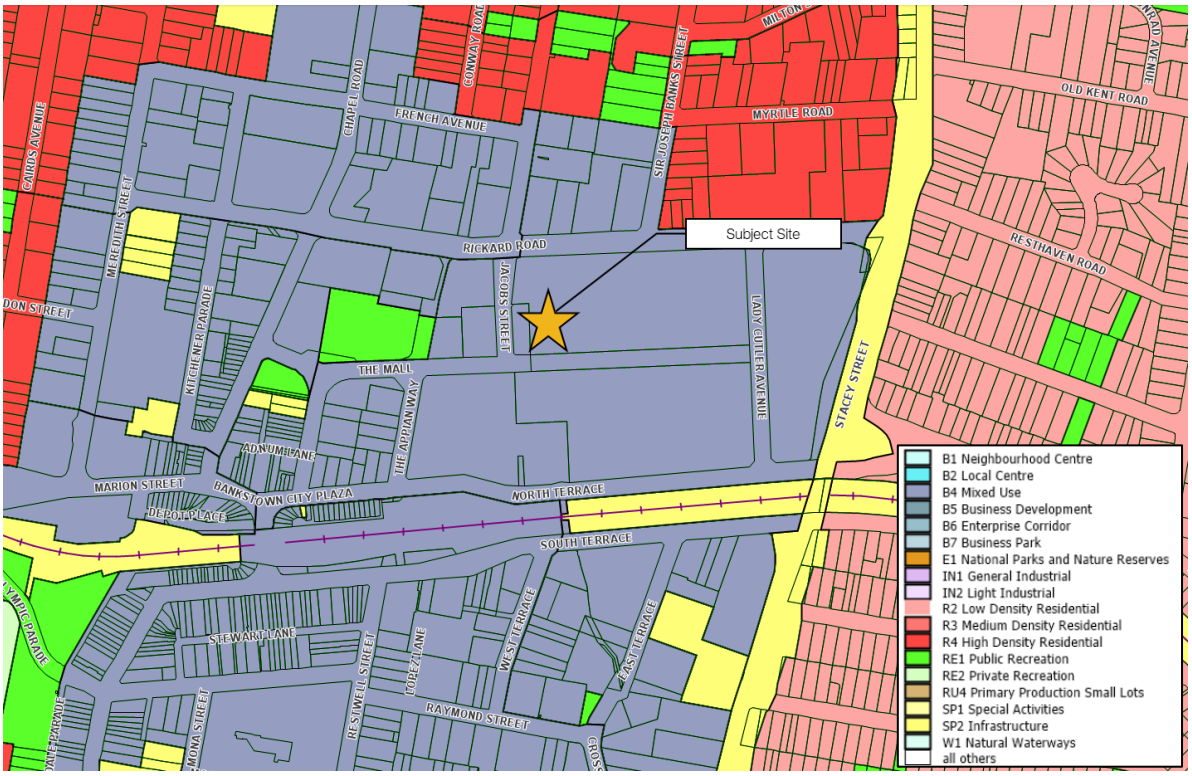
The location of the site and its surroundings environs is shown in Figure 2.1 and Figure 2.2.

Figure 2.1: Subject Site and its Environs




Source: FJMT Urban Design Statement for Planning Proposal

Figure 2.2: Land Zoning Map




(Adapted from Canterbury Bankstown Council, available at http://maps.cbcity.nsw.gov.au/)

## 2.1.2. Adjacent Road Network

The key roads adjacent to the site are discussed as follows:

### Stacey Street

Stacey Street is an arterial controlled road and is aligned in a north-south direction connecting to South Western Motorway to the south and Hume Highway to the north.

It is currently a two-way road generally configured with a 4-lane, 20m wide carriageway, set within a 35m road reserve (approx.). However, it is noted that the NSW Government is preparing a design to upgrade a 2.2km section of Stacey Street including the section adjacent to the site[2]. The proposal is currently in conceptual design phase and includes the widening of Stacey Street to create a divided 6-lane road. That project proposes key intersection upgrades and aims to improve road safety, travel times and reliability, congestion, capacity and pedestrian and cyclist facilities.

Stacey Street is shown in Figure 2.3.

[2] NSW Government, Stacy Street and the Hume Highway, Bankstown Upgrade Project Update August 2019

### Rickard Road

Rickard Road functions as a secondary road and is aligned in an east-west direction connecting to Stacey Street to the east and Meredith Street to the west.

It is a two-way road, generally configured with a 4-lane, 17.5m wide carriageway, set within a 25m road reserve (approx.). Kerbside parking is permitted on the northern side of the road between Jacobs Street and Sir Joseph Banks Street subject to time restrictions, otherwise parking is not permitted along its length.

Rickard Road is shown in Figure 2.4.

### North Terrace

North Terrace functions as a major local road and is aligned in an east-west direction connecting to Wattle Street in the east and Marion Street in the west.

West of The Appian Way, it operates as a two-way road, generally configured with a 2 to 4-lane, 12.5m wide carriageway, set within a 25m road reserve (approx.). East of the Appian Way, it operates as a one-way westbound road to Fetherstone Road. Kerbside parallel is permitted throughout various segments in the road in addition to kerbside perpendicular commuter car parking.

North Terrace is shown in Figure 2.5.

### The Appian Way

The Appian Way functions as a local road and is aligned in a north-south direction connecting North Terrace in the south and The Mall in the north.

It is a one-way road (southbound), configured with a 2-lane, 13.5m carriageway set within a 20m road reserve (approx.) Kerbside parallel parking is permitted along its length, the western side is subject to time restrictions and the eastern side is generally loading / bus zones.

The Appian Way is shown in Figure 2.6.

### The Mall

The Mall functions as a local road and is aligned in an east-west direction connecting Chapel Road North in the west to Jacobs Street in the east.

Between Fetherstone Street and The Appian Way the road is a one-way road (eastbound), east of The Appian Way the road operates as a two-way road. Kerbside parking is permitted between Fetherstone Street and The Appian Way. Bus zones are present on both sides of the road east of The Appian Way.

The Mall is shown in Figure 2.7.

### Jacobs Street

Jacobs Street functions as a local road and is aligned in a north-south direction connecting The Mall in the south to Rickard Road in the north.

Adjacent to the site, Jacobs Street primarily provides access to the bus interchange and is a two-way road configured generally with a 2-lane, 12m carriageway set within a 15-30m road reserve (approx.). Kerbside parking is not permitted.

Jacobs Street is shown in Figure 2.8.

## Lady Cutler Drive

Lady Cutler Drive functions as a local road and is aligned in a north-south direction connecting Rickard Road in the north to North Terrace in the south. It provides access to several of the Centre's car parks.

It is a two-way road, generally configured with 2 lanes in each direction, 12m carriageway set within a 25m road reserve (approx.). Kerbside parking is permitted on sections of the road, generally for pick-up and drop-off type manoeuvres.

Figure 2.3: Stacey Street



Figure 2.4: Rickard Road



Figure 2.5: North Terrace



Figure 2.6: The Appian Way



Figure 2.7: The Mall



Figure 2.8: Jacobs Street



Source: Google Street View

## 2.2. Pedestrian Network

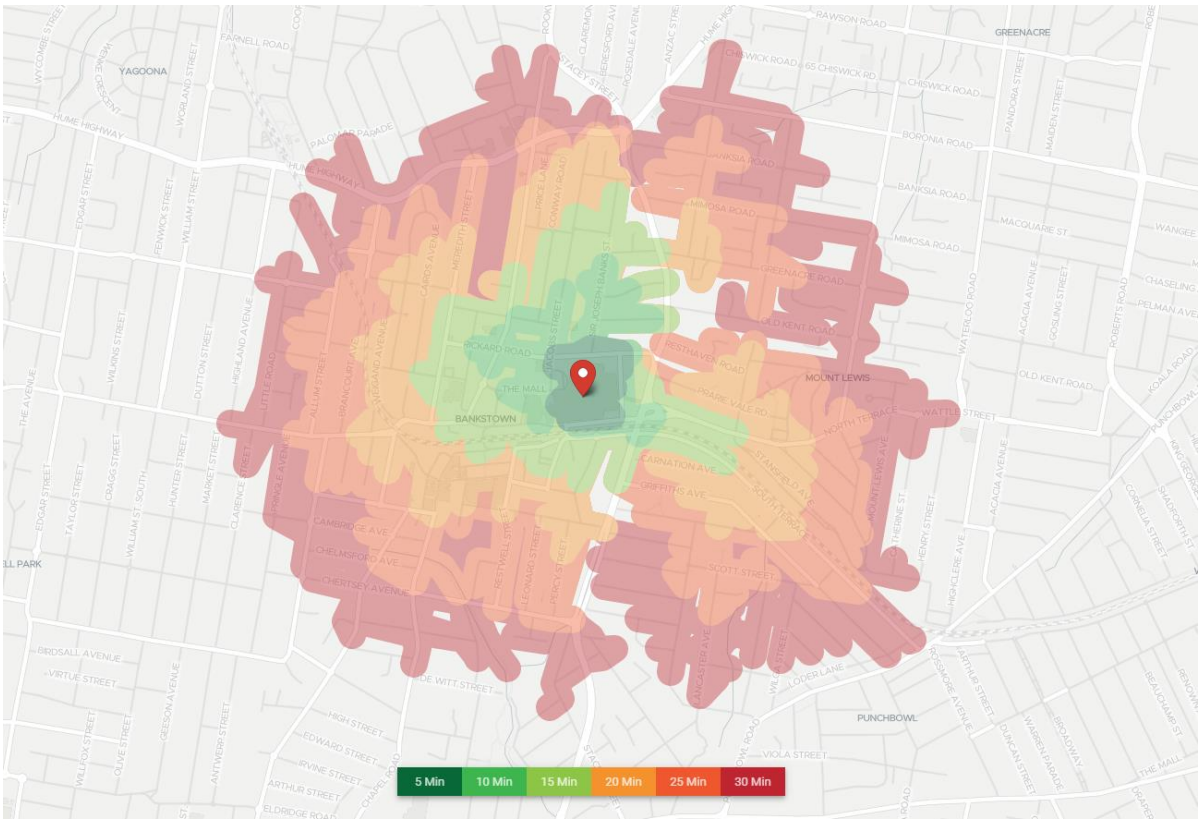
### 2.2.1. Existing Connectivity

The Bankstown CBD generally enjoys a well-connected pedestrian network, with all streets in the local area having sealed footpaths and street lighting. The network provides good connection through the CBD and to key destinations including Bankstown train station. However, some pedestrian connections have reduced widths and low levels of amenity.

### 2.2.2. Existing Catchment

The available walking catchment within 30 minutes of the subject site at 5-minute intervals, is provided in Figure 2.9. This indicates that major locations such as the Bankstown Train Station and Bankstown NSW TAFE are within comfortable walking distance.

Figure 2.9: Pedestrian Walking Catchment Area (from Subject Site)




### 2.2.3. Walk Score

The accessibility of the site via walking can be measured by assessing the "Walk Score" of the suburb or site. The Walk Score is calculated by determining the distance required to walk from an origin to nearby amenities, whilst also assessing block sizes and intersection density to determine the permeability of an area. For the subject site, the walk score is 93 which suggests that the site is complimented by excellent walking facilities including factors such as provision of footpaths, street lighting and surrounding land uses.

## 2.3. Cycling Network

### 2.3.1. Existing Connectivity

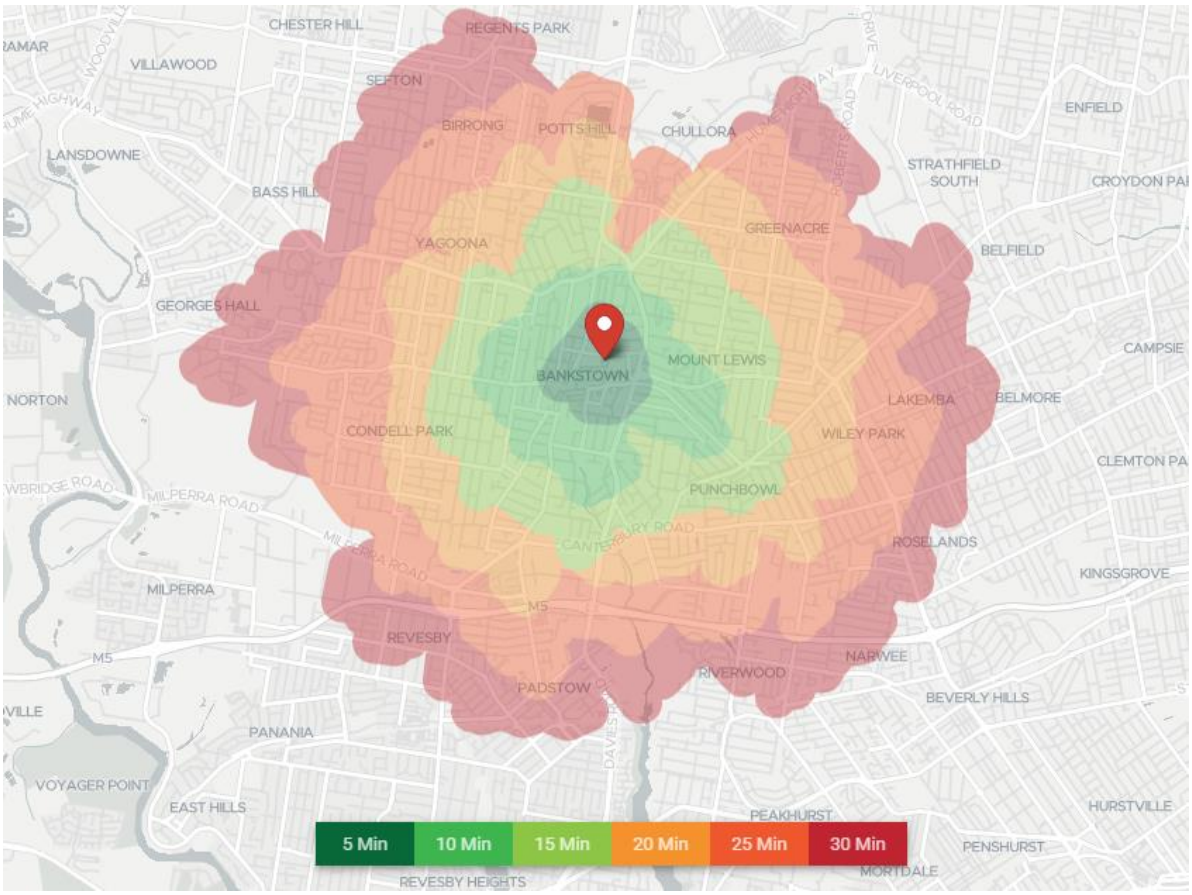
The Bankstown CBD currently lacks dedicated cycling infrastructure, with cyclists on key desire lines (e.g. Olympic Parade, Marion Street, William Street, Greenfield Parade and South Terrace) needing to share road space with vehicles.

It is understood that the Metro project proposes the introduction of a shared bicycle and pedestrian path along the rail corridor between Bankstown and Sydenham and that Council is considering options to extend this connection to other nearby streets.

### 2.3.2. Existing Catchment

The available cycling catchment within 30 minutes of the subject site at 5-minuite intervals is provided in Figure 2.10. Despite the limited infrastructure provided for cyclists, this figure highlights that cycling permeability through the surrounding areas is relatively high and that cycling should be a realistic travel option for many local trips.

Figure 2.10: Cycling Catchment Area (from Subject Site)



## 2.4. Public Transport Network

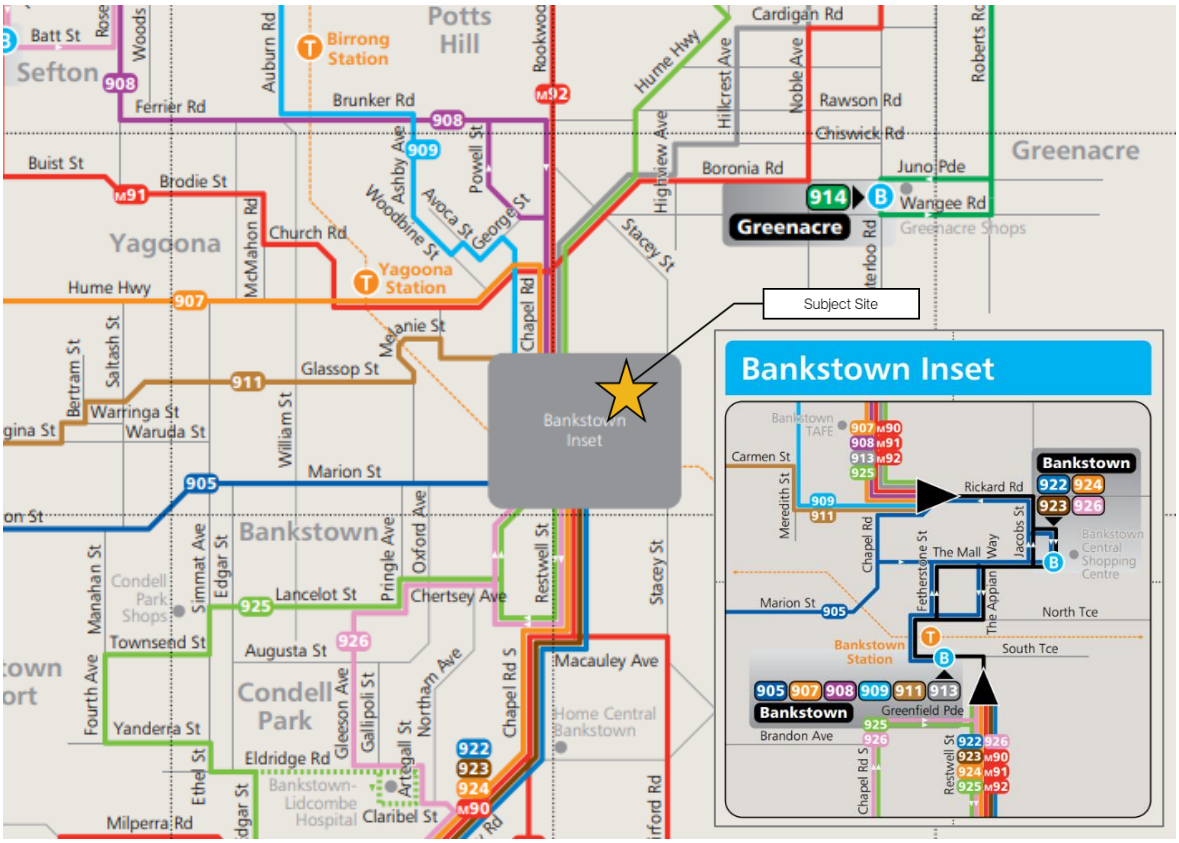
### 2.4.1. Existing Services / Routes

Bankstown Central has excellent access to and is well serviced by public transport, including nearby services as follows:

- Heavy rail, with trains running to the CBD at a frequency of approx. 15 minutes (with a journey time of approx. 35 minutes) during peak periods.
- Bus services, including 22 bus routes, operating from the Jacobs Street bus interchange or from Bankstown Station.

The bus services are run by three separate operators (TransdevNSW, Punchbowl Bus Co and STA) as a result of Bankstown being on the boundary between bus contract zones.

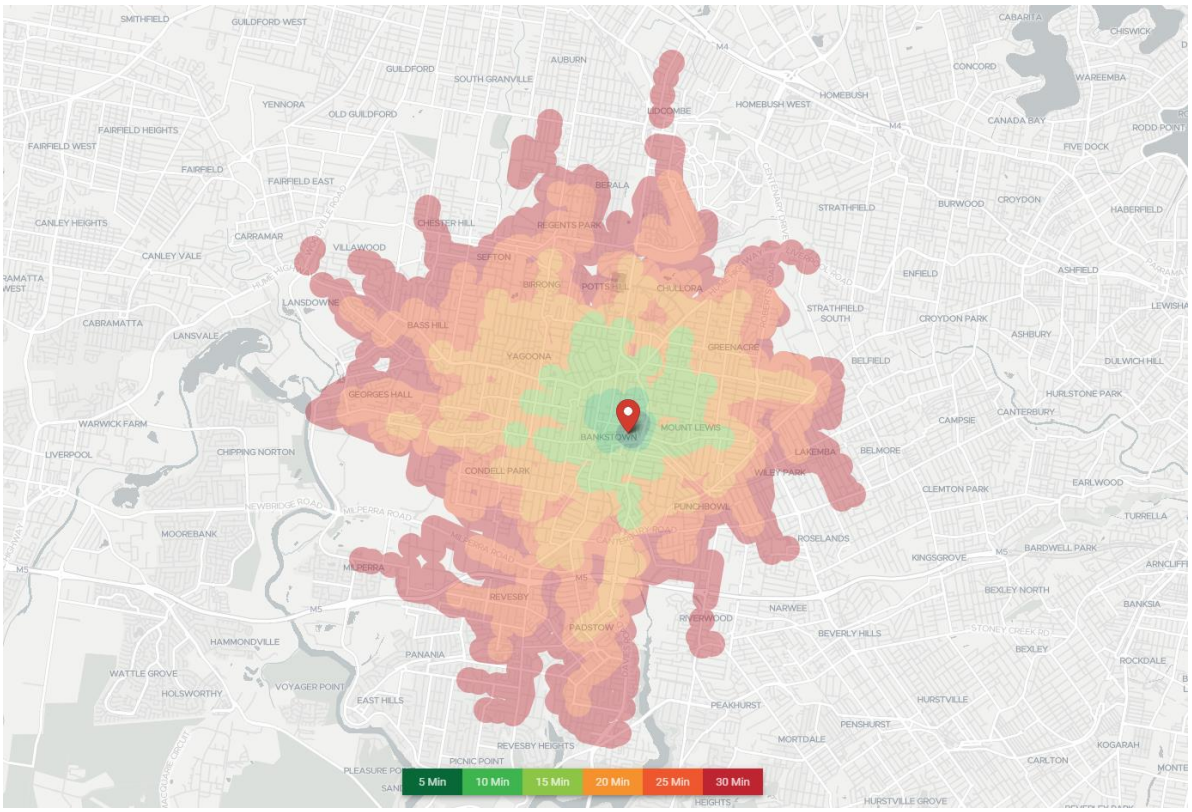
Figure 2.11: Bus Network Transport Map (Transdev, NSW)




### 2.4.2. Existing Catchment

The available public transport catchment withing 30 minutes of The Centre (at 5-minute intervals) is presented in Figure 2.12, indicating that the site is well service by public transport, with a significant population residing within the catchment.

Figure 2.12: Public Transport Catchment Area (from Subject Site)




## 2.4.3. Transit Score

The accessibility of the site via public transport can be measured by assessing the "Transit Score" of the suburb. The Transit Score of a suburb measures how well a location is served by the public transit based on the distance and type of nearby transit lines.

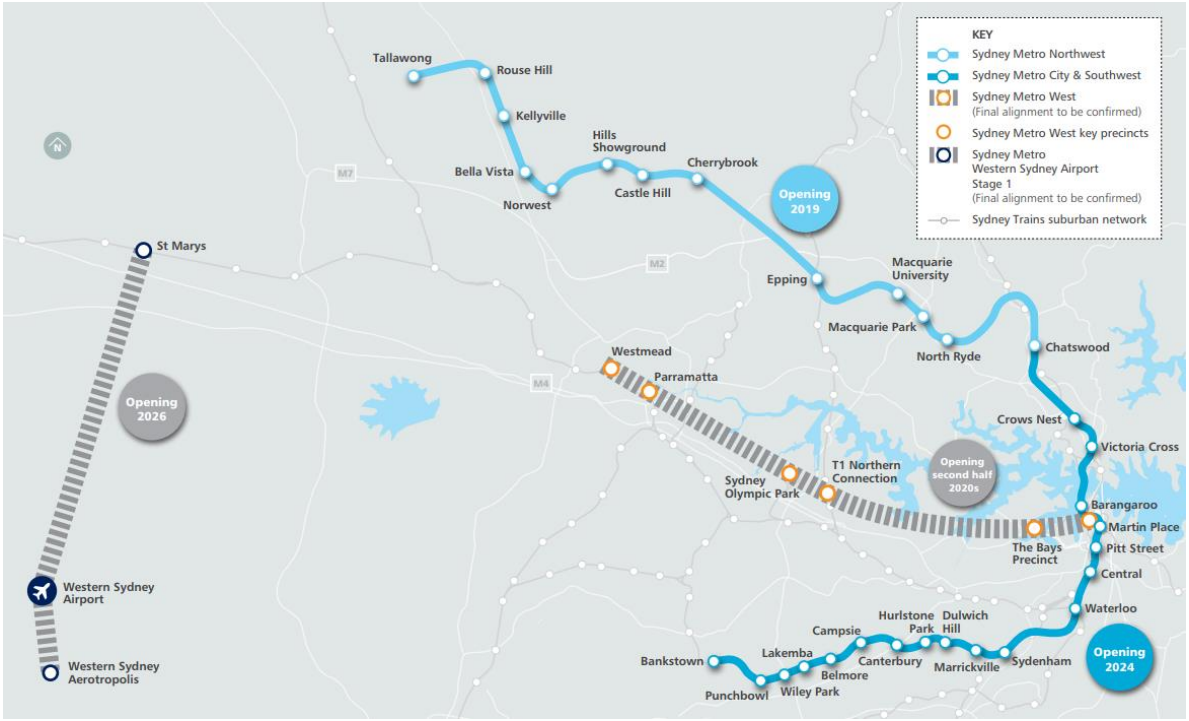
A review of the applicable transit score (hhtps://www.walkscore.com/), which provides transit scores for the United States America, Canada, and Australia, for the subject site indicates a score of 89 or "Excellent Transit'. The scope suggests that 'transit is convenient for most trips.'

## 2.4.4. Future Transport Network

The Sydney Metro Line Conversion comprises four separate upgrades to the rail service within the Sydney region. The City & Southwest line conversion plans an upgrade of the rail line between Bankstown and the City (see Figure 2.13) and is planned to be delivered in 2024. This upgrade involves converting the Bankstown line to a standalone metro system.

These upgrades are expected to improve the capacity of the services and the frequency of services to every 4 minutes in the peak and every 10 minutes in the off peak with ultimate capacity boasting 2-minute headways. This will greatly improve the accessibility of Bankstown to Sydney and the train stations in between.

Figure 2.13: Sydney Metro Line Conversion Map (adapted from Sydney Metro)




## 2.5. Car Parking

The Bankstown Shopping Centre currently accommodates 3,283 on-site car spaces located throughout the Centre. This car parking is currently provided in a mixture of at-grade, multideck and basement car parks, as shown in Figure 2.14.

Car parking surveys undertaken on Thursday 7th and Saturday 9th March 2019 indicate that the existing demands for on-site car parking are high, with peak demands recorded just below the available capacity. Specifically, the following peak demands were recorded:

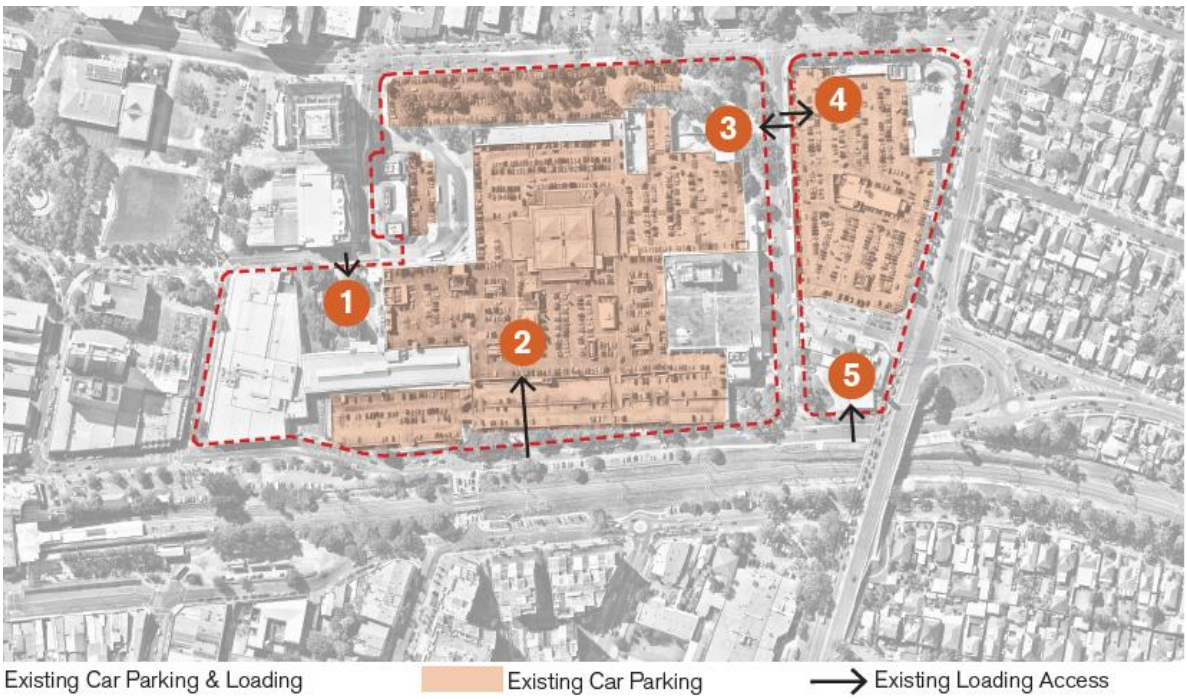
- Thursday: 3,188 occupied car spaces (3.9 car spaces/100sqm)
- Saturday: 3,086 car spaces on a Saturday (3.8 car spaces/100sqm)[3].

For a land use which is comprised principally of retail floor area, the recording of peak parking demands on a Thursday that are higher than those on a Saturday (the typical peak trading day) is highly unusual and suggests that a significant proportion of the available car parking supply is occupied by non-retail customers or associated staff.

Further discussion regarding the existing car parking demands, and how they can be expected to alter in the future, is presented in Section 7 of this report.

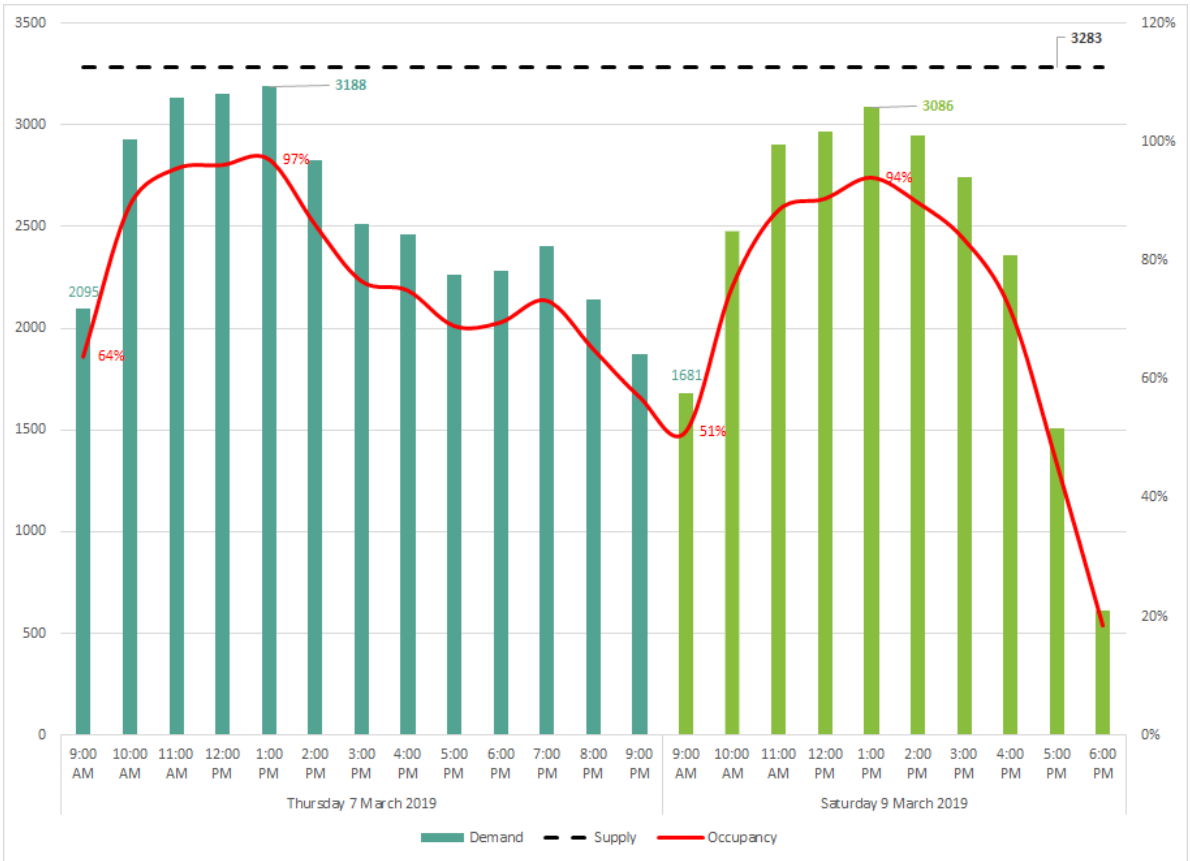
[3] Assuming existing retail floor area of approximately 81,600sqm.

Figure 2.14: Car Parking Supply and Demand (surveyed March 2019)




Source: FJMT Urban Design Statement for Planning Proposal

Figure 2.15: Car Parking Supply and Demand (surveyed March 2019)



## 2.6. Relevant Documents

### 2.6.1. Bankstown Complete Streets

In 2019, the Bankstown Complete Street CBD Transport & Place Plan ('Complete Streets') was adopted by Canterbury Bankstown Council.

It is described as providing *"a holistic city design and transport framework to provide the vision, strategies and concepts for movement systems in the Bankstown CBD"* to *"ensure that as the CBD develops, priority is given towards a more liveable, safer and more attractive public domain that supports all modes of transport"*. It *"provides this vision, supported by a Master Plan with street typologies and concept designs to improve pedestrian safety and amenity."*

Key recommendations of Complete Streets are reproduced in Figure 2.15 and include the prioritisation of pedestrian, improved streetscapes and bus services, the creation of a ring road and the provision of 'smart parking' and not more parking.

It is noted that whilst Complete Streets includes concept designs for the design of CBD streets including those adjacent Bankstown Central, it clarifies that *"these concepts are based on high level base information and are indicative only in their resolution"* and that *"detailed site survey and analysis will be applicable to each to take the concepts to the next level of design."*

GTA has been advised that although Complete Streets has been adopted by Council, it does not have the same statutory weight as the Bankstown Local Environmental Plan or the Bankstown Development Control Plan. The document can be used by Council to help guide future aspirations and inform development decisions, including Council's master planning work for the CBD.

However, the document is not founded on formal negotiations with key landowners and private stakeholders in the CBD in terms of land dedication or purchase, which will be needed to realise the ultimate outcomes of the plan. As such, there is a need for flexibility in the application of policies within Complete Streets by Council, during the assessment of future development proposals within Bankstown CBD. It should also be noted that Vicinity Centres formally objected to components of this Plan via submission during its public exhibition.

Despite Vicinity's position, this development proposal has broadly been designed with regard to the Complete Streets Plan and has sought to balance the key themes of the Plan with the commercial realities of future development at the site.

Further detail regarding the recommendations of Complete Street is included at Appendix A.

Figure 2.16: Key Recommendations of Complete Streets




## 2.6.2. Sydenham to Bankstown Urban Renewal Corridor Strategy

The Sydenham to Bankstown Urban Renewal Corridor Strategy is a document that seeks to plan and manage the population and employment growth throughout the Sydenham to Bankstown Corridor largely stemming from the Sydney Metro major infrastructure investment.

The strategy revises population, housing and economic forecasts and addresses key infrastructure to implemented to support these forecasts. As it relates to Bankstown the Strategy includes suggestions of improved bus network, relocation of and improvement to the Jacobs Street bus interchange.

## 2.6.3. Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan – A Metropolis of Three Cities (the Plan) was released by the Greater Sydney Commission in March 2018.

The Plan outlines the *"vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places"* and aims to meet the needs of a growing population. The Plan seeks to concentrate the development of Sydney into a metropolis of three distinct and interconnected cities; the 'Western Parkland City', the 'Central River City', the 'Eastern Harbour City'.

Bankstown is situated within the 'Central River City' and is defined as a Strategic Centre within the Plan. Strategic Centres are nominated as places for high levels of private sector investment, increased job growth, accessible by all via public transport, and supported by strong walking and cycling networks.

# 2.7. Summary

The site, which is comprised of mostly retail land use, is well connected to the wider region through an interconnected road network which also provides excellent walking facilities. The site enjoys proximate, frequent public transport network via both bus from the Jacob's Street Interchange and train from Bankstown Station. Committed and proposed infrastructure projects such as the Sydney Metro and the Stacey Street upgrade respectively will further improve accessibility of the Bankstown CBD.



# 3. TRIP GENERATION

03

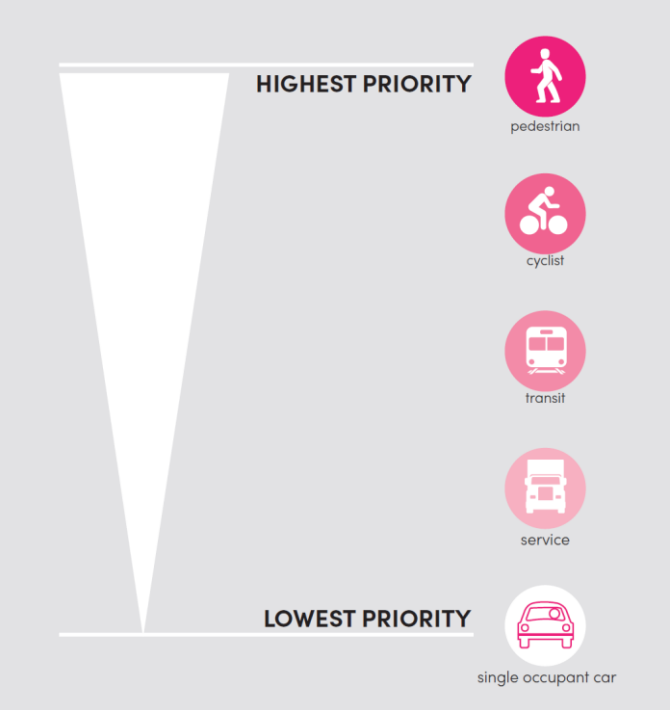
## 3.1. Preamble

The Planning Proposal / concept masterplan has been designed with regard to a modal hierarchy that:

1. Prioritises walking, cycling and public transport.
2. Recognises the important role that loading plays in facilitating land use (subject to it not compromising the prioritisation of the modes above).
3. Seeks to limit the provision of car parking (as far as commercially practicable) as a proactive means to reduce traffic impacts.

This hierarchy is consistent with the approach adopted in Complete Streets, which references the hierarchy as shown in Figure 3.1. This hierarchy is also used as a structure for this report.

Figure 3.1: Complete Streets Modal Hierarchy



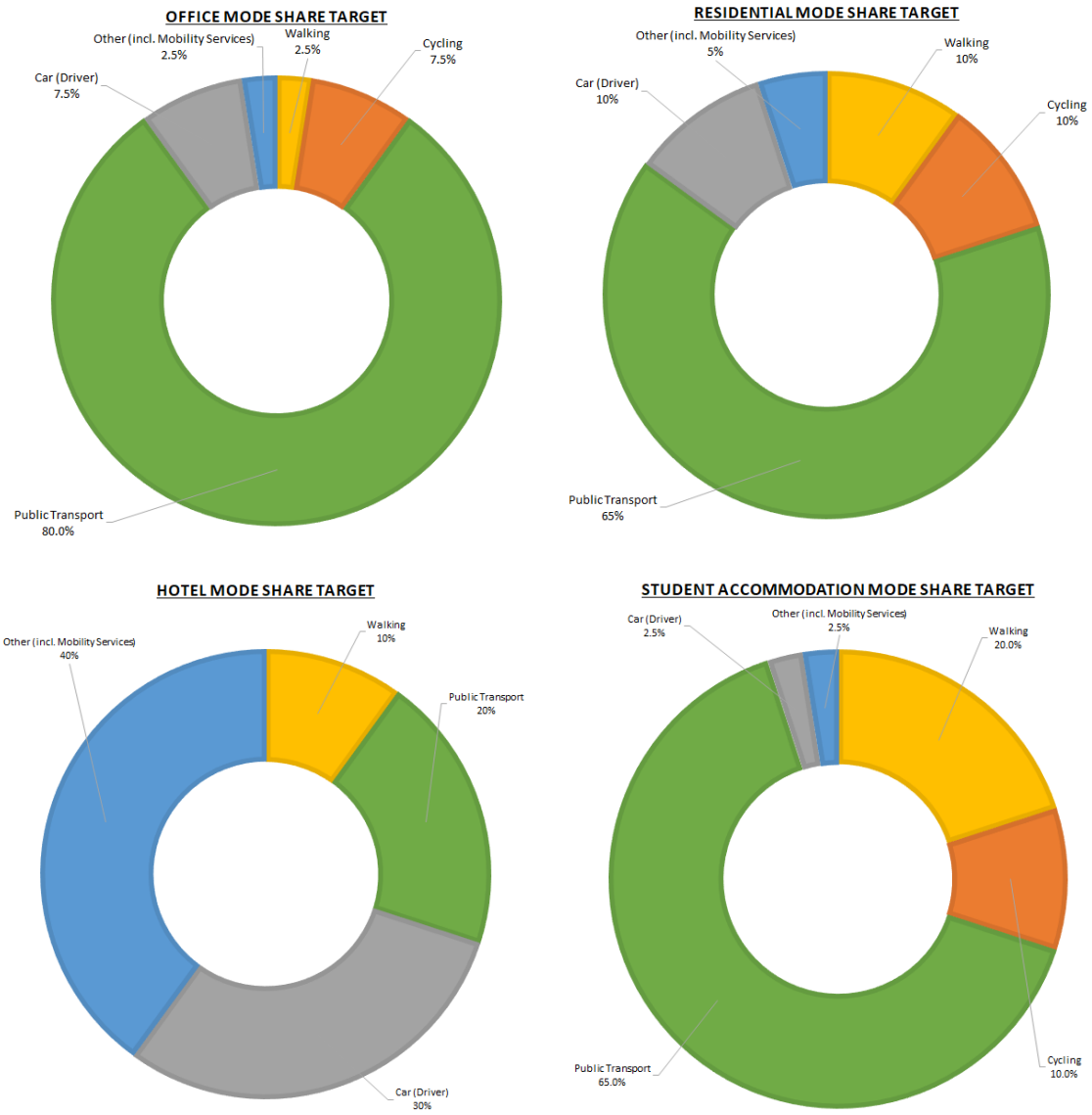

## 3.2. Assumed Mode Splits

For the purposes of the assessment contained in this report, mode splits for additional trips to/from the proposed commercial, residential and hotel land uses have been assumed.

The target mode splits have been assumed based on our experience on other projects but remain indicative only and for use only to estimate peak hour trips. For the traffic impact assessment presented later in this report, the vehicle trip generation estimate has also been sanity checked using a traditional 'traffic generation approach' (i.e. vehicle movements per car space by land use).

The assumed / target mode splits are shown in Figure 3.2. (The figure excludes targets for retail floor area and the childcare land use for reasons outlined later in this report).

Figure 3.2: Assumed Mode Splits




## 3.3. Estimated Trip Generation

The forecast trip generation of the land uses envisaged in the Planning Proposal is detailed in Table 3.1 and summarised in Figure 3.3.

Importantly, it is noted that this trip generation is presented for the weekday PM peak hour only, is based on the sources quoted and assumes a trip reduction factor of 20% to take into account multi-purpose trips (i.e. a residential trip to/from the retail within the site only). Other assumptions include:

- Additional trips to/from the retail floor area increase have been ignored. This approach is consistent with advice provided to GTA by the proponent that any additional retail floor area will principally be provided to serve the diversification of land use on the site and in the CBD more broadly.

- Trip generation associated with the childcare land use has been ignored as enrolments will likely be comprised of those persons employed or living in Bankstown Central. As such, trips associated with the land uses are likely to be captured through the trip generation of other land uses. (Staff trips are also expected to be negligible in the context of the other land uses).

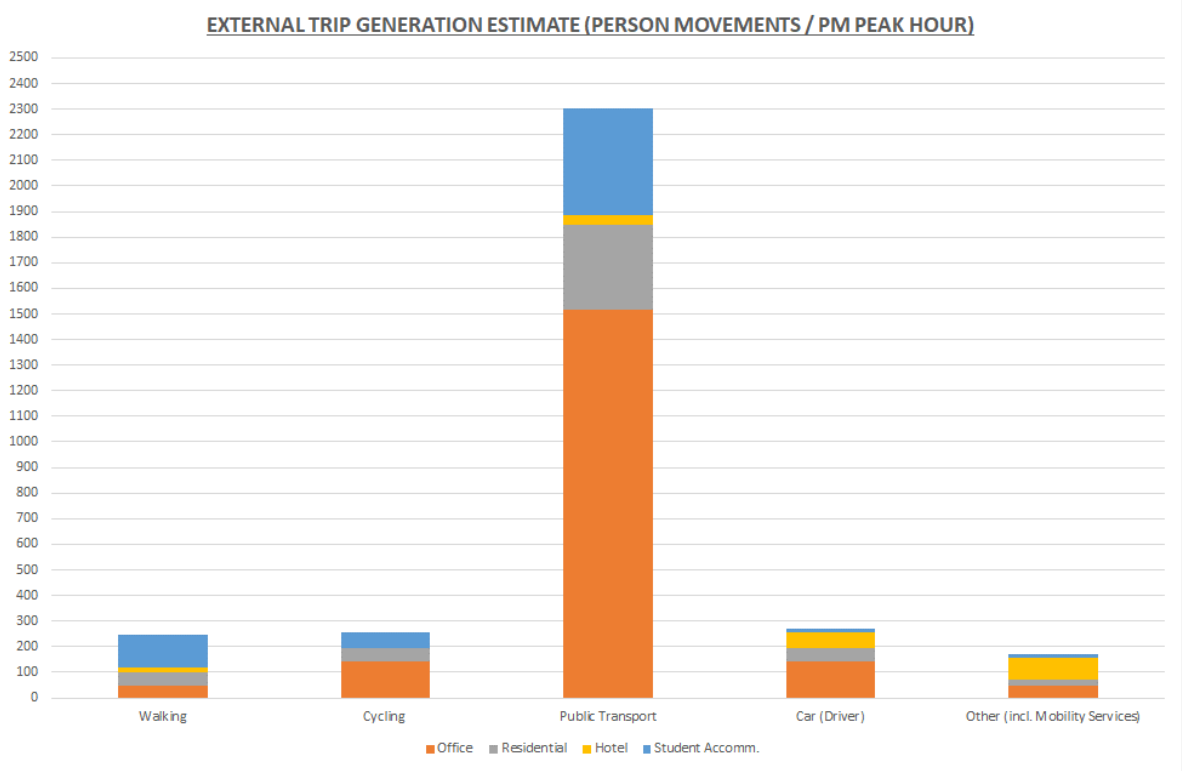
The assessment indicates that the land uses envisaged in the Planning Proposal could be expected to (ultimately) generate up to approximately 3,250 additional external person trips during the weekday PM peak hour, including approximately 2,300 person trips on public transport, 260 person trips by cycling, 250 person trips by walking, 270 person trips by car, and 170 person trips by other modes.

Table 3.1: Estimated Trip Generation during Weekday PM Peak Hour

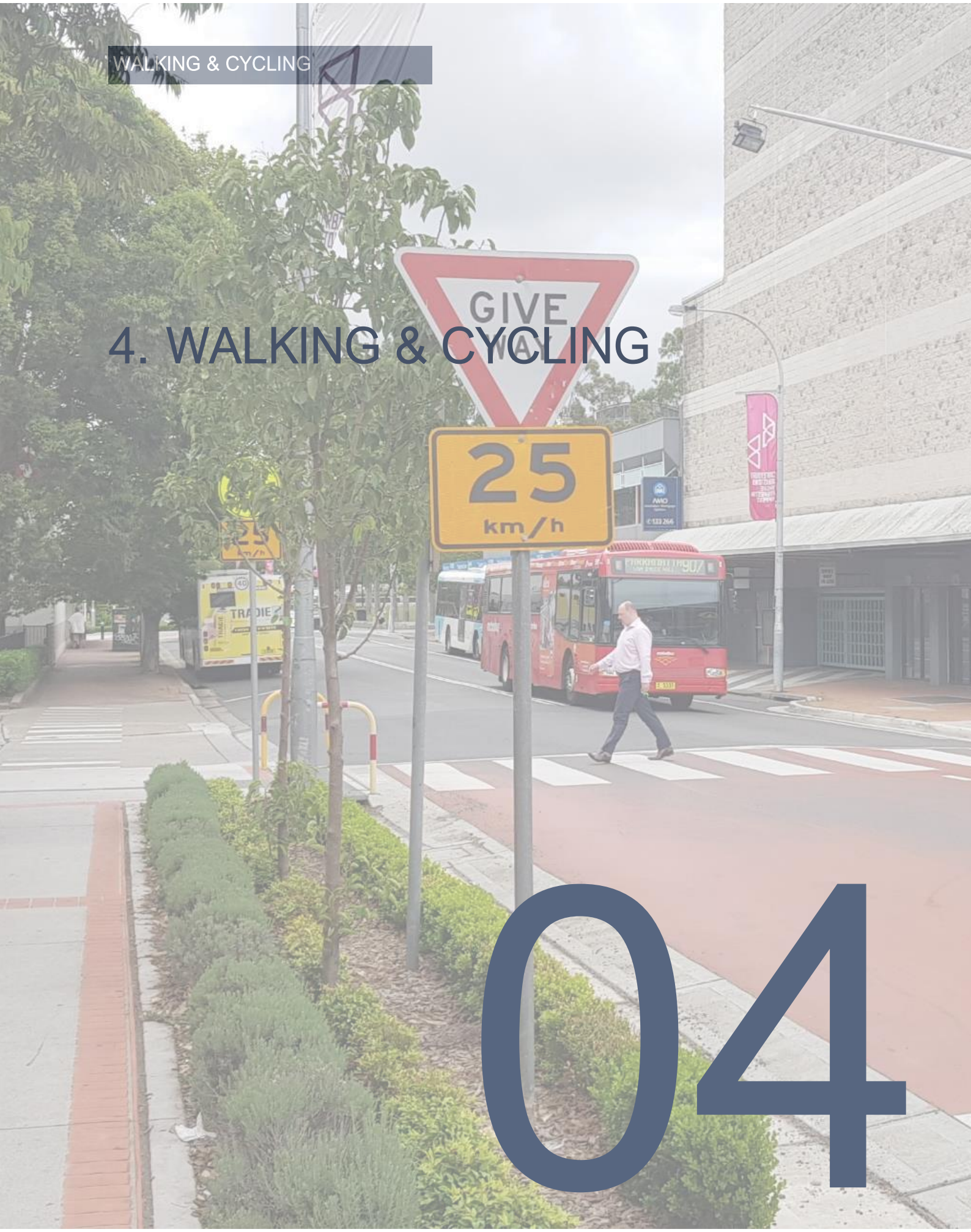
| Land Use | Size | PM Peak Hour Trip Generation Rate | PM Peak Hour Trip Generation Estimate | Including External Trips Reduction Factor (20%) |
|---|---|---|---|---|
| Commercial | 118,565sqm | 2.0 trips / 100sqm [1] | 2,371 trips | 1,897 external trips |
| Residential | 972 apartments | 0.65 trips / apartment [2] | 632 trips | 505 external trips |
| Hotel | 656 rooms | 0.40 trips / room [3] | 262 trips | 210 external trips |
| Student Accommodation | 1,597 units | 0.50 trips / unit [4] | 799 trips | 639 external trips |
| **Total** | | | | **3,251 external trips** |

[1] Average rate for inner metropolitan offices as sourced from RMS Technical Direction (TDT 2013/04a) and rounded up to nearest 0.5.
[2] Sourced from the RMS Technical Direction (August 2013).
[3] Assumed
[4] Assumed equal to 75% of residential rate

Figure 3.3: Estimated Trip Generation during Weekday PM Peak Hour



# 4. WALKING & CYCLING




04

## 4.1. Overview

As detailed in Section 3, the land uses envisaged in the Planning Proposal could be expected to (ultimately) generate up to approximately 2,550 walking trips (including public transport trips) and 260 person trips by cycling during a weekday PM peak hour. Accordingly, the prioritisation of walking and cycling (including to/from public transport services) will be crucial for the Bankstown CBD.

## 4.2. Connectivity Improvements

The Planning Proposal proposes the creation of new and improved pedestrian connections both internally and to the surrounding network.

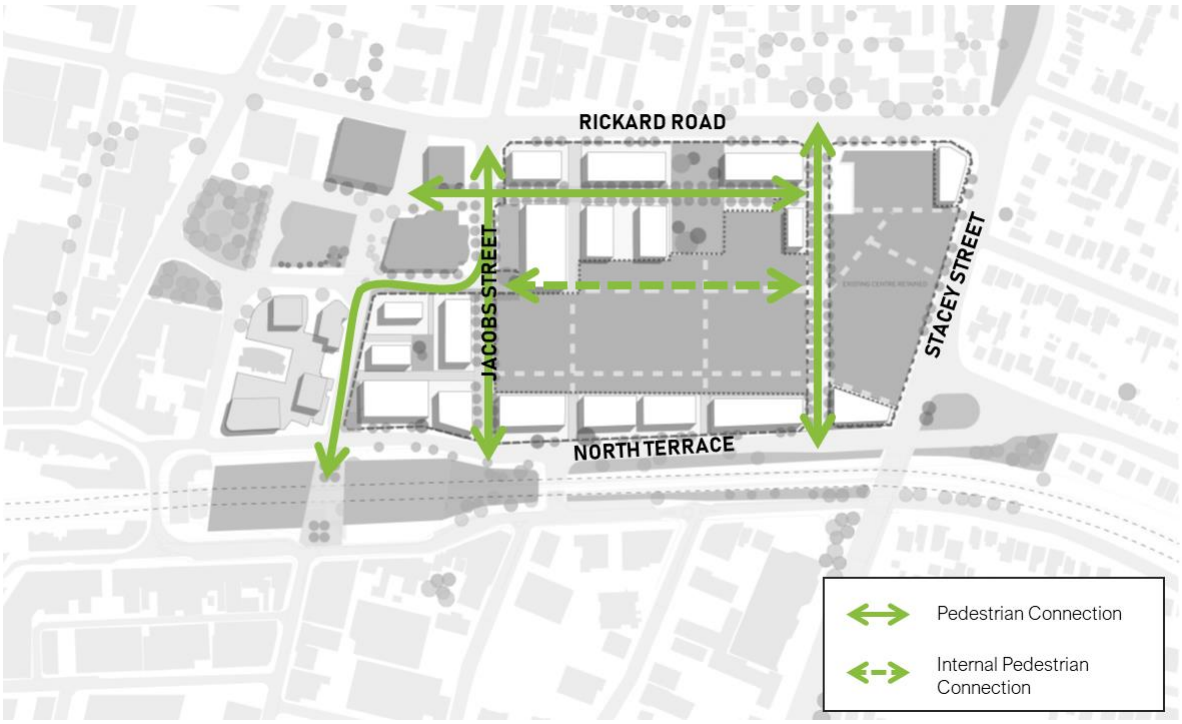
This includes the establishment of an internal pedestrian network through the site which will improve pedestrian amenity and safety, improve permeability, and reduce pedestrian travel times and distances between various land uses to key transport destinations (such as Bankstown Station).

The major pedestrian and cycling links imbedded within the Planning Proposal is shown in Figure 4.1 and include:

- East-West connections:
  The Planning Proposal includes two primary east-west connections: a new link along the open space corridor, and one which is a continuation of The Mall running internal to the Centre.
  The two connections will ensure that pedestrians are able to traverse the site and connect easily with the surrounding land uses. These connections are expected to meet the desired intent of the Complete Streets recommendations.
  It is noted that whilst Complete Streets proposes a pedestrian only "open air" connection as the extension of The Mall, it is understood Vicinity Centres has confirmed to Council that in light of commercial realities that this cannot be provided due to the very significant impact to existing structure of the shopping centre as well as major lease holders in the shopping centre.
- North-South connections:
  The Planning Proposal includes the Jacobs Street Extension, which will improve pedestrian amenity, safety, and connectivity in the north-south direction. This will be complimented by the existing pedestrian linkage available along Lady Cutler Drive which the Planning Proposal seeks to enhance via traffic calming initiatives. Other internal connections within the site will also be provided.

Overall, it is considered that the Planning Proposal has been designed in a manner which will improve pedestrian connectivity through the site in both the east-west and north-south directions. As detailed in the following section, the proposed Jacobs Street extension will also improve pedestrian movement (and public transport use) in the vicinity of the site.

Figure 4.1: Proposed Pedestrian Connections through Site




## 4.3. Bicycle Parking & Associated Facilities

It is proposed that the level of bicycle parking provision will be generally at a high rate to reflect the objectives and aims of Complete Street and to encourage a mode shift away from private vehicles.

At a minimum, it is expected that bicycle parking facilities should be provide for a 5%-10% target mode share for each land use (other than the hotel which is likely to have low bicycle parking needs) and the subsequent bicycle trip generation rates as specified in Section 3.3.

As a guide, this approach is likely to entail the provision of a minimum of approx. 0.5 bicycle spaces per 100sqm of office, which aligns with guidelines such as the Austroads 'Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management' and the NSW Government 'Planning Guidelines for Walking and Cycling'.[5]

## 4.4. Summary

This proposal seeks to promote pedestrian and cycling modes to/from the Centre and the Bankstown CBD through the provision of public open space, improved pedestrian connections in all directions and the provision of bicycle parking consistent with other Sydney based developments. These improvements will encourage the use of sustainable modes of transport and discourage the reliance on private vehicles.

[5] It is noted that this bicycle parking provision was at a rate of 0.75 bicycle spaces per 100sqm in the Mixed Use Development, this is in excess of the guidance provided here.



# 5. PUBLIC TRANSPORT

05

## 5.1. Overview

To deliver the land use intensification envisaged in the Planning Proposal (as well as for the broader Bankstown area as proposed by various local and State government policies), a substantial mode shift increase to public transport will be required.

The strategy for bus network improvement in the CBD has been informed by the public transport master planning documented in '*Complete Street*'. This document outlines the overall objective to ***"simplify bus routes and better integrate station and layover space".*** Complete Streets seeks to improve the current bus layover arrangements to increase the efficiency of space, reduce the number of bus kilometres through the CBD, minimise the number of pedestrian conflicts and the negative affect on pedestrian desire lines.

## 5.2. Bus Network Improvements

### 5.2.1. Jacobs Street Extension

The Planning Proposal seeks to improve public transport and land use integration via the creation of a new street through the site as an extension to Jacobs Street (running from The Mall to North Terrace).

This new street is proposed as a 'bus only transit street' which together with other road network changes including the conversion of North Terrace to two-way to the east of Fetherstone Street, allows bus services to be moved off Fetherstone Street, The Appian Way and The Mall and thereby allows public realm improvements on those streets to prioritise pedestrian movements through the CBD.

### 5.2.2. On-street Bus Stops vs Off-street Bus Station

The configuration of the extension as envisaged under the Planning Proposal is to be designed as a 'bus only transit street' which facilitates through movement of buses and provides bus stops but not the layover of buses (either on the street or on adjacent land).

This arrangement differs from the vision in Complete Streets which identifies a "potential new bus station" on the corner of The Appian Way and North Terrace which is accessed from the Jacob Street extension. It is understood that the rationale for the provision of an off-street bus station within the CBD was driven by two requirements of the existing bus network operating through Bankstown:

1. The need to provide layover bays in the CBD; and
2. The need to turn around terminating bus services within the CBD.

Despite these two requirements being valid at the time of preparing Complete Streets, recent discussions between WSP and Transport for NSW (TfNSW) indicate that terminating bus services will not need to remain within the CBD indefinitely and should indeed be positioned outside of the CBD e.g. to its north. This advice is consistent with TfNSW's *Guidelines for Planning of Bus Layover Parking (Sept 2018),* which states the following regarding the location of layover bays:

***"The location of bus layover should support productive places. To this end locating layover outside of centres where compact form and walkability are key features should be considered. Where layover is located within a centre it should be located away from streets with high levels of active frontages and areas of pedestrian activity. Within centres options to minimise the footprint of the layover should be thoroughly investigated"***

In this context and noting that Complete Streets recognises that **"bus layover (is an) inefficient use of land",** the provision of a bus station within the CBD – and more notably on the Bankstown Central site – is considered unnecessary. Rather, the adoption of a more traditional on-street bus stop arrangement is considered preferable for the long-term planning of the CBD given:

1. It supports the provision of a productive CBD by avoiding the inefficient use of land.
2. It improves bus operating travel times by avoiding deviations off the road network.
3. It places bus services in the public domain where buses are visible (not hidden within a station) and therefore promotes public transport use.
4. It improves the experience for users of the buses by allowing customers to wait in weather protected but open-air areas, with high levels of amenity and security provided from adjacent land use. This arrangement will also allow users to disperse and spread out if they have longer wait times for buses, which is expected to be increasingly important for 'social distancing'.
5. It is more consistent with the Complete Streets objective of simplifying bus routes through the CBD (rather than the provision of an off-street bus station) and aligns with the arrangement envisaged within that document for Bankstown Plaza South as shown in Figure 5.1.
6. It retains suitable proximity to other transport services, e.g. Bankstown station.

Figure 5.1: On-street Bus Stops – Example from Complete Streets



Another example of an on-street bus stop arrangement in an activated CBD environment is Lake Street in Cairns. In this example, a single through lane is provided, for all vehicles, with kerbside bus stops on either side of the street. The constructed arrangements and a photomontage of the future development is shown in Figure 5.2.

Figure 5.2: On-street Bus Stops – Lake Street, Cairns




Source: https://www.barkdesign.com.au/public/cairns-cbd/

## 5.2.3. Conceptual Design

For the purposes of illustrating a potential design for the Jacobs Street extension which includes kerbside bus stops, a concept plan has been prepared by GTA. The concept design (GTA Dwg. No. V186960-02-05 P1) is shown in Figure 5.3.

Importantly, it is noted that the concept plan has been informed by design principles outlined in Complete Streets. These principles are reproduced in Figure 5.4 and include:

- The extension has been designed as a transit street, with threshold treatments at either end.
- The indicative cross-section for the street includes 3m wide bus stops, 3.5m wide through lanes and footpath widths that vary from approximately 5m (narrowest adjacent stops) to 8m (adjacent the threshold treatments and central pedestrian crossing).

The concept allows for eight (8) bus bays (4 in either direction), which accords with advice provided by WSP (as discussed with TfNSW) regarding the long-term needs for the Bankstown CBD. However, the design could also accommodate additional bays if kerbside rather than indented bus bays were adopted.

Figure 5.3: Jacobs Street Extension Concept Design

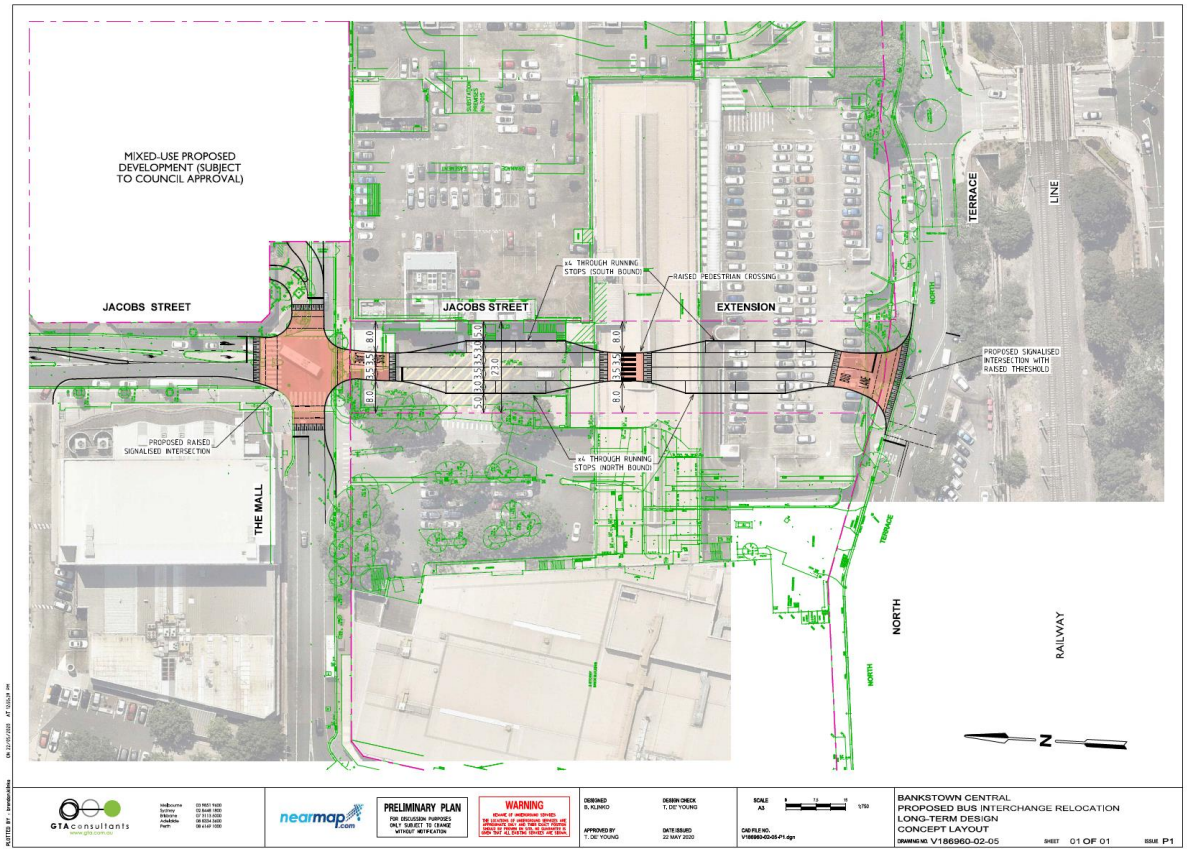
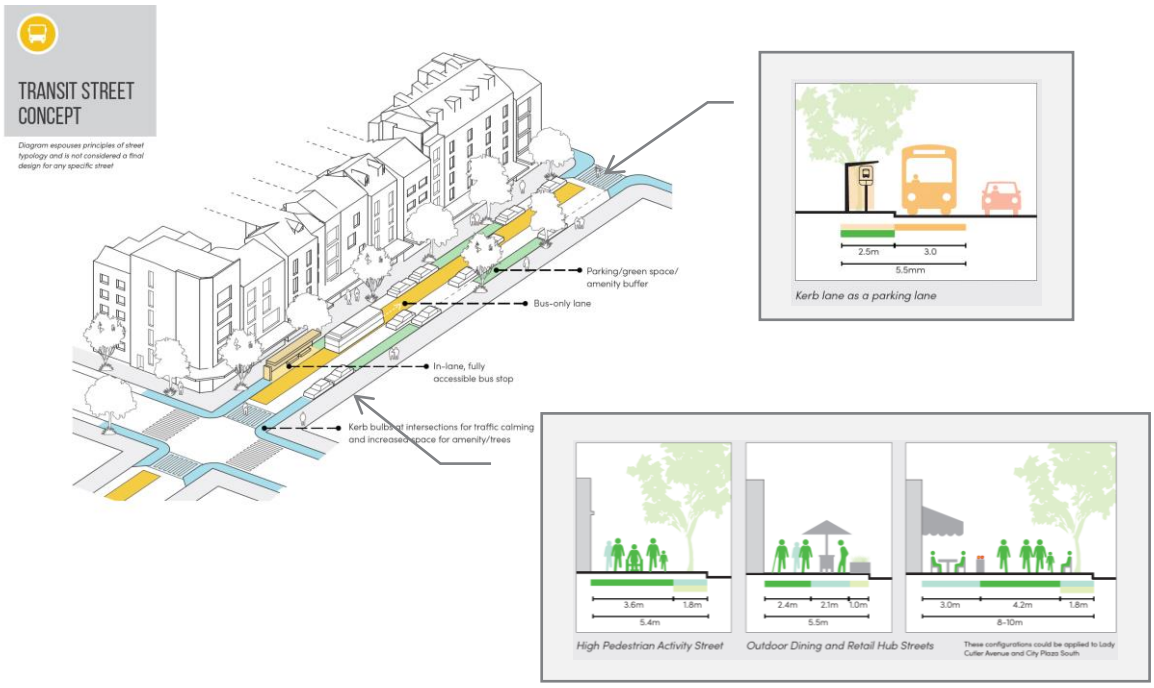



Figure 5.4: Jacobs Street Extension Concept Design – design principles from Complete Streets



### 5.2.4. Potential Staging of Bus Network Modifications

The construction of the Jacobs Street extension, together with other road network changes including the conversion of North Terrace to two-way to the east of Fetherstone Street, will provide a range of public transport and public realm benefits throughout the CBD. However, advice provided to GTA by the proponent indicates that the road is not to be delivered in the first stage of the development of Bankstown Central.

To allow the staged development of the site and the realisation of the objectives of Complete Streets (and completion of its key priority projects as soon as possible), it will be necessary to also modify the bus network in a staged approach. This approach has been discussed at length with TfNSW and is supported 'in-principle'. The potential staging of the bus network changes under three stages is outlined in Figure 5.5 to Figure 5.7 and is summarised as follows:

- Stage 1 – This would entail the creation of a temporary through-site link through the Bankstown Central site, west of the ultimate Jacobs Street extension alignment, and the relocation of the bus stops to either this link (terminating pick-up stops) or The Mall or Jacobs Street (all other stops). Bus layover would also be provided at the top of the through site link, between the drop-off and pick-up stops.
- Stage 2 – This would entail the conversion of Fetherstone Street to two-way, and other related intersection modifications, to move buses off The Apian Way. Bus layover and terminating pick-up stops would remain on the through-site link. The principal benefit of this stage would be the ability to convert The Appian Way to a 'shared zone'.
- Stage 3 – This would entail the construction of the Jacobs Street extension, and other related intersection / road network modifications, as described in previous sections. This stage would be subject to modifications to the bus network to move terminating services to the north of the CBD (where layover would also be provided). This stage would also enable Fetherstone Street to be converted to a 'shared zone'.

Figure 5.5: Bankstown CBD Bus Network Modifications – Stage 1

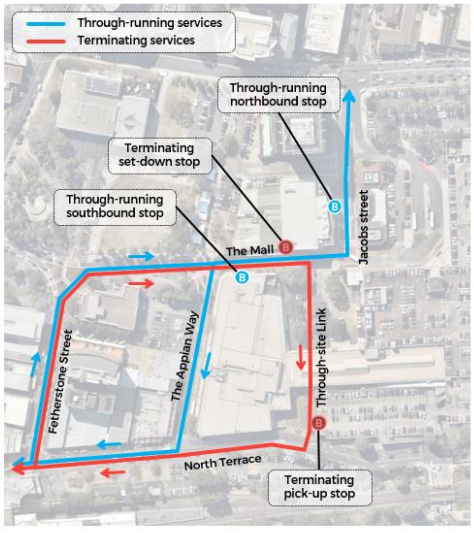


Figure 5.6: Bankstown CBD Bus Network Modifications – Stage 2

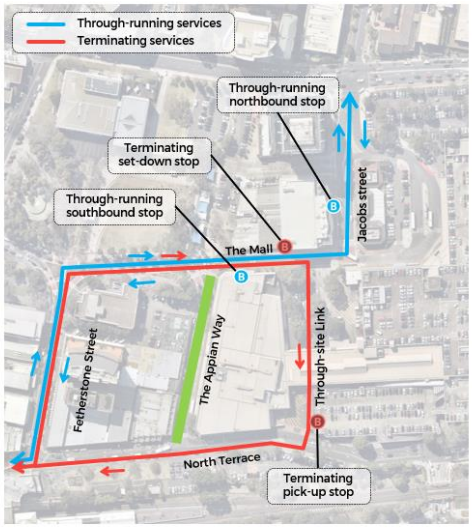
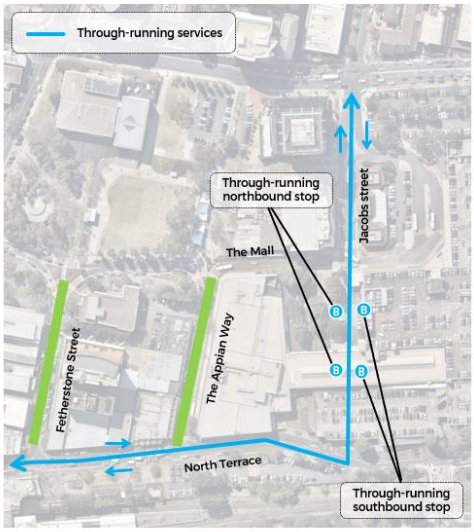



Figure 5.7: Bankstown CBD Bus Network Modifications – Stage 3 (Ultimate Conditions)



### 5.2.5. Timing of Bus Network Modifications

It is expected that Stage 1 could be completed in 2021 (subject to Council approval of the associated DA) and Stage 2 by 2024 when the Metro station and new Western Sydney University campus are expected to be completed.

The timing of Stage 3 is likely to be subject to various factors including the timing of the completion of the CBD road network changes to alter bus movements and the development (and associated Council approvals) at Bankstown Central for the land affected by the extension of Jacobs Street.

## 5.3. Summary

The Planning Proposal will facilitate future enhancements to the bus network in the immediate vicinity of the site via the creation of a new transit street known as the Jacobs Street extension.

The new street will allow for on-street kerbside or indented bus bays with generous footpath widths to encourage public transport access. The proposed arrangement is preferable to an off-street bus station, as is envisaged in Complete Streets, as:

1. It supports the provision of a productive CBD by avoiding the inefficient use of land.
2. It improves bus operating travel times by avoiding deviations off the road network carrying the bus services.
3. It places bus services in the public domain where buses are visible (not hidden within a station) and therefore promotes public transport use.
4. It improves the experience for users of the buses by allowing persons to wait in weather protected but open-air areas, with high levels of amenity and security provided from adjacent land use. This arrangement will also allow users to disperse and spread out if they have longer wait times for buses, which is expected to be increasingly important for 'social distancing'.
5. It is more consistent with the Complete Streets objective of simplifying bus routes through the CBD (than provision of an off-street bus station) and aligns with the arrangement envisaged within that document for Bankstown Plaza South as shown in Figure 5.1.
6. It retains suitable proximity to other transport services e.g. Bankstown station.

The proposed arrangements have been discussed with TfNSW and the relocation of the bus layover and terminating services outside of the CBD is supported "in-principle" given it accords with their own design requirements. As the timing of road and bus network changes required to facilitate the ultimate design outcome cannot be dictated by Vicinity, whilst the extension itself will depend on the staging of development at Bankstown Central, the Planning Proposal envisages a staged approach to the bus network modifications in the CBD. This staging will enable the conversion of The Appian Way to a 'shared zone' prior to 2024 (when the Metro project and Western Sydney University campus are expected to be completed.

# 6. LOADING & LOGISTICS




06

## 6.1. Overview

The land use development envisaged within the Planning Proposal will require a loading and logistics strategy that optimises existing provisions, rather than tries to duplicate them. This will be particularly important given the quantum of on-street loading bays in the CBD is likely to reduce in the near future to prioritise walking and cycling.

## 6.2. Existing Loading Arrangements

Bankstown Central is currently principally serviced by a basement loading dock (referred to as 'the racetrack') which is accessed from North Terrace. This loading dock comprises 10 docks that allows access for vehicles up to 14.6m in length and another 10 parallel parking loading bays along the north and south aisle suitable for small goods vehicles (i.e. vans, utes, SRVs).

## 6.3. Improved Management Arrangements

The Planning Proposal proposes that most of the loading and logistics activity will continue to occur via the existing loading dock or a version of that arrangement to suit future conditions (i.e. at basement level).

This arrangement is proposed to locate loading activity away from major pedestrian and cycling links which ensures safety and amenity is maintained. These benefits are further reinforced through the consolidation of the loading activities in one central location.

It is understood that in the future, as land use and loading activity increases, the loading dock will likely become managed to maximise the turnover of loading bays and minimise the probability of queueing for loading activities on-street. This form of management has been successfully implemented at numerous major Sydney CBD sites such as the Sydney Opera House, Barangaroo and Westfield Sydney and can be used to also encourage loading activity during periods of low pedestrian demand on the abutting CBD network.

## 6.4. Summary

The existing loading dock which is comprised of 20 loading bays on the basement level is situated away from current and proposed major pedestrian and cyclist links.

The consolidation of future loading activities to this site is considered appropriate to continue to minimise the impacts on other users and the existing loading provision adequately cater for future uses with the support loading dock management.

In addition, the required loading associated with the redevelopment of periphery sites (e.g. the Target site) will likely be provided via its own separate subterranean loading dock designed specifically for the mixed used land uses proposed in those areas.



# 7. CAR PARKING & TRAFFIC

07

## 7.1. Overview

The standard approach to car parking provision which involves the setting of minimum car parking rates for land uses has historical origins which follow a *'predict and provide'* approach.

The Austroads 'Guide to Traffic Management Part 11 (2017)' describes this approach as a technique which readily interprets a *'parking problem'* as an issue of *'inadequate supply'*. It goes on to note that this problematic ideology is underlined by the premise that:

- *"More parking is better,*
- *Every destination should satisfy its own parking needs (minimum ratios),*
- *Car parks should never fill,*
- *Parking should always be free or subsidised or incorporated into buildings costs."*

Over the past decade, the *'predict and provide'* approach has been steadily replaced by a range of travel demand management techniques which challenge historical travel behaviours and encourage mode change away (reversing the trend) from private motor vehicle travel, particularly during road network peak hours. This approach is aligned with the sustainable transport policies summarised in Section 2 of this report.

For the future development in Bankstown, it is considered appropriate – and indeed necessary – to adopt a reduced car parking rate approach to maximise travel by sustainable transport modes (walking, cycling and public transport) and minimise, as far as practical, travel by private motor vehicle. This will require a change to the 'status quo' in terms of the supply and management of car parking for both existing and future land uses.

Discussion regarding the recommended car parking provision for the future development anticipated in the Planning Proposal for Bankstown Central, and associated traffic impacts of that provision, is detailed below.

## 7.2. Car Parking Provision

### 7.2.1. Existing Conditions

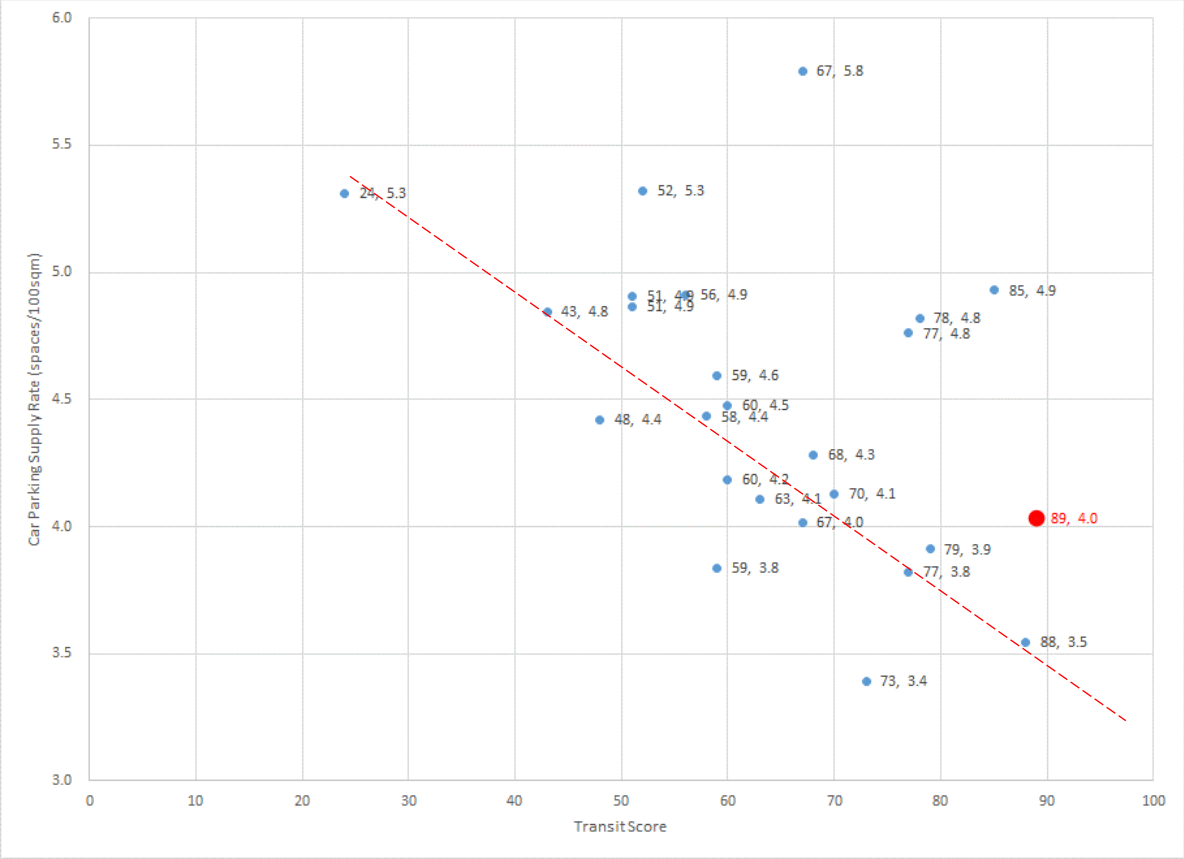
As outlined in Section 2 of this report, Bankstown Central currently provides a total of 3,283 car spaces, with surveys recording peak demands of 3,188 occupied car spaces on a Thursday (3.9 car spaces/100sqm) and 3,086 car spaces on a Saturday (3.8 car spaces/100sqm).

For a land use which is comprised principally of retail floor area, the recording of peak parking demands on a Thursday that are higher than those on a Saturday (the typical peak trading day) is highly unusual and suggests that a significant proportion of the available car parking supply is occupied by non-retail customers or associated staff. For Bankstown Central, this non-retail demand likely includes a significant proportion of commuter car parking and demand from other nearby land uses, as evidenced by:

1. The Saturday on-site parking demand at 9am is 400 car spaces lower than that recorded at the same time on the Thursday.
2. The on-site parking demands at 9am on Thursday and Saturday are 64% and 51% respectively. In comparison, reference to Google data suggests that the shopping centre itself has visitation levels equal to approximately 40% of the peak visitation levels at these times.

From a benchmarking perspective, the recorded parking demands are also higher than would normally be expected at a shopping centre within a CBD location which has excellent proximity to public transport services including train. For reference, the rates of car parking provision at major and super regional shopping centres in NSW, against the transit score for each, is presented in Figure 7.1 *(as sourced from the 2019 Property Council of Australia Shopping Centre Directory)*. In this figure, Bankstown Central is shown as the red dot (4.0 car spaces/100sqm with a transit score of 89), which sits above the trendline of the data. This figure also highlights other notable 'outliers' including Westfield Liverpool (4.9, 85), Erina Fair (4.8, 78), Westfield Hurstville (4.8, 77) and Roselands (5.8, 67).

Figure 7.1: Car Parking Rates vs Transit Score for Major & Super Regional NSW Shopping Centres




## 7.2.2. Conditions with Controlled Parking

In 2019, DA approval was granted by Council for the introduction of controlled parking at Bankstown Central.

It is understood that this approval was sought by the Centre's co-owners to better manage the car park given the extent of non-retail parking demands at present (discussed above) and the likelihood this would increase after the completion of the Metro project if the car park remained uncontrolled.

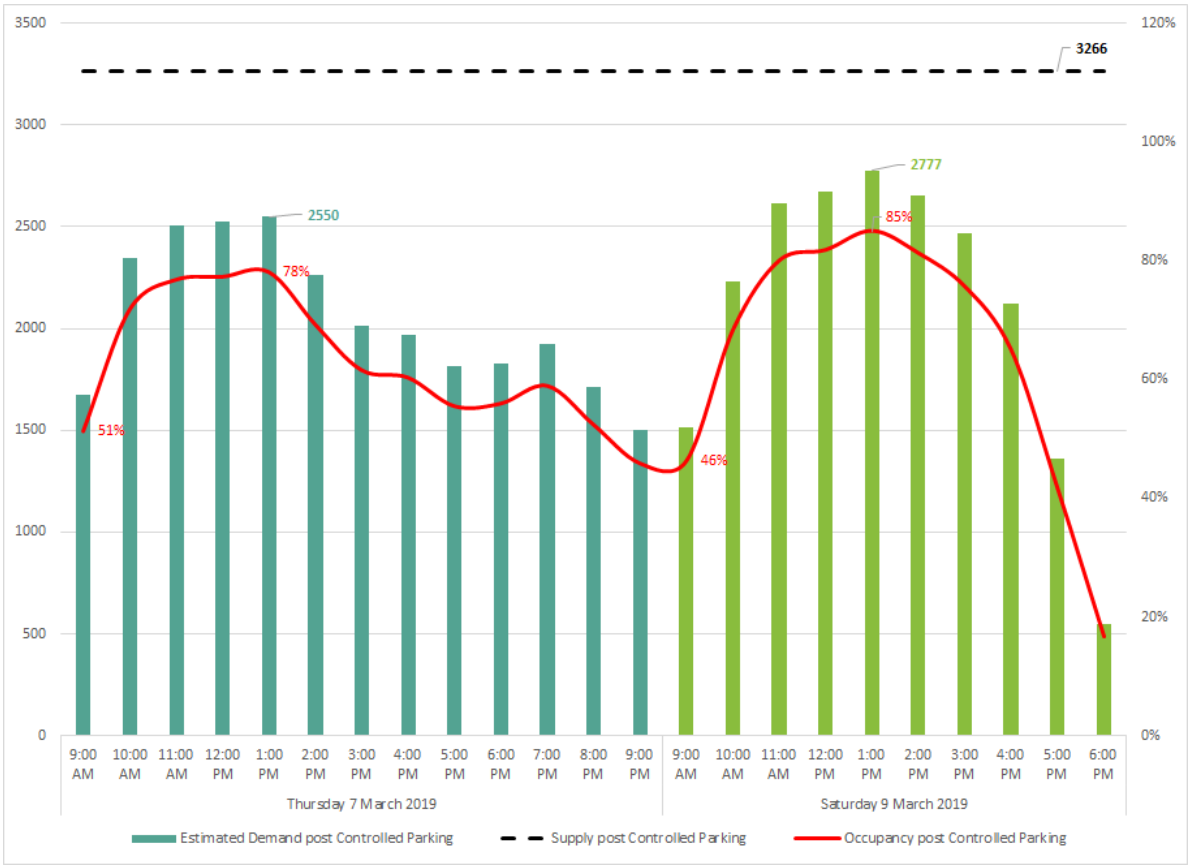
The DA was supported by a transport impact assessment report prepared by Colston Budd Rogers & Kafes (dated March 2019) which assessed the impact of the proposal from a car parking and traffic perspective. The CBRK report outlined that the introduction of controlled parking is likely to result in the loss of 17 car spaces which *"would not be noticeable given the significant benefits of the improvements in car park efficiency and utilisation of parking spaces".*

In our experience, the implementation of controlled parking at retail assets in CBD locations, particularly those near train stations, is likely to have additional benefits to those documented in the CBRK report. Most notably, one of the most important benefits of controlled parking is that it supresses long-term car parking that is not associated with the retail asset[6]. This is achieved through the pricing of the car parking which typically involves charging a high cost of car parking beyond (approximately) 4-hours duration, excluding retail staff parking.

A relevant case study which highlights this benefit is Castle Towers Shopping Centre in Castle Hill. In late 2017, controlled parking was implemented at this shopping centre to better manage the car park supply in advance of the opening of the Castle Hill Metro train station. Car parking demand surveys at the shopping centre prior to and after the introduction of the controlled parking (but prior to the opening of the train station) show that peak car parking demands reduced by approximately 15% i.e. from circa 5,000 occupied car spaces (circa 4.5 spaces/100sqm) to 4,200 car spaces (circa 3.8 spaces/100sqm).

For Bankstown Central, it is expected that the reduction would be higher than the 15% experienced at Castle Towers given the existence of commuter car parking at Bankstown. Assuming 20% and 10% parking demand suppressions on the Thursday and Saturday respectively, the anticipated car parking demands following the implemented of controlled parking at Bankstown Central is shown in Figure 7.2.

Figure 7.2: Anticipated Car Parking Demand at Bankstown Central with Controlled Parking




[6] These demands are typically supressed, not relocated, where surrounding areas are well protected by time restrictions which do not permit car parking overflow into surrounding residential streets or other commercial car parks.

Figure 7.2 indicates:

- The expected peak parking demand are:
  - Thursday: 2,558 occupied car spaces (3.1 car spaces/100sqm)
  - Saturday: 2,777 occupied car spaces (3.4 car spaces/100sqm)[7]
- The occupancy expected at 9am on Thursday and Saturday are 51% and 46% respectively. These occupancies are more consistent with, but still higher than, the Google visitation data for the shopping centre at these times (approximately 40%). This comparison suggests that the assumed 20% and 10% parking demand suppressions are potentially conservatively low and the parking demand anticipated post implementation of controlled parking could be lower than the estimates above.

### 7.2.3. Other Impacts on Car Parking Provision

It is understood that the full development of the site anticipated in the Planning Proposal is likely to occur over a period of 20-30 years.

Over this timeframe, numerous factors will likely significantly impact current travel patterns and thus the demand for and supply of car parking in the Bankstown CBD. Such factors will include (but undoubtedly not be limited to):

1. The diversification of land use development in the precinct.
2. The upcoming improvements to public transport services in Bankstown.
3. The high likelihood of continued technology disruptions in transport and car parking.
4. The likelihood of change in car parking policy / controls for Bankstown, as set by Council.

The factors are discussed below.

#### Land Use Diversification

As land use diversification occurs in the CBD, trip containment will increase, with a greater proportion of trips by people living, working and shopping in the area able to be completed by walking and cycling. (This is a key principle of Complete Streets).

In this future, the demand for car parking will also reduce, as has been seen in many other CBD areas of Sydney (and elsewhere) where increasingly progressive car parking rates have been adopted into the relevant planning controls.

For this reason, it is considered appropriate to allow car parking ranges for the land use anticipated in the Planning Proposal given that the demand for such parking is likely to be highest in early stages of development before declining over time.

#### Public Transport Improvements

As outlined in Section 2 of this report, the completion of the Sydney Metro (expected in 2024) will greatly improve the accessibility of Bankstown by increasing the capacity of the train services and the frequency of those services to every 4 minutes in the peak and every 10 minutes in the off peak.

[7] It is noted that the resultant recording of a higher peak demand on a Saturday would accord with the normal trend for shopping centres.

This improvement can be expected to reduce the need for car parking in the CBD for all land uses.

### Technology Disruptions

Future technology disruption has the potential to fundamentally change existing transport systems by a magnitude that far exceeds the change that has been seen over recent decades.

The speed at which these changes are occurring, as well as the uncertainty around when this disruption will cause major shifts in user behaviour, is challenging to predict. Notwithstanding this challenge, the potential impact of the three technology disruptors (autonomous vehicles, zero emission vehicles, and mobility services) are described in Appendix B. This discussion concludes that the disruptors are likely to place downward pressure on long-term parking demands.

### Car Parking Controls

As the Bankstown CBD develops, it is likely that the current DCP controls will alter to manage the supply of car parking more proactively. This commonly involves the setting of maximum car parking rates, rather than minimums.

The adoption of maximum car parking rates applies in many areas of metropolitan Sydney (St Leonards, Macquarie Park, Parramatta, etc) and is recommended within Complete Streets. Specifically, Complete Streets notes:

***"Parking in the CBD generates traffic and providing more parking spaces in the CBD will result in more trips on the CBD road network. In line with what other city centres are doing, and due to excellent alternative transport services in Bankstown, it is recommended to introduce maximum parking caps for developments within 400m of the station to attract car-free households and/or those who will utilise bus and transport services"***

In the event that maximum parking controls were introduced by Council into the DCP, it naturally follows that the supply of car parking would reduce.

## 7.2.4. Recommended Car Parking Rates

The recommended car parking rate (or range) for each land uses anticipated in the Planning Proposal is discussed below.

### Retail

The adoption of a parking rate of **3.0 to 3.5 car spaces/100sqm** is considered appropriate for the retail floor area.

This range would accord with the rate expected following the implementation of the controlled car parking (3.4 car spaces/100sqm) whilst also reflecting that the additional retail floor area anticipated is likely to draw its trade by those persons working or residing in the additional commercial and residential dwellings proposed.

The adoption of a reduced rate for the retail floor area would also be consistent with the travel demand management approach detailed earlier, and the fact that public transport accessibility will improve in 2024 with the completion of the Sydney Metro.

The provision of parking in this range would also provide flexibility in car parks to provide more drop-off / pick-up parking should future technology disruptions (e.g. autonomous vehicles) warrant that increase or require an altered layout.

It is noted that the lower end of the rate range would be achieved not by reducing the existing retail parking provision but rather providing car parking for new retail development at a lower rate (so that the overall weighted average rate declines).

## Commercial

The adoption of a parking rate of **0 to 0.5 car spaces/100sqm** is considered appropriate for the commercial floor area.

GTA has previously assisted in a variety of other commercial developments throughout Sydney and has collated the approved parking rates for commercial use as shown in Table 7.1, these rates have been normalised to a provision per 100sqm of gross floor area for consistency.

Table 7.1: Benchmarking of Commercial / Office Car Parking Rate

| Location | Commercial Car Parking Rate |
|---|---|
| Sydney CBD (based on proposed FSR for the site, calculated rate) | 0.083 spaces per 100sqm (max.) |
| North Sydney CBD | 0.25 spaces per 100sqm (max.) |
| St Leonards (Zone B3 and B4) | 0.25 spaces per 100sqm (max.) |
| Chatswood CBD | 0.5 spaces per 100sqm |
| Ryde (Macquarie Park Corridor) | 1 space per 100sqm (max.) |
| Parramatta CBD – draft LEP | 0.083 spaces per 100sqm (max.) |

The adoption of car parking at a range from 0 to 0.5 spaces per 100sqm is consistent with the commercial / office land uses in other areas of Sydney and thus appropriate for application here.

## Residential

The adoption of a parking rate of **0 to 1.0 car spaces/apartment** is considered appropriate for the residential land use.

The *Car Parking Requirement in SEPP 65* as published by NSW Government of Planning and Environment states that for land zones as B4 Mixed Use that "*the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.*". Table 7.2 sets out a comparison between the car parking provision requirements from each policy.

Table 7.2: Comparison of Car Parking Requirements

| Number of Bedrooms | DCP 2015 Car Parking Rate [1] | | RMS Guide to Traffic Generating Development Rates [2] | |
|---|---|---|---|---|
| | Resident | Visitor | Resident | Visitor |
| 1 bedroom | 1-3 spaces per dwelling | 1 space per 5 dwellings | 0.4 spaces per dwelling | 1 space per 7 dwellings |
| 2 bedrooms | | | 0.7 spaces per dwelling | |
| 3+ bedrooms | | | 1.2 spaces per dwelling | |

[1] Rates represent dwellings defined as Residential Flat Building located in Zone B4.
[2] Rates represent dwellings defined as 'high density residential flat buildings' in 'metropolitan regional (CBD) centres
[3] Assuming apartment breakdown of 50% 1-br, 40% 2-br and 10% 3-br.

Table 7.2 shows that the RMS Guide to Traffic Generation Developments prescribes car parking provision at the lesser rate of 0.4 to 1.2 spaces per dwelling for residents. This accords with the adopted rate of 0 to 1.0 car spaces/apartment.

Adoption at a lower car parking rate will be offset by the generous provisions of bicycle parking and access to other modes, such as public transport and rideshare facilities.

### Hotel

It is expected that the hotel land use will provide minimal dedicated car parking and will instead rely on the sharing of car parking provided by other land uses (i.e. it will use retail car parking that is vacant during evening periods). In this context, the adoption of a parking rate of **0 to 0.2 car spaces/room** is considered appropriate for the hotel land use.

### Student Accommodation

It is expected that minimal car parking would be required for the student accommodation given the site's proximity to universities (existing and proposed) and proximity to excellent public transport. For this report, a rate of **0.1 car spaces/apartment** is assumed.

### Childcare

It is expected that enrolments to the childcare centre will be comprised majorly of people who work in Bankstown Central. As such, there will be negligible demand for parking above that is additional to what is captured by the other land uses. There will be a demand for staff car parking, however, this will also be negligible given the smaller magnitude of the childcare centre.

## 7.2.5. Anticipated Post-Development Parking Supply (approx.)

Based on the discussions within this chapter, an estimate of the future car parking provision required for the land uses envisaged in the Planning Proposal is outlined in Table 7.3.

This table generally assumes the midpoint of the car parking rate ranges identified above and indicates that approximately 4,775 car spaces would be required for the indicative development yield envisaged in the Planning Proposal. This would represent an increase of approximately 1,475 car spaces over the existing provision.

**Table 7.3: Anticipated Post-Development Car Parking Rates and Supply**

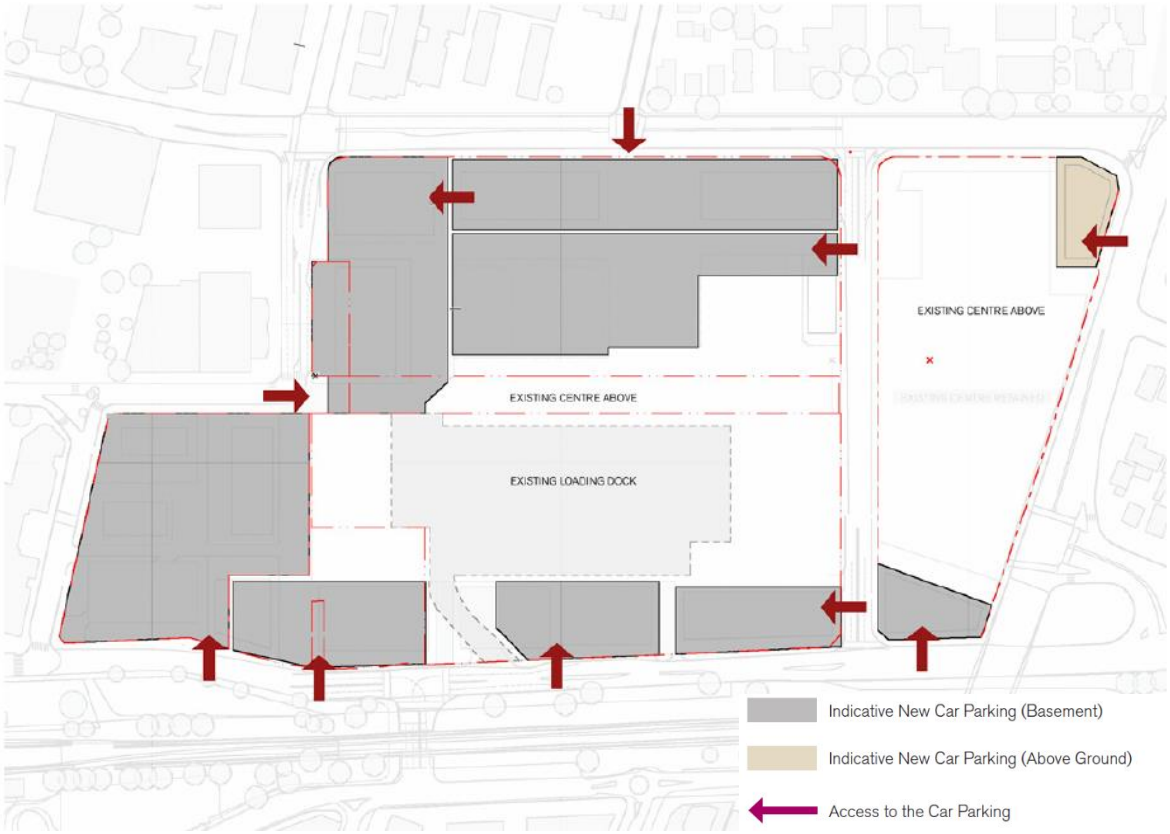
| Land Use | Size | Approx. Rate | Approx. Provision |
|---|---|---|---|
| Retail | 106,743sqm GFA | 3.25 spaces per 100sqm | 3,469 spaces |
| Commercial | 118,565sqm GFA | 0.5 spaces per 100sqm | 593 spaces |
| Residential | 972 apartments | 0.5 spaces per apartment | 486 spaces |
| Hotel | 656 rooms | 0.1 spaces per room | 66 spaces |
| Student Accommodation | 1,597 apartments | 0.1 spaces per apartment | 160 spaces |
| *Total* | | | *4,774 spaces* |

## 7.3. Vehicle Access Arrangements

The Planning Proposal envisages the provision of car parking to meet the abovementioned predicted demand in multi-deck car parks around the periphery of the site.

The vehicle accesses to this car parking is expected to be largely provided from North Terrace, Rickard Road and Stacey Street (in accordance with the intent of Complete Streets) albeit with some reliance on Jacobs Street and Lady Cutler Drive.

Figure 7.3: Car Parking Locations and Vehicle Access Points




## 7.4. Traffic Assessment

### 7.4.1. Generation

A summary of the anticipated peak hour and daily traffic generation from the site, based on rates obtained from various sources, is presented in Table 7.4.

It is noted that the traffic generation assessment is based on 'per space' generation rather than a 'per 10sqm/dwelling' metric. This approach has been adopted given a travel demand management approach is to be adopted to limit car parking provision, to minimise traffic generation and encourage other modes of transport.

Table 7.4 indicates that the ultimate development of the Centre as proposed in the Planning Proposal could be expected to generate additional peak hour traffic volumes as follows:

- AM Peak Hour: +351 vehicle movements per hour
- PM Peak Hour: +356 vehicle movements per hour
- Saturday Lunchtime Peak Hour: +178 vehicle movements per hour

Table 7.4: Forecast Development Traffic Generation

| Peak Hour | Land Use | Demand for Car Parking Spaces | Traffic Generation Rate | Traffic Generation |
|---|---|---|---|---|
| AM Peak Hour | Commercial | 593 | 0.40 movements per space | 237 |
| | Residential | 486 | 0.15 movements per space | 73 |
| | Hotel | 66 | 0.25 movements per room | 17 |
| | Student Accommodation | 160 | 0.15 movements per room | 24 |
| | **Total Movements** | | | **351 movements** |
| PM Peak Hour | Commercial | 593 | 0.35 movements per space | 208 |
| | Residential | 486 | 0.12 movements per space | 58 |
| | Hotel | 66 | 1.0 movements per room | 66 |
| | Student Accommodation | 160 | 0.15 movements per room | 24 |
| | **Total Movements** | | | **356 movements** |
| Saturday Peak Hour | Commercial | 593 | 0.0375 movements per space | 22 |
| | Residential | 486 | 0.135 movements per space | 66 |
| | Hotel | 66 | 1.0 movements per room | 66 |
| | Student Accommodation | 160 | 0.15 movements per room | 24 |
| | **Total Movements** | | | **178 movements** |

### 7.4.2. Generation

For the purposes of modelling, all additional generated traffic has been distributed in accordance with existing travel patterns observed within the road network.

### 7.4.3. Impacts

Against existing volumes in the vicinity of the site, it considered that the additional traffic generated by the development yield envisaged in the Planning Proposal will have a negligible and acceptable impact on the operation and safety of the surrounding road network.

Notwithstanding this, for the purposes of presenting a robust assessment, traffic modelling using the model prepared by GTA for Complete Streets was undertaken to test the additional impact of the added traffic demand of the envisaged land use.

This modelling was conducted within AIMSUN using the future year 2036 with Complete Streets transport infrastructure (referred to as "Future Base with Complete Streets"), with an alternate future year scenario also tested which included the development / traffic uplift of Bankstown Central (referred to a "Post Development with Complete Streets"). As outlined earlier, this future model includes an estimation of growth in the CBD, which would include the WSU site.

Key statistics are summarised as follows:

## Network Statistics

General network statistics were extracted from the models and include the following:

- Total Travelled Distance: total number of kilometres travelled by all the vehicles that have crossed the network.
- Total Travel Time: total travel time experienced by all the vehicles that have crossed the network.
- Average Speed: average speed for all vehicles that have left the system. This is calculated using the mean journey speed for each vehicle.
- Average Delay: average time at standstill per vehicle per kilometre.
- Vehicles Waiting to Enter: number of vehicles that are waiting to enter the network.

The network statistics are aggregated across the entire modelled area for all trips within the model and are shown in Table 7.5 the PM peak period.

The results indicate that minor increases are observed across the network statistics, which in consideration of the magnitude of development envisaged – and the timeframe of the assessment - is negligible and acceptable.

It is noted that whilst the modelling shows an increase in the number of vehicles waiting to enter the network (i.e. unreleased vehicles), the quantum for the network, excluding Bankstown Central zones, is very low and not inconsistent with other models for CBD locations. It is further noted that the presence of vehicles waiting to enter the network is also not a sign of "failure" and would likely be reduced by one of the following:

1. The proposed intersection upgrades being investigated by TfNSW for Stacey Street.
2. The completion of other Bankstown Central vehicle access improvements (e.g. enhanced vehicle access arrangements onto Rickard Road) that would likely be pursued in the future as required for Development Applications.
3. The suppression or spreading of peak hour vehicle activity to/from Bankstown Central.

Table 7.5: Network Performance Results – PM Peak Volumes

| Criteria | Future Base with Complete Streets | Post Development with Complete Streets | Difference |
|---|---|---|---|
| Total Vehicles in the network (2 hour demand) – (veh) | 35,927 | 36,300 | +373 |
| Total Travelled Distance (VKT) – km | 65,565 | 65,646 | +80 |
| Total Travel Time (VHT) – hours | 3,468 | 3,610 | +142 |
| Travel Time (sec/km) | 193 | 202 | +8 |
| Average Speed (km/h) | 22.3 | 21.6 | -0.68 |
| Average Delay (sec/km) | 133 | 141 | +8 |
| Vehicle Waiting to Enter Network (veh) | 718 | 1,028 | +310 |
| Vehicle Waiting to Enter Network (veh) – Bankstown Central Zones only | 602 | 787 | +185 |
| Vehicle Waiting to Enter Network (veh) – All other zones | 116 (0.32% of total vehicles in network) | 241 (0.66% of total vehicle in network) | +125 (+0.34 of total vehicles in network) |

## Intersection Level of Service

Intersection Level of Service (LOS) is a measure of the weighted average of approach queue delay experienced by vehicles, where a level of A denotes minimal delay and F denotes significant delay.

The results detailed in Figure 7.3 and Figure 7.4 show that the traffic generation associated with the development envisaged in the Planning Proposal will not have any significant impact on the operation of the surrounding road network. This includes intersections along North Terrace adjacent the site and the underpass between North and South Terrace.

Overall, the modelling statistics including the level of service comparisons indicate that the additional traffic generated by the indicative development yield is unlikely to have a notable impact on the operation of the road network. Moreover, it is noted that opportunities exist (e.g. via the potential introduction of broader parking restrictions) for Vicinity Centre, Council and/or TfNSW to improve the operation of the network. This sits outside the scope of this report.

Figure 7.3: Intersection Level of Service, Future Base with Complete Streets



Figure 7.4: Intersection Level of Service, Post Development with Complete Streets



## 7.5. Summary

With the adoption of the progressive car parking rates outlined in this report (as an approximate range), the traffic impacts of the indicative development yield envisaged in the Planning Proposal will be minor and acceptable. There are also opportunities for Vicinity Centres, Council and/or TfNSW to improve the operation of the network. These opportunities will be investigated in future Development Applications or the like.




# 8. CONCLUSION

08

# CONCLUSION

Key conclusions drawn from this report include:

- This Planning Proposal seeks to promote pedestrian and cycling modes to/from the Centre and the Bankstown CBD through the provision of public open space, improved pedestrian connections in all directions and the provision of bicycle parking consistent with other Sydney based developments. These improvements will encourage the use of sustainable modes of transport and discourage the reliance on private vehicles.
- The Planning Proposal will facilitate future enhancements to the bus network in the immediate vicinity of the site via the creation of a new transit street known as the Jacobs Street extension. The new street will allow for on-street kerbside or indented bus bays with generous footpath widths to encourage public transport access. The proposed arrangement is preferable arrangement and supports a productive CBD, improves bus operating travel times, improves user experience, retains proximity and is consistent with Complete Street objectives.
- The Planning Proposal proposes that most of the loading and logistics activity will continue to occur via the existing loading dock or a version of that arrangement to suit future conditions (i.e. at basement level). As land use and loading activity increases, the loading dock will likely become managed to maximise the turnover of loading bays.
- The proposed car parking provision is considered appropriate and consistent with the objectives of the DCP. This conclusion is based on a detailed assessment of car parking demand under future conditions. Approximately 4,775 car spaces would be required for the indicative development yield envisaged in the Planning Proposal. This would represent an increase of approximately 1,475 car spaces over the existing provision.
- The vehicle accesses to this car parking is expected to be largely provided from North Terrace, Rickard Road and Stacey Street (in accordance with the intent of Complete Streets) albeit with some reliance on Jacobs Street and Lady Cutler Drive.
- The traffic modelling presented in this report (AIMSUN modelling) includes level of service results for intersections which indicate that the additional traffic generated by the indicative development yield is unlikely to have a notable impact on the operation of the road network in the future. With the adoption of the progressive car parking rates outlined in this report (as an approximate range), the traffic impacts of the indicative development yield envisaged in the Planning Proposal will be minor and acceptable. There are also opportunities for Vicinity Centres, Council and/or TfNSW to improve the operation of the network. These opportunities will be investigated in future Development Applications or the like.

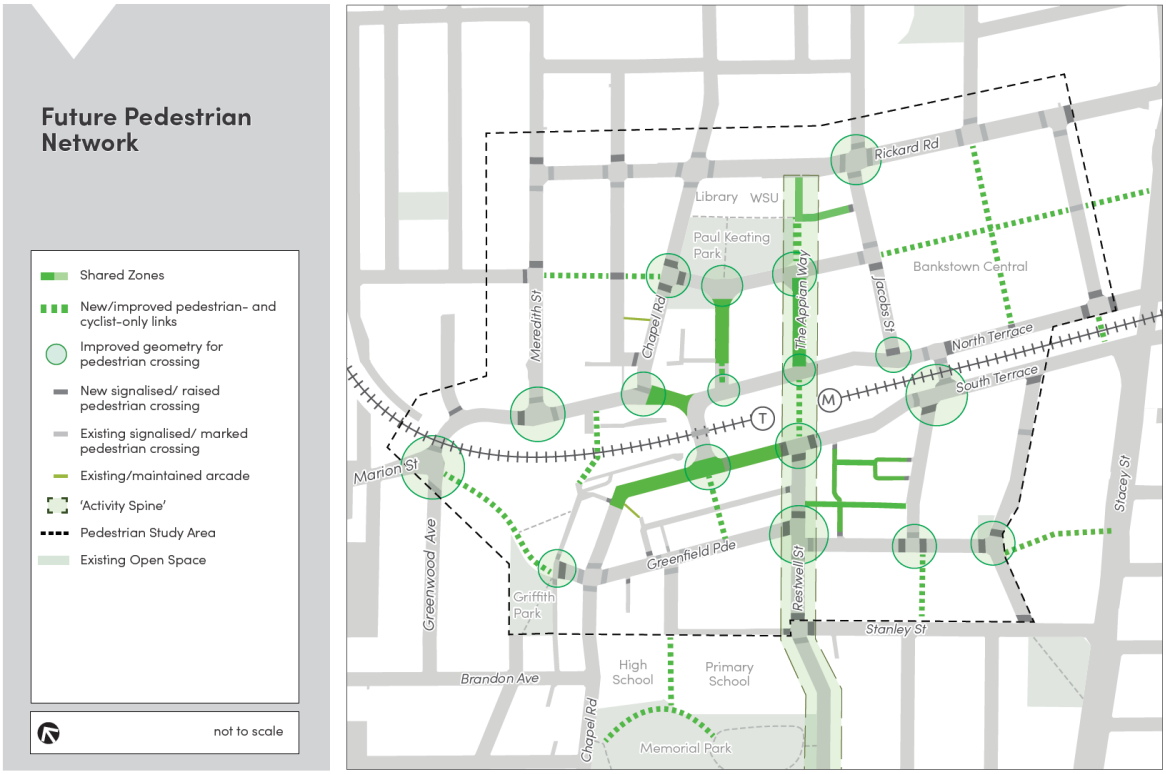
# A.RECOMMENDATIONS OF COMPLETE STREETS

A

## A.1. Pedestrian Network

Complete Streets proposes improved pedestrian geometry at the intersections of Rickard Road / Jacobs Street and North Terrace / Jacobs Street in the immediate vicinity of the site as well as new pedestrian crossings along North Terrace and Jacobs Street. New or improved pedestrian- and cyclist-only links are proposed internal to the site. Additionally, The Appian Way is proposed to become a shared zone and the priority north-south pedestrian route, as shown in Figure A.1..

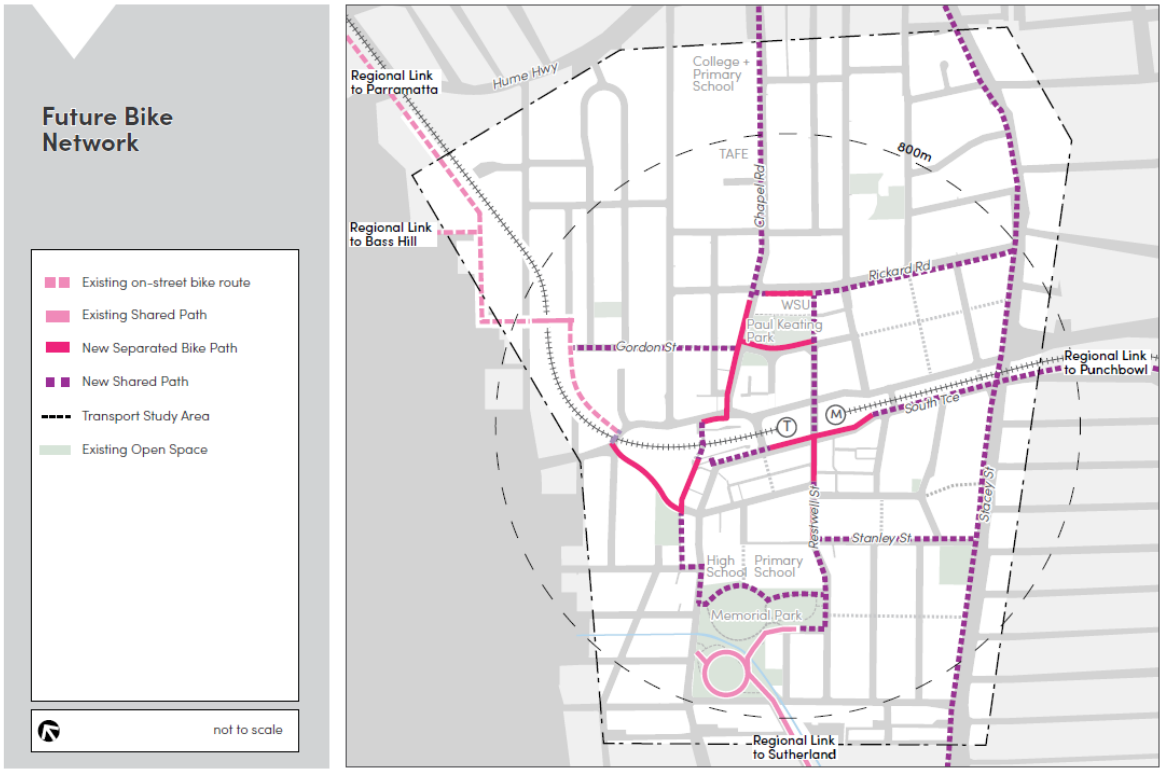
Figure A.1: Future Pedestrian Network



## A.2. Cycling Network

Complete Streets proposes shared paths along Rickard Road, South Terrace and The Appian Way as shown in Figure A.2. Notably, wider precinct access will be delivered north-south through a new shared path along Stacey Street and east-west along a Regional Link to Punchbowl.

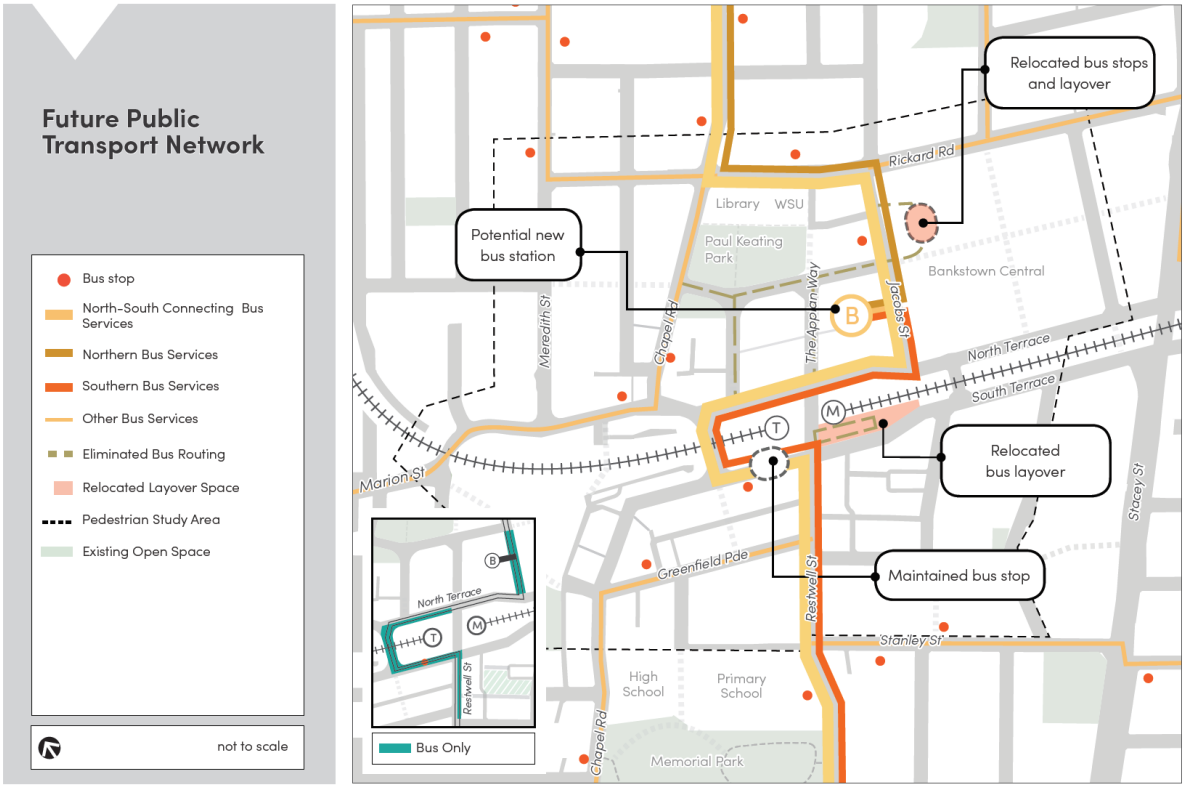
Figure A.2: Future Cycling Network



## A.3. Public Transport

Complete Streets proposes that the existing bus stop and layover spaces located off Jacobs Street should be relocated and identifies that a potential new bus station could be located in the south-west corner of Jacobs Street where southern and northern bus routes would terminate. The bus layover is proposed immediately south of the proposed Metro Station as shown in Figure A.3.

Figure A.3: Future Public Transport Network



## A.4. Traffic Network

As shown in Figure A.4, Complete Streets proposes both Rickard Road and Stacey Street to be upgraded to form part of the Ring Road. This upgrade will see the traffic capacity on the Ring Road increase with all roads on the Ring Road being increased to have two lanes in each direction except for Stacey Street which will have three lanes in each direction. It proposes the Jacobs Street Extension from The Mall to North Terrace and will restrict private vehicle access. Other roads in the immediate vicinity of the site are proposed to remain unchanged.

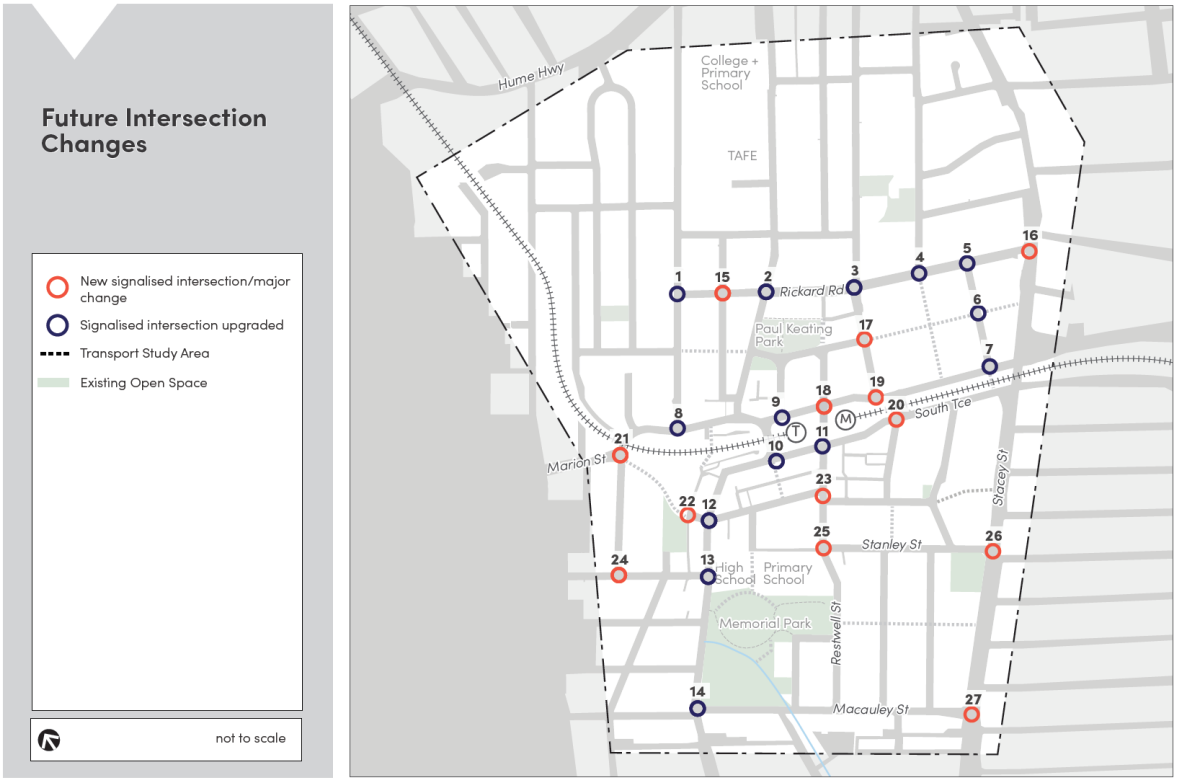
Figure A.4: Future Traffic Network Changes



## A.5. Intersections

Complete Streets proposes that intersection works will occur on all major intersections within the vicinity of the site. As it relates to this site, the general improvements (as detailed in Figure A.5) involve updates to signal phasing to increase the performance of the Ring Road and the prioritisation of pedestrian on local roads.

Figure A.5: Future Intersection Changes




### Key Enhancements

1 • Additional right turn lane from Meredith St northbound into Rickard Rd eastbound to encourage Ring Road use.
• Southbound Meredith St reduced to one lane at signals.
• Signal phasing updated to support Ring Road.

2 • Additional right turn lane from Chapel Rd southbound into Rickard Rd westbound to encourage Ring Road use.
• Southbound Chapel Rd reduced to one lane at signals to discourage through-traffic.
• Signal phasing updated to support Ring Road.

3 • Signal phasing updated to support Ring Road and bus movements.

4 • Potential carpark access consolidation (subject to redevelopment of centre).
• Signal phasing updated to support Ring Road.

5 • Pedestrian crossings added to all sides of intersection.
• Signal phasing updated to support Ring Road.

6 • Pedestrian crossing widened to cater for high volumes.
• Intersection reduced to one traffic lane each direction to discourage through traffic.
• Signal phasing updated to reduce pedestrian wait time.

7 • Pedestrian crossings added to all sides of intersection.

8 • Right turn lane from Marion St westbound into Meredith St northbound removed to discourage through-traffic.
• Signal phasing updated to support Ring Road.

9 • Fetherstone St closed to traffic at North Tce.
• Signals reconfigured as signalised pedestrian crossing.

10 • Reduced to one bus lane each direction.
• Signal phasing updated for reduced pedestrian wait times.

11 • Alignment of lanes reconfigured to suit new Restwell St design.
• Fourth leg to bus terminus removed (subject to relocation of bus terminus)
• Signal phasing updated include phase for bike lane and reduced pedestrian wait times.

12 • Northbound Chapel Rd reduced to one lane.
• Signal phasing updated.

13 • Signal phasing updated to support Ring Road.

14 • Signal phasing updated to support Ring Road.

15 • Kitchener Pde (north) re-opened.
• Signal phasing updated to support Ring Road.

16 • Intersection upgraded as part of Stacey Street widening by RMS.

17 • New signalised intersection to manage bus/ pedestrian conflicts, includes pedestrian crossings on all sides of intersection.

18 • New signalised intersection to manage the forecast increased pedestrian movements associated with the Metro station and new university, includes pedestrian crossings on all sides.

19 • New signalised intersection to manage bus access in and out of Jacobs St extension, includes pedestrian crossings on all sides.

20 • One turn lane removed from South Tce westbound and eastbound into North Tce (via rail underpass) to discourgae through-traffic.
• Pedestrian priority crossing converted to fully signalised pedestrian crossing.

21 • Olympic Pde closed to traffic at Greenwood Ave.
• Signal phasing updated to support Ring Road and increase through capacity with closure of Olympic Pde.

22 • Olympic Pde closed to traffic at Dale Pde and signlas reconfigured.

23 • One turn lane on Raymond St westbound and Restwell St northbound removed to discourage through-traffic.
• Pedestrian priority crossing and slip lane converted to signalised crossing.
• Signal phasing updated to include phase for bike lane.

24 • New signalised intersection to support reliable flow on the Ring Road.

25 • New signalised intersection provided to provide safer pedestrian access to schools and Memorial Park and cater for new bike lane and shared paths on Restwell St and Stanley St.

26 • Intersection upgraded as part of Stacey Street widening by RMS.

27 • Intersection upgraded as part of Stacey Street widening by RMS.

# B. TECHNOLOGICAL CONSIDERATIONS FOR THE FUTURE OF CAR PARKING

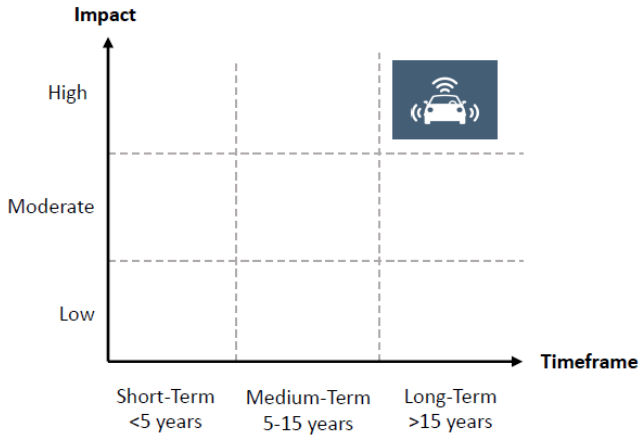
B

# APPENDIX: TECHNOLOGICAL CONSIDERATIONS FOR THE FUTURE OF CAR PARKING

## B.1. Autonomous Vehicles

Whilst a small level of autonomy already exists as part of our current available vehicle fleet, the greater adoption of high autonomy vehicles (predicted to be available somewhere after 2025 and pervasive in the vehicle fleet somewhere between 2030 and 2040) will be a 'game changer' with respect to the future transport network and car park design response required.

In the context, autonomous vehicles are likely to be a high impact, long-term disruption, as illustrated in the figure below.




The key implications of autonomous vehicles for the planning of the site will likely include:

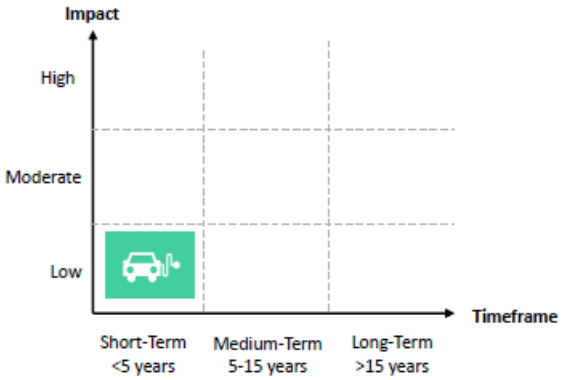
1. The demand for conveniently located pick-up / drop-off zones on abutting streets and/or in car parks will increase.
2. The overall demand for car parking will decrease (as the need for car ownership long-term parking will reduce)
3. The design requirements for car parking areas will change (e.g. car space widths may decrease (as autonomous vehicles are able to park themselves) or increase (as the width of autonomous vehicles may increase).

## B.2. Zero Emission Vehicles

Electric vehicles already represent a portion of the Australian market and this portion is only going to increase in the short-term and could include other forms of zero emission vehicles.

The impacts of electric vehicles is already being considered in many developments through the inclusion of car charging parking spaces, however the impact of this change with respect to physical design considerations is low and promotion of zero emission vehicles at the Centre would be driving largely by branding and public relations.

In the context, zero emission vehicles are likely to be a low impact, short term disruption, as illustrated in the figure below.




The key implications of zero emission vehicles for the planning of the site will likely include:

1. The inclusion of car charging car parking spaces within strategic locations around the Centre.
2. The overall demand for zero emission friendly parking (i.e. car charging car parks) is likely to be driven by the market share of zero emission vehicle.

## B.3. Mobility Services

Mobility services (or Movement as a Service) models currently exist in the form of ridesharing vehicles. In Australia, there are already many operators, covering private vehicle, bicycle and public transport services, as summarised below:

**CAR SHARE PROVIDERS**

- carhood
- Car Next Door
- CarShare Australia (GoGet)
- DriveMyCar
- Flexicar
- GreenShareCar
- Hertz 24/7
- Popcar

**BIKE SHARE OPERATORS**

- Airbike
- CityCycle
- Earthbike
- lendmyGears
- Melbourne Bike Share
- Mobike
- Ofo
- Reddy Go
- Shareabike
- Spinway
- Urbi

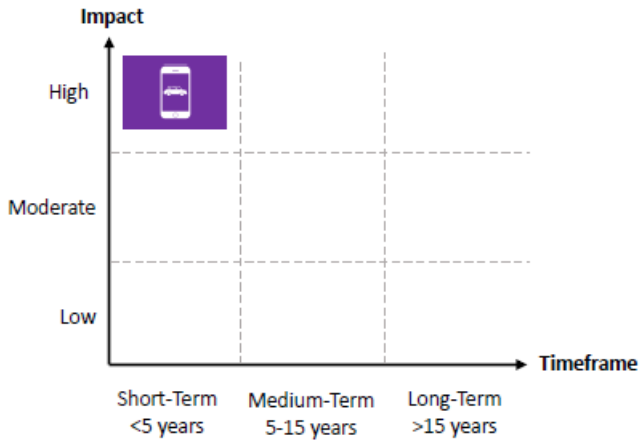
**RIDE SHARE OPERATORS (INCLUDING TAXIS)**

- Australia Wide Taxi
- Coseats
- DiDi Chuxing
- Go Catch / Go Car
- GoFetch
- Hop Hop Ride
- iHail
- Ingogo
- Liftango
- Muve
- Ola
- PoolCar
- Rydo
- SayTaxi
- Shebah
- Taxify
- Uber Australia

Source: https://www.austrade.gov.au/future-transport/mobility-as-a-service/

These services will continue to challenge the need to own and park a personal vehicle in the immediate future. The impact to the physical design of car parking areas will be significant when/if MAAS becomes a more predominate mode of travel and will increase the need for pick-up / drop-off facilities. Further, these mobility services will also influence travel needs with delivery services making it easier to have large goods delivered.

In the context, mobility services are likely to be a high impact, short term disruption, as illustrated in the figure below.

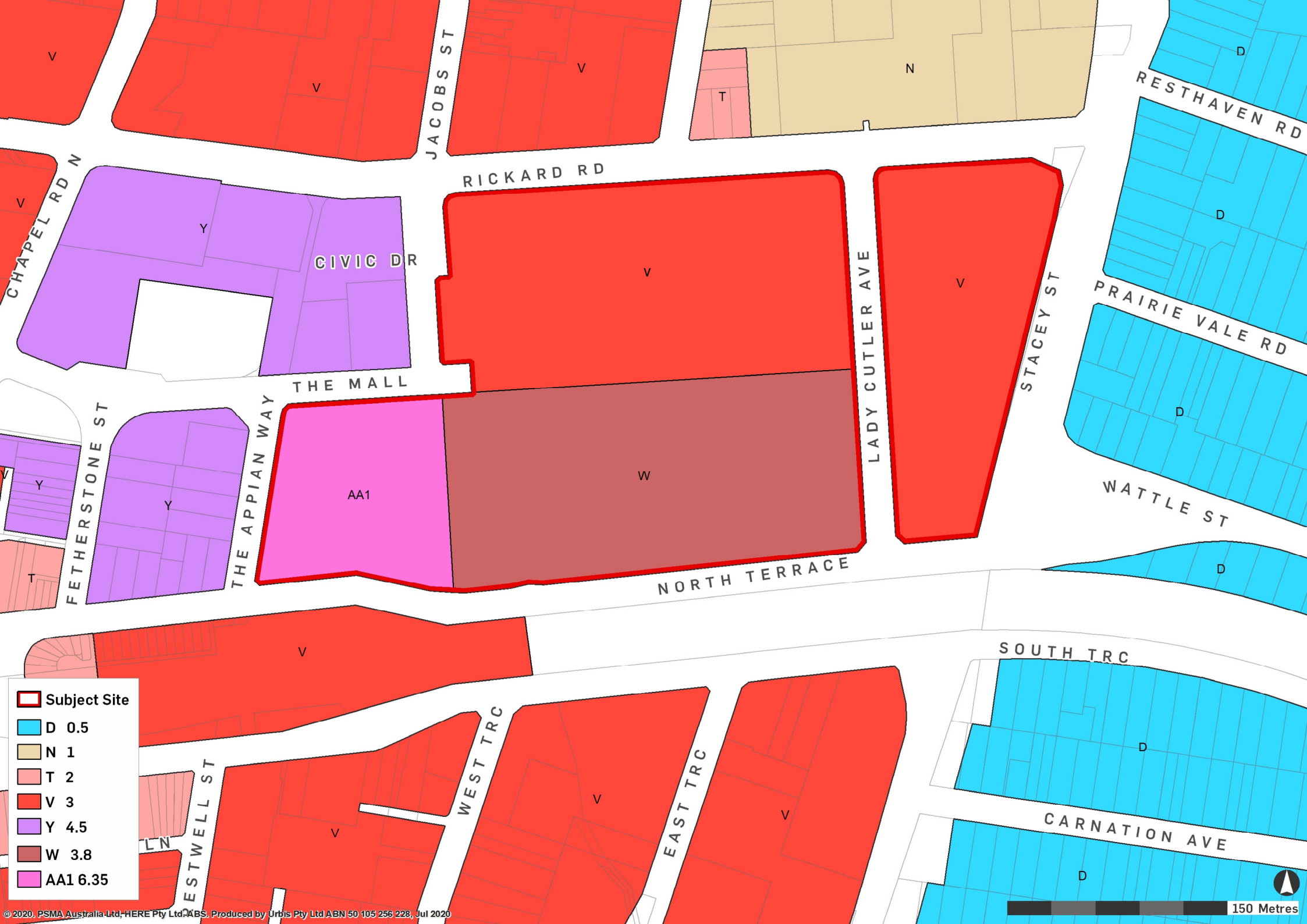



The key implications of mobility services for the planning of the site will likely include:

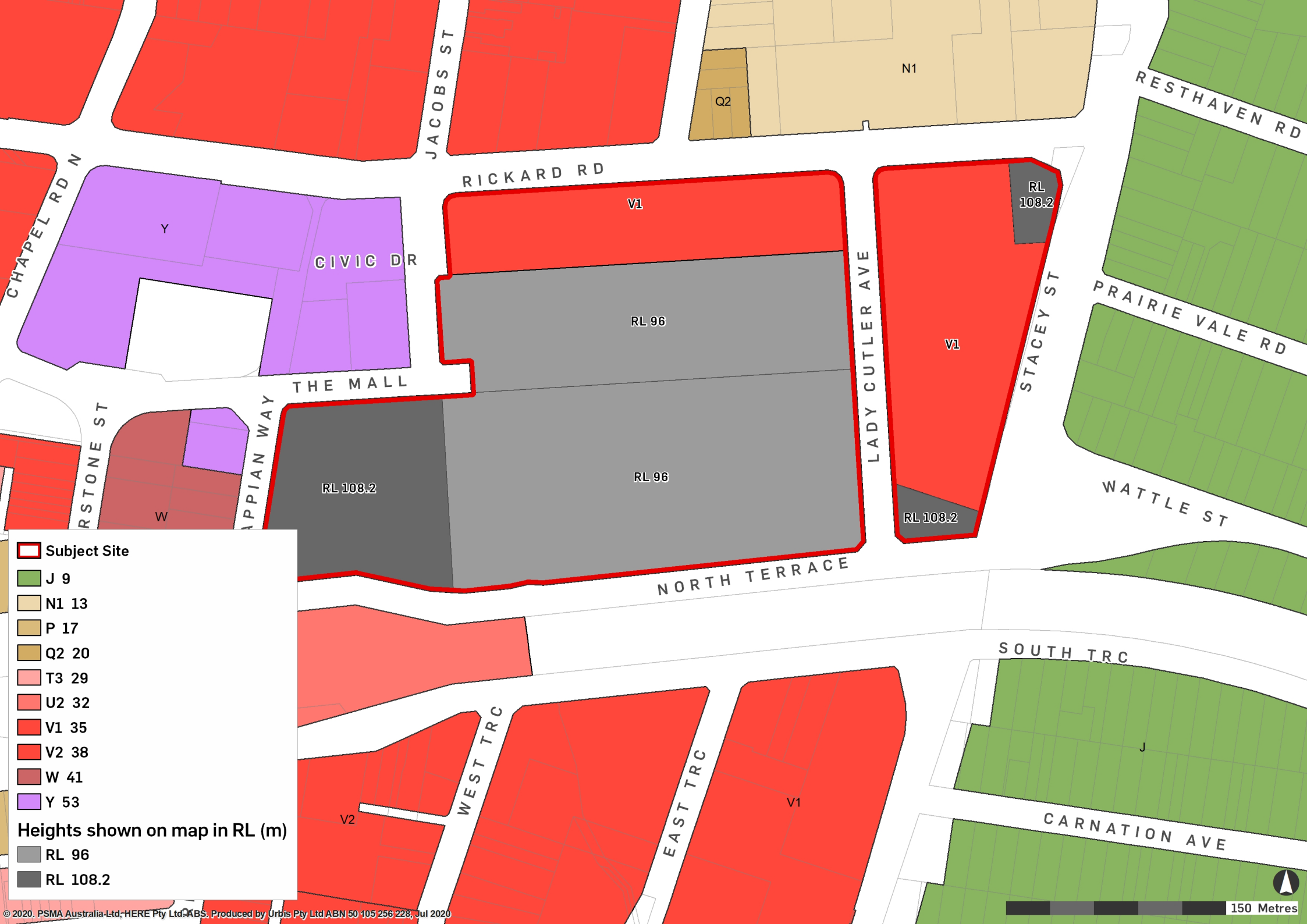
1. The demand for short-stay, pick-up / drop-off type parking in convenient location will increase, but the demand for long-stay parking will decrease.
2. The feasibility for the Centre to run neighbourhood shuttle buses or support on-demand shared mobility (similar to the Inner West on Demand service operating around Burwood, NSW).

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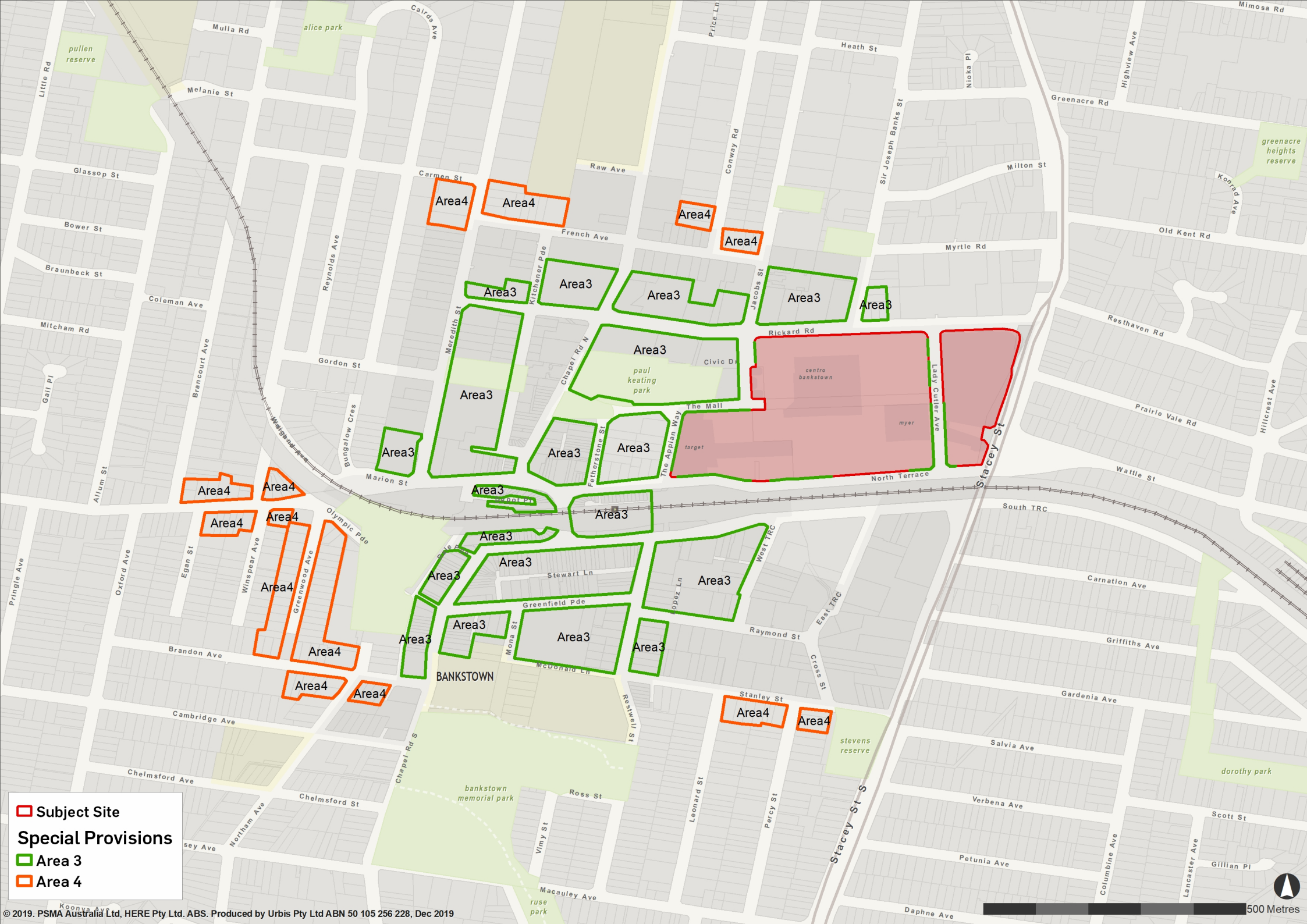
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# BANKSTOWN CENTRAL

# DEVELOPMENT POTENTIAL ASSESSMENT

4 APRIL 2018
PER0770
PREPARED FOR VICINITY CENTRES

URBIS

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**Appendix A** Additional Information

# INTRODUCTION

This report presents an updated assessment of the future development potential of Bankstown Central Shopping Centre. The primary objectives of this research are to assess the **potential scale and composition** of future retail development / expansion at the centre, including the tenant category mix of retail, dining, entertainment and service uses.

The analysis takes into account the latest information with respect to the Bankstown City Centre and its role as a Strategic Centre in the Sydney metropolitan area, including strategic policy (e.g. revised *Draft South District Plan*), planned infrastructure, and future targets for the delivery of new dwellings and employment.

## KEY ASSUMPTIONS

In undertaking the analysis in this report, a number of assumptions are made, as follows:

- The NSW and national economies are not significantly impacted by any unforeseen shifts in consumer confidence which negatively influence household spending and the investment climate.
- The forecasts for key market segments, including trade area residents and other visitor groups in the Bankstown activity centre, are as outlined in Sections 3-5 of this report.
- The existing and future competitive environment is as outlined in Section 6 of this report.

## GOODS AND SERVICES TAX (GST)

The spending market and turnover estimates presented in this report are inclusive of GST.

## ANALYSIS YEARS

Analysis throughout this report relates to calendar years (ending December 30) unless otherwise stated.

## MARKETINFO

Retail spending estimates provided in this report are based on the MarketInfo micro simulation model developed by MDS Market Data Systems, updated by Urbis to a 2016 base. MarketInfo is based on the Household Expenditure Survey and Australian National Accounts. Given that the estimates are based on survey data they will be subject to sampling variability.

## DEFINITIONS

The following definitions have been adopted for the purposes of this report:

- **Retail** refers to the Australian Bureau of Statistics (ABS) definition adopted for the purposes of the 1991/92 Retail and Services Census, with some minor exclusions. This definition includes Total Shopfront Retailing less garden supplies and marine equipment. Motor vehicle and related retailers are also excluded. This definition has been adopted for the purposes of detailing the retail market using the ABS Household Expenditure Survey (HES), and also for categorising shopping centre turnover and tenancy details.
- **Non-Retail** therefore refers to various store types, services and expenditure categories, not included in the appropriate Australian & New Zealand Standard Industrial Classification (ANZSIC) included within the scope of the latest Retail and Services Census. The non-retail component includes the following tenancy types:
  - Amusements
  - Appliance Rental
  - Auto Accessories
  - Banks and Building Societies
  - Cinemas
  - Equipment Hire
  - Financial & Property Services
  - Garden Supplies
  - Lottery & Gaming
  - Marine Equipment
  - Medical and Dental Services
  - Offices
  - Post Office
  - Travel Agency
- In addition to the above tenant types which are quite often found in shopping centres, facilities such as garden supplies, builders' supplies, and similar businesses which are predominantly wholesale, are usually treated entirely as non-retail stores, even though a proportion of the business may be retail orientated.
- The composition and performance benchmarking of Bankstown Central is based on data from the **2017 Urbis Shopping Centre Benchmarks**.

# 1. BANKSTOWN LOCATION CONTEXT

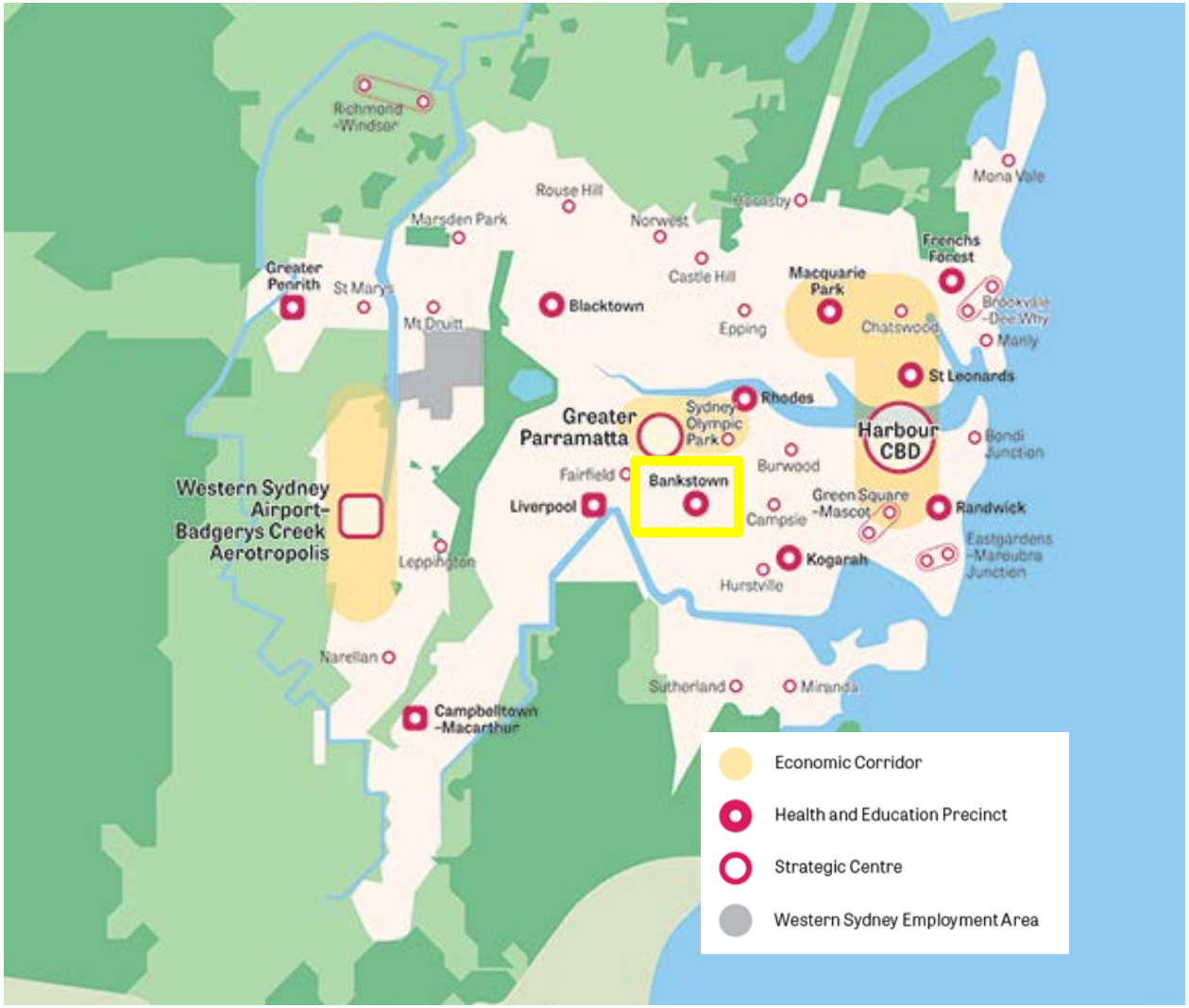
Bankstown serves a regional role in metropolitan Sydney, providing a range of higher order retail and commercial uses and services to residents in Sydney's southwestern suburbs.

The NSW Government's draft *Greater Sydney Region Plan* (draft plan) nominates Bankstown as a 'Strategic Centre'. This classification of activity centre is intended to provide a range of jobs, goods and services and be serviced by strong road and public transport linkages. The Revised Draft *South District Plan* (draft SDP), further details the role of Bankstown as a *"large centre with a range of retail, healthcare, community and civic services"* and an *"important transport interchange with an extensive bus and rail catchment."*

In addition to its Strategic Centre status, Bankstown is nominated as a '*Health and Education Precinct*'. This designation is intended to drive the co-location of health, higher education (university campuses) and related activities such as research based organisations, housing for health workers and students, short term accommodation and complementary commercial uses.

Current planning policy clearly reinforce the higher order role of Bankstown in metropolitan Sydney and will be a driver for significant ongoing development and investment in the Bankstown City Centre.

Metropolitan and Strategic Centres — Map 1.1



# 2. INFRASTRUCTURE AND BANKSTOWN STRATEGY

This section outlines the key policies and proposals of relevance to the Bankstown City Centre, including strategic policies, planned infrastructure, and future dwelling and job targets.

## Draft South District Plan

The draft DSP sets targets for new housing and job creation in the region of relevance to Bankstown Central. The key objectives within the strategy are outlined as follows:

- **Housing:**
  - The draft DSP sets housing targets for both the South District area and relevant local government areas (LGA) in order to support the pipeline of new housing delivered over the next two decades.
  - Bankstown is located in the City of Canterbury LGA which has a five year housing target of **13,250 new dwellings**, out of a South District total of **23,250 dwellings**. The 20-year strategic housing target for the South District is **83,500 new dwellings,** of which Canterbury, including Bankstown, will be relied upon as a key contributor.
- **Jobs:**
  - The draft DSP indicates that the Bankstown centre currently supports around 12,100 jobs, however lower figures have been quoted by the ABS (Journey to Work data) and other sources. As detailed later in Section 4 of this report, for the purposes of this report an estimate of 10,000 workers is used for the current employment level.
  - A number of planning policies and initiatives are noted in the draft DSP which are expected to support ongoing growth in jobs in the Bankstown centre. These initiatives include improved transport linkages (e.g. Sydney Metro City & Southwest rail project), the proposed Western Sydney University campus, and development and investment associated with Bankstown's future role as a Health and Education Precinct.
  - The draft DSP notes a baseline target of **17,000 jobs** and a higher / aspirational target of **25,000 jobs** to be provided in the Bankstown centre by 2036. A larger and more diverse (office based) workforce will have significant flow-on benefits to retail shops and services in Bankstown, including Bankstown Central.

## Sydenham to Bankstown Urban Renewal Corridor

The Bankstown centre is located within the Sydenham to Bankstown Urban Renewal Corridor which is based around the existing railway line between Sydenham and Bankstown.

The corridor runs approximately 14 km east from Bankstown and connects to the Sydney CBD. The Sydney Metro City & Southwest rail project, to be delivered in 2024, will see the corridor upgraded to a rapid transit rail service, providing opportunities to deliver increased development densities along the corridor to leverage the new rail infrastructure.

The Sydenham to Bankstown Urban Renewal Corridor strategy provides new dwelling forecasts for the key 'station precincts' along the corridor. The Bankstown station precinct, together with Campsie and Marrickville, are intended to accommodate the largest increase in new dwellings, with each supporting approximately **6,000 new dwellings** by 2036.

## Rail Infrastructure

The draft Plan, including the Future Transport Strategy 2056, identifies future transport links to and through Bankstown as illustrated in Figure 2.1. These include:

- An upgraded or 'committed train link' between Bankstown and Sydenham (i.e. the Sydney Metro City & Southwest rail project).
- Train Link / Mass Transit Investigation (10-20 years) for heavy rail network links between Bankstown and Parramatta, and Bankstown and Kogarah.
- Train Link / Mass Transit (Visionary) for a heavy rail network link between Bankstown and Liverpool.

**Sydney Metro City & Southwest**

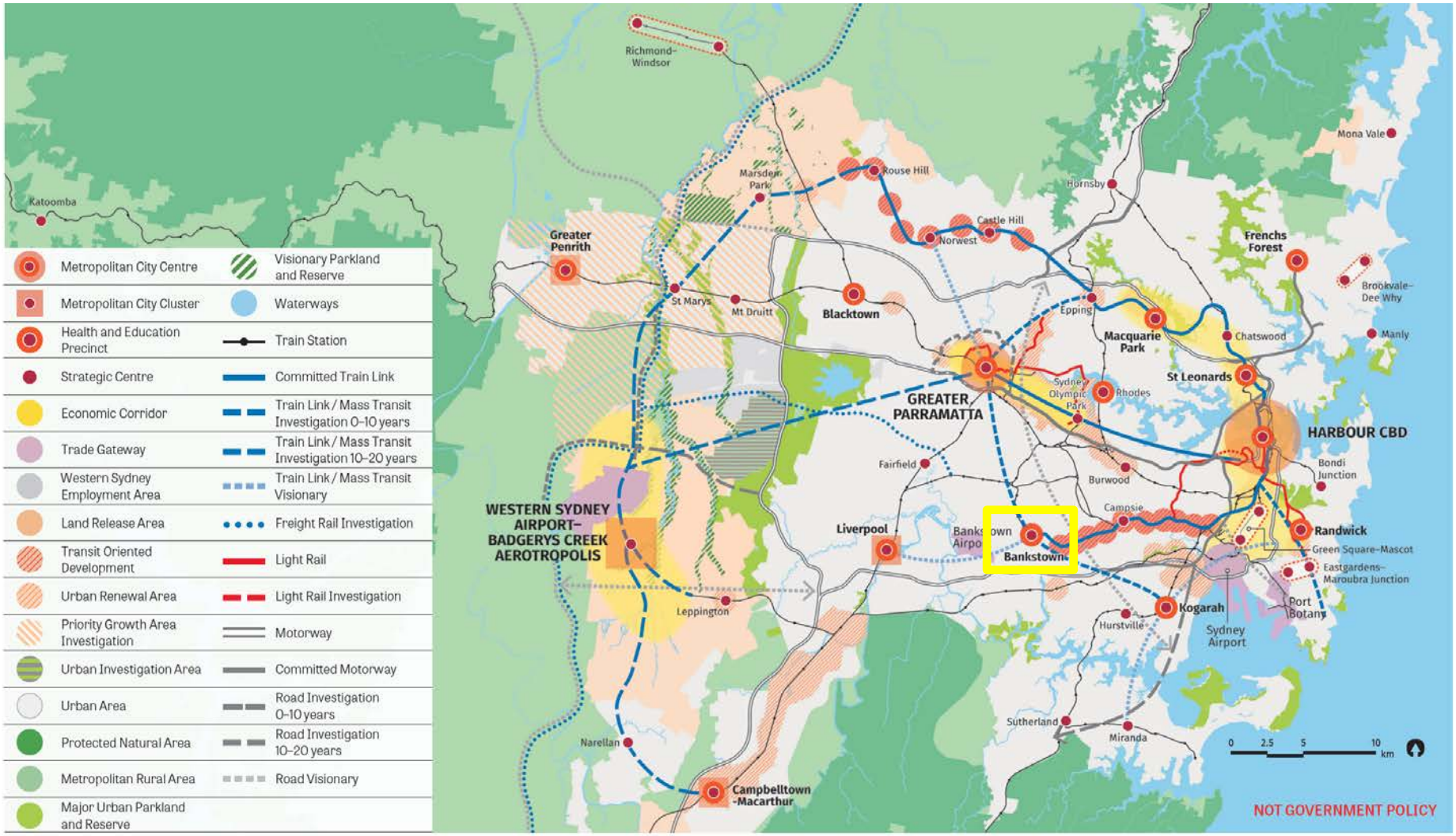
This project involves the upgrade of the existing T3 Bankstown line to a 'metro' format between Sydenham and Bankstown. The metro line will extend through the Sydney CBD to Chatswood and the new Northwest rail link, and will be segregated from the

existing Sydney Trains network to resolve current bottlenecks and provide more frequent train services.

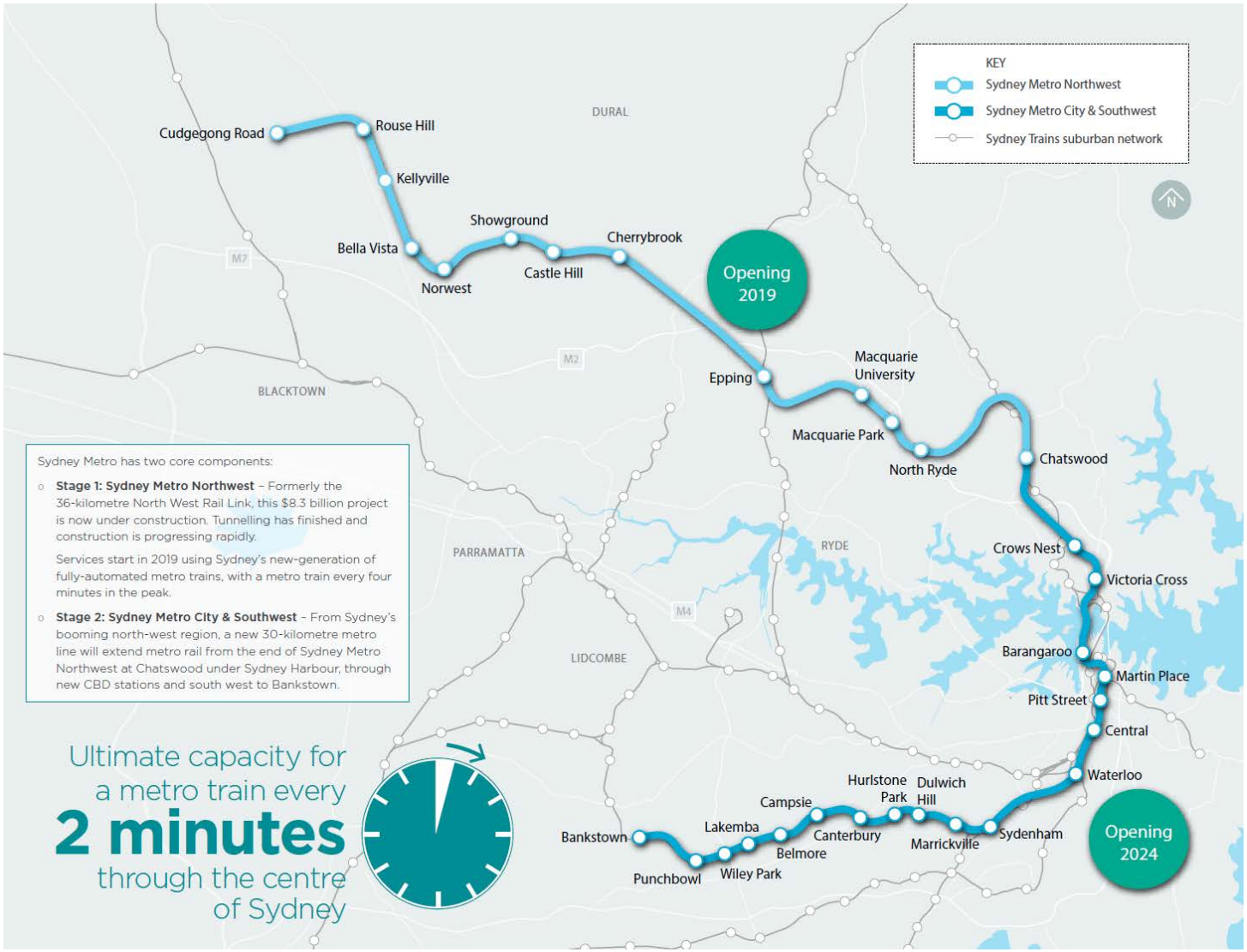
Bankstown Station will undergo a significant redevelopment as part of the project. The rail upgrade is the core component of the Sydenham to Bankstown Urban Renewal Corridor strategy.

This significant investment in the mass transit lines to and through Bankstown will clearly enhance the accessibility and attractiveness of Bankstown for future commercial investment and support its Strategic Centre and Health and Education Precinct status.

Bankstown Central is well located to capitalise on the future level of activity in Bankstown.




*NOTE: Committed projects of: Western Harbour Tunnel & Beaches Link, F6 – WestConnex to President Avenue Kogarah, Parramatta Light Rail Stage 2 and Sydney Metro West are subject to final business case, no investment decision yet. Routes and stops for some transport corridors/projects are indicative only.*


KEY
Sydney Metro Northwest
Sydney Metro City & Southwest
Sydney Trains suburban network
Cudgegong Road
Rouse Hill
Kellyville
Bella Vista
Showground
Norwest
Castle Hill
Cherrybrook
Opening 2019
Epping
Macquarie University
Macquarie Park
North Ryde
Chatswood
Crows Nest
Victoria Cross
Barangaroo
Martin Place
Pitt Street
Central
Waterloo
Hurlstone Park
Dulwich Hill
Campsie
Lakemba
Canterbury
Marrickville
Sydenham
Belmore
Wiley Park
Punchbowl
Bankstown
Opening 2024
DURAL
BLACKTOWN
PARRAMATTA
RYDE
LIDCOMBE
M7
M2
M4
Sydney Metro has two core components:
Stage 1: Sydney Metro Northwest – Formerly the 36-kilometre North West Rail Link, this $8.3 billion project is now under construction. Tunnelling has finished and construction is progressing rapidly.
Services start in 2019 using Sydney's new-generation of fully-automated metro trains, with a metro train every four minutes in the peak.
Stage 2: Sydney Metro City & Southwest – From Sydney's booming north-west region, a new 30-kilometre metro line will extend metro rail from the end of Sydney Metro Northwest at Chatswood under Sydney Harbour, through new CBD stations and south west to Bankstown.
Ultimate capacity for a metro train every
2 minutes
through the centre of Sydney

## Western Sydney University Campus

A new teaching and research campus is proposed on a site to the east of the Bankstown Library and Knowledge Centre, close to the Bankstown Central property. The new Western Sydney University campus has the potential to develop to up to 16 levels and accommodate 7,000 students on completion in 2021

## Other projects

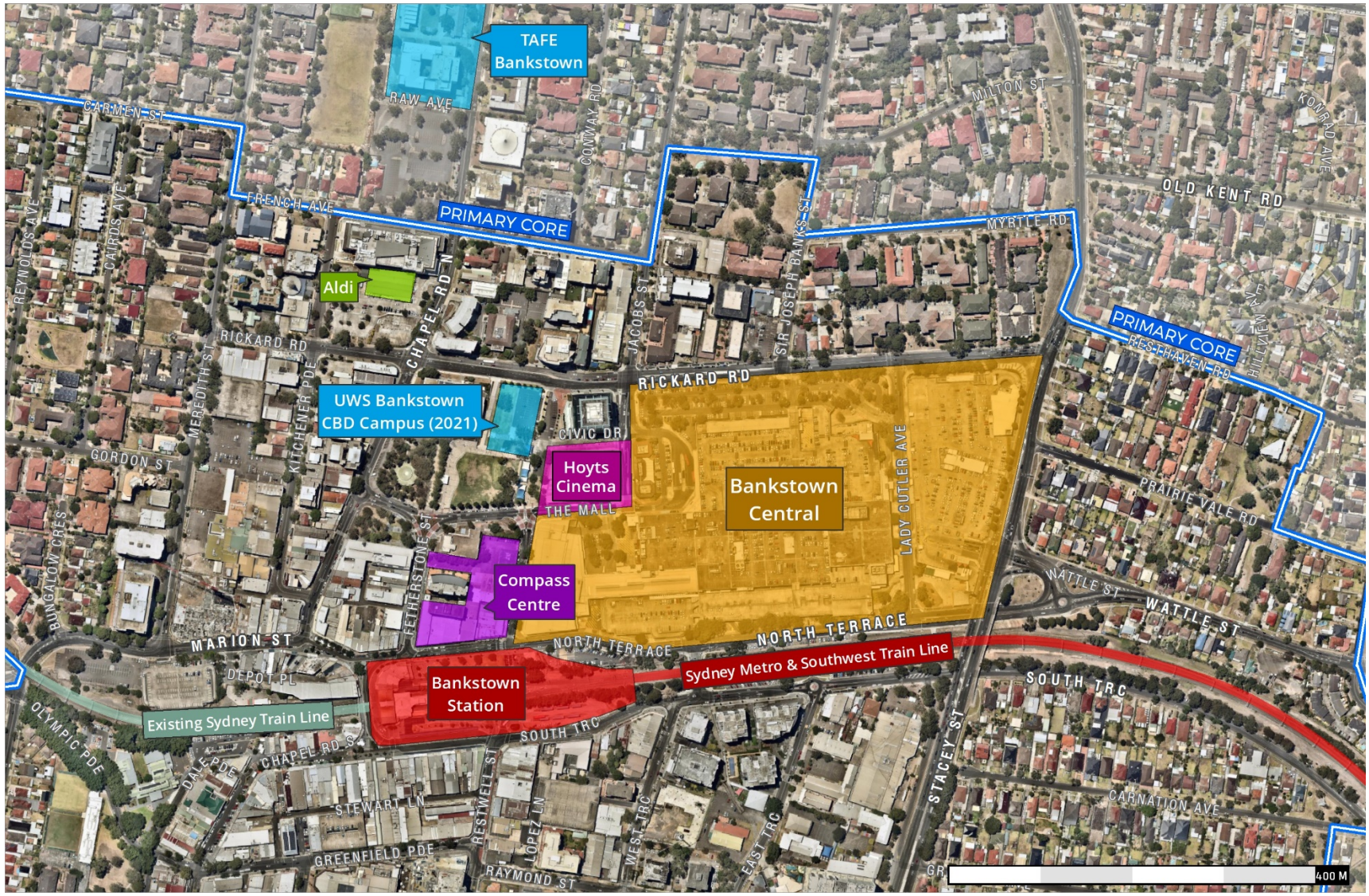
Other notable proposals which are either yet to be confirmed, or likely to generate lesser benefits for the Bankstown location, are outlined as follows:

- Compass Centre:
  - Proposed mix use development including residential units (approximately 470), Council administration building (~4,400 sq.m) and retail and commercial tenancies (~7,000 sq.m)
- Road projects:
  - **Fairford Road**: Potential widening of the north-south Fairford Road between the M5 and Hume Highway. This road runs adjacent to Bankstown Central and any upgrading of this key route would have a positive effect on the accessibility of the Bankstown Central site.
  - **Westconnex:** Significant upgrading of the M4 and M5 freeways which are outside the Bankstown area but will improve road access and traffic flow throughout the western suburbs.
  - **Stacey Street**: A proposed grade separation of the Stacey Street and Hume Highway intersection to alleviate congestion and improve travel times both via bus and car.
- Bus network:
  - The redevelopment of Bankstown train station would provide additional support for upgrading of the location as a major bus interchange and key bus routes including to Parramatta and Liverpool.
- Light rail:
  - There remains some potential for an extension of the light rail line from Parramatta to Bankstown in the medium-long term.
- Residential projects
  - A number of residential projects are proposed or under construction throughout the City Centre. A significant share of these projects are situated to the south of the train line *[refer Map 2.2]*.

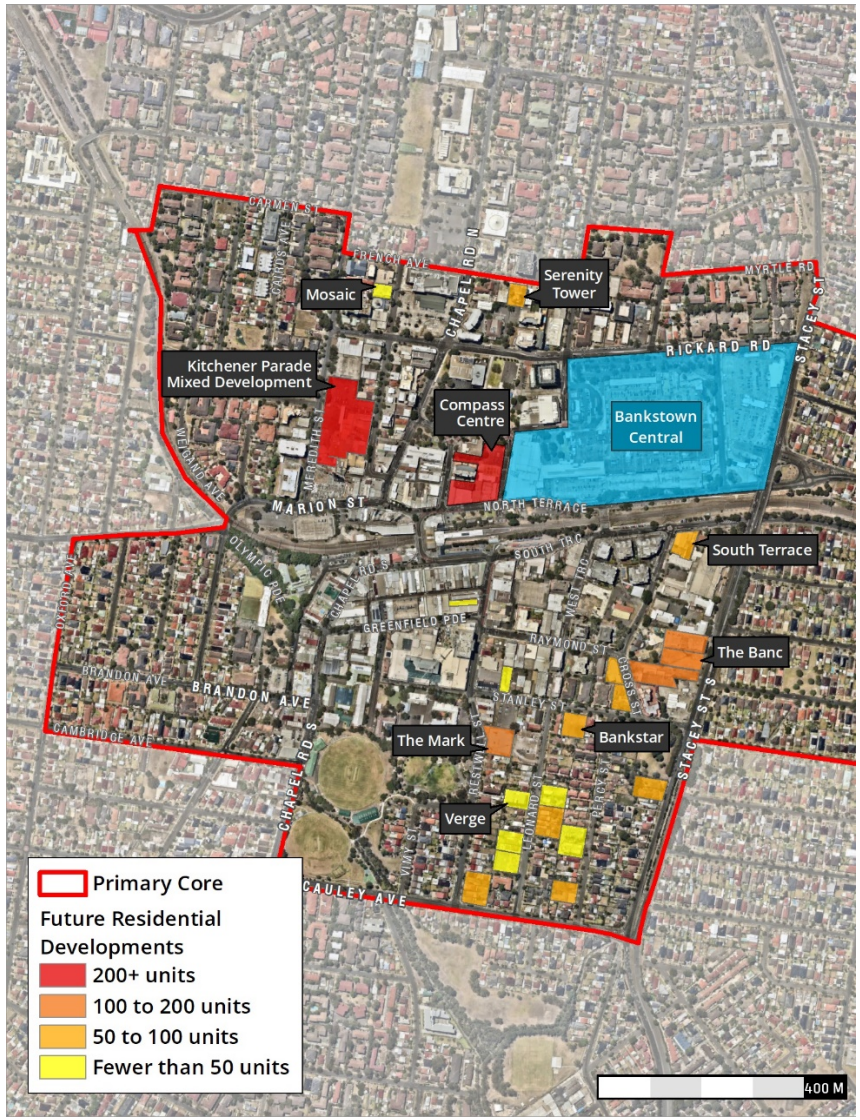
## Summary

The metropolitan planning framework nominates a high order role and status for the Bankstown City Centre which will support ongoing development and investment in Bankstown going forward. This is evidenced by a number of current infrastructure projects and urban renewal initiatives which are expected to bring direct benefits to the area in the form of significant population growth and job creation and heightened levels of activity in Bankstown. These initiatives will also enhance the accessibility of Bankstown to a geographically broader catchment area, which can have a direct positive impact on the extent of the trade area for Bankstown Central.

These outcomes will combine to elevate the strategic role of Bankstown and significantly increase the size of the market available to Bankstown Central (locally and regionally) which will underpin potential for the expansion and upgrade of Bankstown Central shopping centre.


TAFE Bankstown
PRIMARY CORE
Aldi
UWS Bankstown CBD Campus (2021)
Hoyts Cinema
Bankstown Central
Compass Centre
Bankstown Station
Sydney Metro & Southwest Train Line
Existing Sydney Train Line
CARMEN ST
FRENCH AVE
RAW AVE
CONWAY RD
MILTON ST
KONRAD AVE
OLD KENT RD
MYRTLE RD
REYNOLDS AVE
CAIRDS AVE
MEREDITH ST
RICKARD RD
CHAPEL RD N
JACOBS ST
SIR JOSEPH BANKS ST
RESTHAVEN RD
HILLVIEW AVE
KITCHENER PDE
CIVIC DR
GORDON ST
THE MALL
LADY CUTLER AVE
PRAIRIE VALE RD
BUNGALOW CRES
FETHERSTONE ST
WATTLE ST
MARION ST
NORTH TERRACE
DEPOT PL
SOUTH TRC
OLYMPIC PDE
DALE PDE
CHAPEL RD S
STEWART LN
RESTWELL ST
LOPEZ LN
WEST TRC
EAST TRC
STACEY ST
CARNATION AVE
GREENFIELD PDE
RAYMOND ST
400 M

Bankstown City Centre – Proposed / Future Residential Developments Map 2.2



# 3. RESIDENT TRADE AREA: CURRENT AND FUTURE

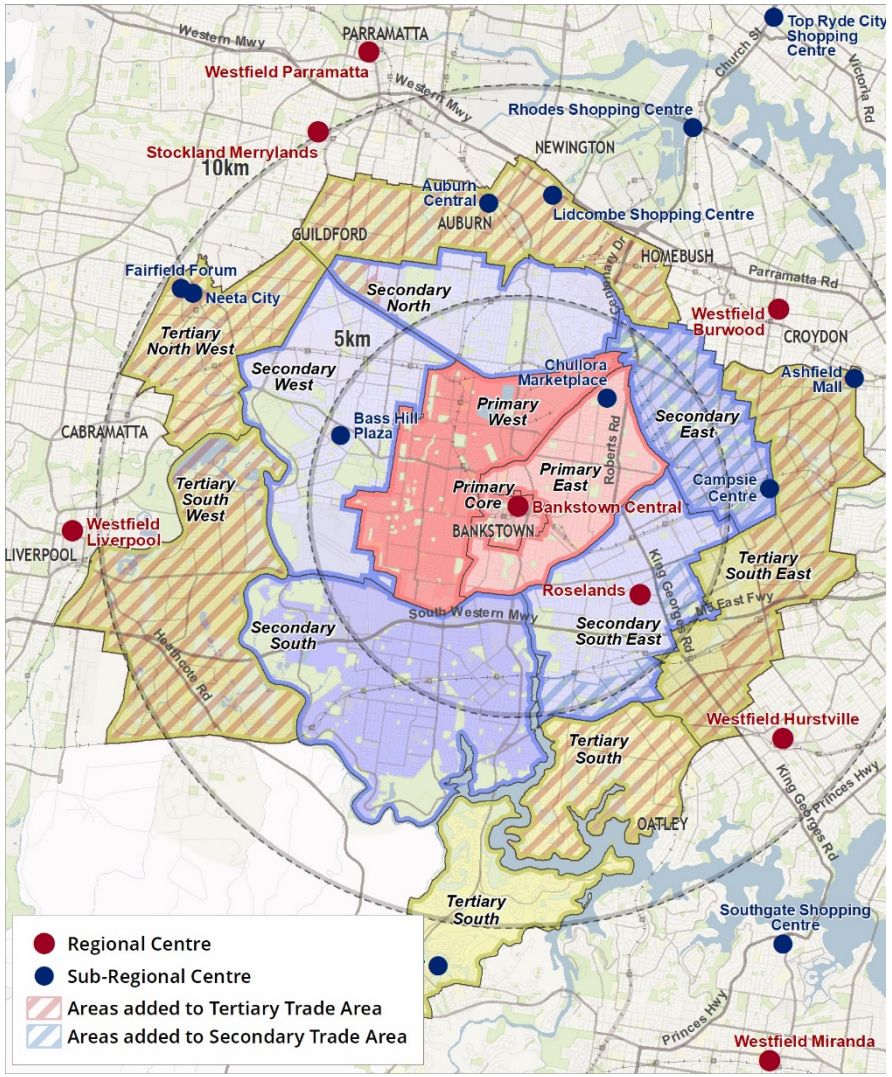
## Trade Area Definition

The current trade area for Bankstown Central has been updated to reflect a broader 'potential' market that could be served by the centre, assuming an expanded and significantly improved offering. These extended markets are indicated in Map 3.1. and take into account the following points:

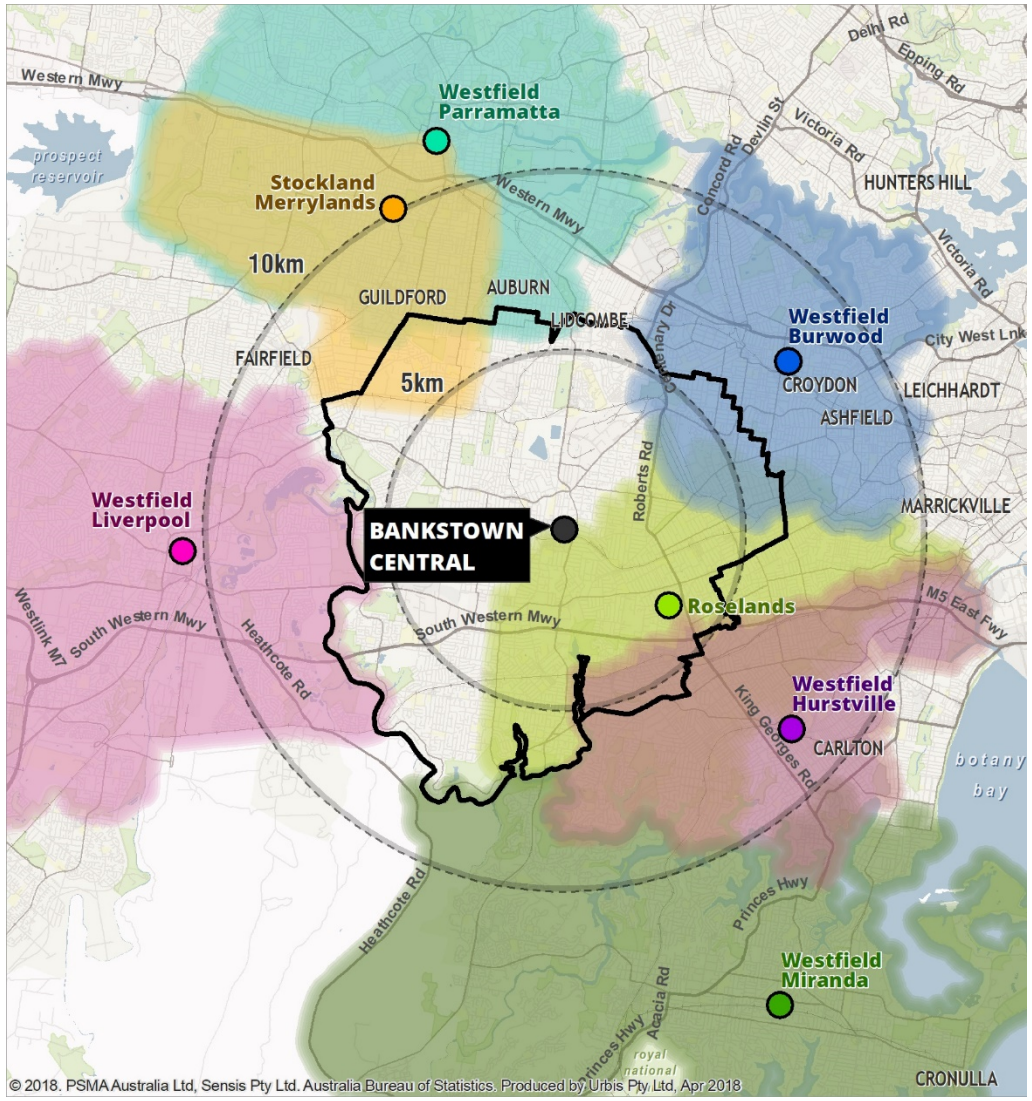
- A primary core sector is defined to reflect the more immediate or walkable resident market around Bankstown Central, which is expected to grow considerably over the next two decades. The centre has an opportunity to capture high market shares (food and non-food) from this area.
- Major transport projects, including the Metro City & Southwest project, are expected to enhance access to Bankstown Central and its penetration of broader markets, especially those to the east of the centre. These effects are accounted for in a new secondary east sector (previously tertiary east) and expanded tertiary south east sector. The scope for the trade area to extend further east than defined is considered to be limited by Bankstown's outbound positioning to these inner markets and their proximity to other regional centre competitors (e.g. Burwood, Bondi Junction, Miranda).
- Larger regional centres such as Parramatta and Miranda will continue to compete strongly and restrict the trade area to the north and south respectively. However with future expansion Bankstown Central will benefit from a larger scale of offering relative to other competing centres (e.g. Hurstville, Burwood), which also supports the extended trade area boundaries in these directions.
- There will continue to be a large degree of overlap in the markets served by Bankstown Central and Roselands, however, the potential trade area assumes that future strategies for each asset will ultimately support the elevation of Bankstown Central to the clear leading regional centre in this market.

Map 3.2 overleaf illustrates the potential main trade area in the context of the main trade areas expected to be served by competing regional centres. The map shows that although Bankstown Central will continue to share much of its market with Roselands and, to a lesser degree, Hurstville and Burwood, the centre has the potential to be supported more by markets to the north and west which are less competitive and where higher market shares can be achieved.

Bankstown Central - Potential Trade Area — Map 3.1



Bankstown Potential Main Trade Area vs. Competing Regional Centre Main Trade Areas Map 3.2



## Population Forecast

The current resident population of the potential trade area is estimated at around 658,000 people, including 368,000 people in the main trade area. These population levels rank amongst the highest for regional centres in the country based on current benchmarks *[refer Table 3.1].*

With a larger easterly catchment in the 'potential' trade area, it is noted that the substantial resident market is shared with other regional centres in this direction. For example, the proportion of main trade area residents that are also situated in the main trade area for Roselands could still be in the order of 30% going forward. Nevertheless it is clear that future retail potential of Bankstown Central will be underpinned by access to a significant resident market by regional centre standards.

Recent and forecast population growth are outlined in Table 3.2 overleaf. In the last five years growth in the total trade area has been reasonably strong at 1.6% p.a., with the primary west, secondary north, tertiary north and tertiary south west sectors all achieving growth of well over 2% p.a.

The forecast growth over the next two decades takes into account a range of information sources, including

- NSW government population projections for LGAs within the trade area.
- Small Area Forecast information (SAFI) projections prepared by .id Consulting.
- Future new dwelling targets for the Canterbury Bankstown LGA (refer Section 2) which accounts for a large part of the main trade area. A significant share of this new housing is expected to be delivered in the Bankstown City Centre (6,000 dwellings), consistent with the objectives of the Sydenham-Bankstown Urban Renewal Corridor strategy.

In line with the above, the primary core sector is expected to accommodate a significant increase in population over the next 20 years, from around 11,500 people currently to around 23,400 by 2037 (i.e. average growth of 3.6% p.a.).

In the next 10 years, the population of the main trade area is forecast to increase by around +65,000 people to,433,000 people by 2027, reflecting a total increase of around 18%. Over the next two decades, the population is forecast to increase by an additional +140,000 people (+38%) from the current population, reaching over 508,000 people by 2037.

In relation to the total trade area, the population is forecast to grow by approximately +241,000 people over the next two decades (+37%), reaching almost 900,000 people by 2037. This reflects average growth of around 1.6% p.a. over the next 20 years which is in line with the growth projected for Sydney over the same period (based on NSW Government medium series projections).

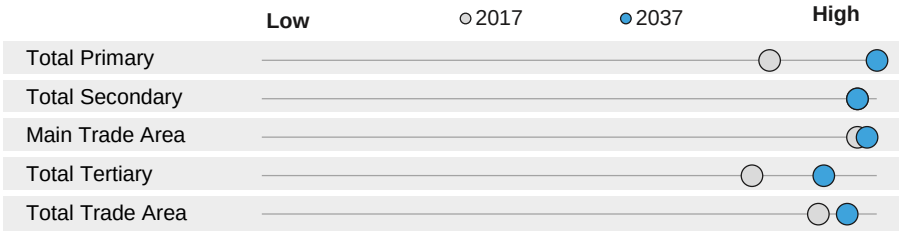
The growing resident trade area reflects a significant opportunity for Bankstown Central to maximise its capture of the expanding resident market, including new residents within Bankstown on the doorstep of the shopping centre, which is large compared with regional centre benchmarks.

### Population Benchmarking

Bankstown Central Trade Area vs. Regional Centres — Table 3.1

| | Bankstown Central | | | | |
|---|---|---|---|---|---|
| | Population (2017) | *Var'n from Regional Average* | Population (2037) | *Var'n from Regional Average* | ***Regional Centre Average*** |
| Total Primary | 107,390 | *+34%* | 162,190 | *+102%* | *80,100* |
| Total Secondary | 260,630 | *+70%* | 346,310 | *+126%* | *153,500* |
| Main Trade Area | 368,020 | *+58%* | 508,500 | *+118%* | *233,600* |
| Total Tertiary | 290,130 | *+40%* | 390,300 | *+88%* | *207,300* |
| Total Trade Area | 658,150 | *+54%* | 898,800 | *+110%* | *427,600* |

***Ranking : Bankstown Central vs Regional Centres*** *(current benchmarks)*




*Source: Urbis*

## Forecast Resident Population

Bankstown Central Trade Area — Table 3.2

| | Population | | | | | | Total Change | Annual Population Growth (%) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **2012** | **2017** | **2022** | **2027** | **2032** | **2037** | **2017-2037** | **12-17** | **17-22** | **22-27** | **27-32** | **32-37** | ***17-37*** |
| Primary: | | | | | | | | | | | | | |
| Core | 10,750 | 11,450 | 13,120 | 15,900 | 19,570 | 23,390 | 11,940 | 1.3% | 2.8% | 3.9% | 4.2% | 3.6% | *3.6%* |
| East | 49,240 | 51,980 | 55,700 | 60,990 | 66,950 | 73,210 | 21,230 | 1.1% | 1.4% | 1.8% | 1.9% | 1.8% | *1.7%* |
| West | 38,980 | 43,960 | 49,960 | 55,160 | 60,260 | 65,590 | 21,630 | 2.4% | 2.6% | 2.0% | 1.8% | 1.7% | *2.0%* |
| **Total Primary** | **98,970** | **107,390** | **118,780** | **132,050** | **146,780** | **162,190** | **54,800** | **1.6%** | **2.0%** | **2.1%** | **2.1%** | **2.0%** | ***2.1%*** |
| Secondary: | | | | | | | | | | | | | |
| North | 29,470 | 33,010 | 35,920 | 38,000 | 40,110 | 42,250 | 9,240 | 2.3% | 1.7% | 1.1% | 1.1% | 1.0% | *1.2%* |
| East | 39,740 | 41,730 | 44,330 | 48,070 | 52,380 | 56,880 | 15,150 | 1.0% | 1.2% | 1.6% | 1.7% | 1.7% | *1.6%* |
| South East | 76,070 | 81,810 | 88,240 | 95,690 | 104,020 | 112,690 | 30,880 | 1.5% | 1.5% | 1.6% | 1.7% | 1.6% | *1.6%* |
| South | 57,530 | 60,940 | 64,930 | 69,270 | 73,840 | 78,510 | 17,570 | 1.2% | 1.3% | 1.3% | 1.3% | 1.2% | *1.3%* |
| West | 39,610 | 43,140 | 46,740 | 49,860 | 52,890 | 55,980 | 12,840 | 1.7% | 1.6% | 1.3% | 1.2% | 1.1% | *1.3%* |
| **Total Secondary** | **242,420** | **260,630** | **280,160** | **300,890** | **323,240** | **346,310** | **85,680** | **1.5%** | **1.5%** | **1.4%** | **1.4%** | **1.4%** | ***1.4%*** |
| **Main Trade Area** | **341,390** | **368,020** | **398,940** | **432,940** | **470,020** | **508,500** | **140,480** | **1.5%** | **1.6%** | **1.6%** | **1.7%** | **1.6%** | ***1.6%*** |
| Tertiary: | | | | | | | | | | | | | |
| North | 67,970 | 78,460 | 88,670 | 96,940 | 105,370 | 114,160 | 35,700 | 2.9% | 2.5% | 1.8% | 1.7% | 1.6% | *1.9%* |
| South East | 78,760 | 85,410 | 91,600 | 98,840 | 106,920 | 115,300 | 29,890 | 1.6% | 1.4% | 1.5% | 1.6% | 1.5% | *1.5%* |
| South | 48,940 | 49,400 | 50,120 | 50,890 | 51,650 | 52,390 | 2,990 | 0.2% | 0.3% | 0.3% | 0.3% | 0.3% | *0.3%* |
| South West | 35,850 | 39,990 | 44,010 | 46,630 | 48,990 | 51,360 | 11,370 | 2.2% | 1.9% | 1.2% | 1.0% | 0.9% | *1.3%* |
| North West | 34,410 | 36,870 | 39,640 | 44,430 | 50,490 | 57,090 | 20,220 | 1.4% | 1.5% | 2.3% | 2.6% | 2.5% | *2.2%* |
| **Total Tertiary** | **265,930** | **290,130** | **314,040** | **337,730** | **363,420** | **390,300** | **100,170** | **1.8%** | **1.6%** | **1.5%** | **1.5%** | **1.4%** | ***1.5%*** |
| **Total Trade Area** | **607,320** | **658,150** | **712,980** | **770,670** | **833,440** | **898,800** | **240,650** | **1.6%** | **1.6%** | **1.6%** | **1.6%** | **1.5%** | ***1.6%*** |
| *Sydney* | | | | | | | | *1.8%* | *1.7%* | *1.6%* | *1.5%* | *1.5%* | *1.6%* |

*1. As at June 30.*

*Source: ABS; NSW Government; SAFi; Urbis*

## Socio-Economic Profile

The key attributes of the main trade area population relative to the Sydney averages is shown in Chart 3.2, while detailed demographic information for each trade area sector is included in Appendix A. The level of retail demand in the trade area is influenced by relatively low incomes, although income levels are likely to be understated to some degree by an element of a 'cash economy'. Other features of the main trade area include:

- a high proportion of families with children (56% vs. 48% for Sydney);
- a more blue collar workforce (35% vs. 25%);
- a slightly higher proportion of renters (38% vs. 35%), and;
- one of the most ethnically diverse markets in Australia with 48% of residents born overseas (vs. 38% for Sydney), including from Lebanon (6.2% vs. 1.2%); Vietnam (6.2% vs. 1.8%) and China (6.3% vs. 4.9%).

In addition there is an above average representation of second and third generation residents from migrant families, with 16% having Lebanese ancestry, 14% Chinese and 8% Vietnamese. This suggests, in broad terms, that a reasonable portion of trade area retail expenditure is likely to be directed to retailers catering specifically to ethnic markets.

### Key Demographics, 2016

Bankstown Central Main Trade Area : Variation from Sydney Average — Chart 3.1




*Source: ABS; Urbis*

Table 3.3 outlines the demographic changes observed in the trade area between the 2006 and 2016 Census and compares this to the changes occurring across Sydney as a whole. The demographic shifts are not reflective of any noticeable improvement in incomes or wealth levels, however with good rates of population growth forecast and the planning strategies supporting progressive growth in white collar employment within and around Bankstown City Centre, we would expect progressive improvement in the spending capacity of trade area residents over the longer term.

### Demographic Change, 2006-2016

Bankstown Central Trade Area vs. Sydney Average — Table 3.3

| | Change 2006-2016 | | | | Change Var'n from Sydney (% point) | | |
|---|---|---|---|---|---|---|---|
| | Total Primary | Main Trade Area | Total Trade Area | *Sydney* | Total Primary | Main Trade Area | Total Trade Area |
| **Household Income** | | | | | | | |
| Average Household Income | +44% | +45% | +45% | *+54%* | *-10%* | *-9%* | *-10%* |
| Avreage Household Size | +7% | +8% | +7% | *+4%* | *+2%* | *+3%* | *+3%* |
| **Per Capita Income** | | | | | | | |
| Per Capita Income | +72% | +73% | +74% | *+72%* | *-0%* | *+1%* | *+1%* |
| **Age Distribution** | | | | | | | |
| Average Age | -1% | -1% | -0% | *+1%* | *-1%* | *-2%* | *-1%* |
| Dependancy Ratio | -1.1% pts | -1.1% pts | -1.0% pts | *+0.7% pts* | *-2%* | *-2%* | *-2%* |
| **House Tenure** | | | | | | | |
| Owner | -3.0% pts | -3.7% pts | -3.3% pts | *-3.0% pts* | *-0%* | *-1%* | *-0%* |
| Purchaser | +2.0% pts | +2.3% pts | +2.0% pts | *+0.1% pts* | *+2%* | *+2%* | *+2%* |
| Renter | +5.2% pts | +5.1% pts | +4.8% pts | *+2.7% pts* | *+2%* | *+2%* | *+2%* |
| **Labour Force** | | | | | | | |
| Labour Force Participation | +0.6% pts | +0.7% pts | +0.4% pts | *+0.0% pts* | *+1%* | *+1%* | *+0%* |
| % Managers / Professionals | +2.7% pts | +3.0% pts | +2.6% pts | *+3.1% pts* | *-0%* | *-0%* | *-0%* |
| % Other White Collar | +0.9% pts | +0.2% pts | -0.3% pts | *-1.2% pts* | *+2%* | *+1%* | *+1%* |
| % Blue Collar | -3.6% pts | -3.2% pts | -2.3% pts | *-1.9% pts* | *-2%* | *-1%* | *-0%* |
| **Birthplace** | | | | | | | |
| Australian Born | -1.8% pts | -4.0% pts | -4.4% pts | *-4.7% pts* | *+3%* | *+1%* | *+0%* |
| Overseas Born | +1.8% pts | +4.0% pts | +4.4% pts | *+4.7% pts* | *-3%* | *-1%* | *-0%* |
| Asia | +2.0% pts | +3.4% pts | +3.8% pts | *+4.6% pts* | *-3%* | *-1%* | *-1%* |
| Europe | -4.6% pts | -3.7% pts | -3.6% pts | *-6.6% pts* | *+2%* | *+3%* | *+3%* |
| Other | +4.4% pts | +4.3% pts | +4.2% pts | *+6.7% pts* | *-2%* | *-2%* | *-2%* |

*Source : ABS Census, 2006 and 2016*

# 4. NON-RESIDENT MARKETS

In addition to trade area residents, retailing in the Bankstown centre benefits from access to a mix of workers, students and other visitors. The train station and bus interchange also generate a significant transient market close to the Bankstown Central property.

These additional markets would, to some degree, overlap with the defined resident trade area market, which has been taken into account in assessing the future potential of the Bankstown Central property.

## Workers

There are an estimated 10,000 workers in the Bankstown City Centre currently (i.e. the defined primary core sector), with white collar workers (with a weighting to clerical/services occupations) accounting for around 7,000 (70%). It is notable that around half (51%) of the local worker base resides outside the trade area (60%), reflecting the high order role of Bankstown in metropolitan Sydney.

Table 4.1 compares the size of the Bankstown worker market with other Sydney regional centres surrounded by a notable workforce.

### Local Workforce

Bankstown Central vs. Comparable Regional Centre Locations — Table 4.1

| Location | Est. workforce |
|---|---|
| Parramatta | 38,200 |
| Macquarie | 28,600 |
| Chatswood | 20,900 |
| Liverpool | 16,500 |
| Penrith | 12,600 |
| Bondi Junction | 11,400 |
| Burwood | 10,400 |
| Bankstown | 10,000 |
| Blacktown | 7,500 |
| Brookvale (Warringah) | 7,300 |
| Hurstville | 7,100 |
| Miranda | 6,400 |

*Source: ABS Census 2016; Urbis*

With significant future infrastructure investment and planning support, the future Bankstown workforce rank higher support a significantly larger workforce going forward.

## Students

The current student population in Bankstown is centred in the TAFE NSW campus, which supports an estimated 8,000 annual enrolments. Other smaller schools contribute to some additional student activity in the City Centre but have not been accounted for specifically in the retail demand analysis (e.g. Bankstown Public School, Bankstown Girls High School).

The new Western Sydney University campus will be developed on a site around 100 metres northwest of Bankstown Central, and could accommodate 7,000 students on completion in 2021. A greater concentration of education facilities would be expected longer term.

The potential to increase student patronage at Bankstown Central is supported by the close proximity of the future WSU campus, as well as the train station and bus interchange which many TAFE students would use frequently.

## Total Non-Resident Segments

A summary of the forecast population in the primary core sector, including the key worker and student segments, is shown in Table 4.3. As Bankstown continues to grow and evolve in line with its prescribed planning role, these populations are also forecast to increase considerably.

Over the next 20 years, the Bankstown centre population is forecast to increase by around 12,000 people, including 6,100 workers, 2,400 students and 7,000 residents. This will see the total non-resident population increase from around 42,000 in 2017 to over 57,000 by 2032. In addition, the average daily population of other visitors is also expected to reach around 3,000 by 2032 [refer Table 2.12].

### Forecast Population (incl. Non-Resident)

Bankstown Primary Core Sector, 2017-2037 — Table 4.2

| | 2017 | 2022 | 2027 | 2032 | 2037 | *2017-2037* |
|---|---|---|---|---|---|---|
| Residents | 11,450 | 13,120 | 15,900 | 19,570 | 23,390 | *+11,940* |
| Workers | 10,100 | 12,100 | 14,400 | 18,100 | 22,700 | *+12,600* |
| Student Enrolments | 8,100 | 10,400 | 13,800 | 14,200 | 14,400 | *+6,300* |

*Source: Urbis*

# 5. RETAIL SPENDING FORECASTS

A summary of current and forecast retail expenditure in the trade area is provided in Table 5.1. All expenditure figures are expressed in constant $2017 including GST, and the key points to note are as follows:

**Trade Area Residents**

- Broadly consistent with the level of incomes, retail spend per capita by trade area residents is 17% below the Sydney average *[refer Appendix Chart A.1]*. Lower spend levels are evident in the primary core (-29%) and total primary (-26%) although these rates are expected to improve progressively relative to the Sydney average in the future. We note there is an expected element of a cash economy in Bankstown which results in an understatement of incomes and spending capacity. This has been taken into account in the market demand and floorspace potential assessment.
- Total retail expenditure currently amounts to just over $8 billion, including $4.3 billion by main trade residents and $1.18 billion by primary trade area residents.
- The forecast growth in retail expenditure by trade area residents incorporates the following growth factors between 2017-20237:
  - Forecast population growth as outlined in Section 2 of this report, i.e. 1.6% p.a. on average.
  - Real retail spend per capita growth averaging 1.0% p.a., with varying growth rates across product groups.
- Over the next two decades, annual retail expenditure generated by trade area residents is forecast to increase by an average of 2.6% p.a. On this basis, annual retail expenditure would increase by $5.4 billion to $13.4 billion by 2037 *[refer Table 5.2 and Appendix Table A.4]*.

**Bankstown City Centre / Primary Core**

- The expanding local resident base in the primary core sector is forecast to generate total retail expenditure of $120 million currently. Over the next two decades, the market is forecast to increase to over $300 million, reflecting average growth of 4.7% p.a. Bankstown Central has an opportunity to capture a very solid share of this captive market (i.e. 28%-30%).
- Retail expenditure by other key non-resident segments is forecast as follows:
  - The spending generated by workers in the Bankstown City Centre is forecast to grow from a current volume of $60 million to approximately $178 million by 2037 (5.6% p.a.).
  - Student retail spending, which only accounts for a minor share of total expenditure in the City Centre, is forecast to increase from $5 million to $12 million over the 20-year period (5.0% p.a.).

As noted earlier, a portion of expenditure by workers and students would overlap with the trade area resident market and this crossover has been taken into account in the retail potential analysis for Bankstown Central.

## Forecast Retail Expenditure Summary

Bankstown Central Trade Area, 2017-2037 ($2017, incl. GST) Table 5.1

| | **2017** ($M) | **2022** ($M) | **2027** ($M) | **2032** ($M) | **2037** ($M) | ***2017-2037*** *Total Change* | *Avg. Growth p.a.* |
|---|---|---|---|---|---|---|---|
| Total Primary | 1,178 | 1,373 | 1,607 | 1,879 | 2,185 | *+1,007* | *3.1%* |
| Total Secondary | 3,169 | 3,586 | 4,057 | 4,592 | 5,182 | *+2,013* | *2.5%* |
| **Main Trade Area** | **4,347** | **4,958** | **5,664** | **6,471** | **7,367** | ***+3,020*** | ***2.7%*** |
| Total Tertiary | 3,683 | 4,185 | 4,726 | 5,337 | 6,016 | *+2,333* | *2.5%* |
| **Total Trade Area** | **8,030** | **9,143** | **10,390** | **11,808** | **13,383** | ***+5,353*** | ***2.6%*** |
| **Primary Core** | | | | | | | |
| - Residents* | 120 | 145 | 185 | 240 | 303 | *+182* | *4.7%* |
| - Workers | 60 | 76 | 98 | 132 | 178 | *+119* | *5.6%* |
| - Students | 5 | 7 | 10 | 11 | 12 | *+8* | *5.0%* |

** Included in Total Primary*
*Source: Urbis*

# 6. COMPETITION

Bankstown Central trades within a relatively competitive market, particularly in terms of non-food shopping. Roselands, together with several other regional centres (e.g. Burwood, Liverpool and Parramatta) and sub-regional centres (e.g. Chullora Marketplace and Bass Hill Plaza) all compete for the trade area market of Bankstown.

There is also a significant range of independent retailers within shopping strips and the Bankstown town centre catering to the needs and preferences of the local ethnic communities which is particularly the case for grocery shopping and dining/take-away food but also relevant in terms of non-food shopping (e.g. fashion serving residents with middle-eastern backgrounds).

Incorporating an extended range of shops that cater to the tastes and preferences of the various ethnic communities is a key opportunity for the Bankstown Central and will help to enhance their emotional connection with the centre and drive greater visitation for a broader range of their shopping requirements.

## Competitive Intensity

Table 6.1 details the average amount of competing retail GLA accessible to Bankstown Central trade area residents (within 5 km and 10 km), in terms of both regional centre GLA and total centres catering to discretionary shopping needs generally (i.e. regional, sub-regional and outlet centres). Comparisons are made to the average competition faced by regional centres in Sydney.

### Competitive Intensity – Average Accessible Retail GLA

Bankstown Central vs. Sydney Regional Centre Average, 2017 — Table 6.1

| | Competing Regional Centre GLA | | | Competing Regional / Sub-Regional / Outlet Centre GLA | | |
|---|---|---|---|---|---|---|
| | Bankstown Central | Sydney Regional Centre Avg. | *Bankstown Central Variation* | Bankstown Central | Sydney Regional Centre Avg. | *Bankstown Central Variation* |
| | (sq.m) | (sq.m) | *(%)* | (sq.m) | (sq.m) | *(%)* |
| Main Trade Area | | | | | | |
| - Within 5 km | 44,000 | 24,000 | *+83%* | 77,900 | 55,200 | *+41%* |
| - Within 10 km | 208,900 | 147,000 | *+42%* | 392,000 | 275,600 | *+42%* |
| Total Trade Area | | | | | | |
| - Within 5 km | 57,500 | 35,000 | *+64%* | 95,600 | 67,600 | *+41%* |
| - Within 10 km | 208,000 | 156,900 | *+33%* | 388,400 | 284,700 | *+36%* |

*Source: Urbis*

The analysis shows that Bankstown Central faces an above average level of competition in both its main and total catchments. This is influenced by Roselands which is accessible to many trade area residents, as well as the ring of competing regional and other discretionary centres (including DFO Homebush) around the total trade area.

Whilst competition is above average in an absolute sense, it is relevant to also consider the level of competition on a per capita basis. This takes into account the relatively dense nature of Bankstown's resident market, and shows that the effective level of competition is closer to averages *[refer Table 6.2]*. The per capita analysis shows a level of competitive supply more in line with benchmarks.

### Competitive Intensity – Average Accessible Retail GLA Per Capita

Bankstown Central vs. Sydney Regional Centre Average, 2017 — Table 6.2

| | Bankstown Central | Sydney Regional Centre Avg. | *Bankstown Central Variation* | Bankstown Central | Sydney Regional Centre Avg. | *Bankstown Central Variation* |
|---|---|---|---|---|---|---|
| | (sq.m) | (sq.m) | *(%)* | (sq.m) | (sq.m) | *(%)* |
| Main Trade Area | | | | | | |
| - Within 5 km | 119,600 | 92,700 | *+29%* | 211,500 | 217,200 | *-3%* |
| - Within 10 km | 567,700 | 578,600 | *-2%* | 1,065,300 | 1,086,000 | *-2%* |
| Total Trade Area | | | | | | |
| - Within 5 km | 87,400 | 74,300 | *+18%* | 145,200 | 144,600 | *+0%* |
| - Within 10 km | 316,100 | 339,200 | *-7%* | 590,200 | 616,000 | *-4%* |

*Source: Urbis*

## Proposed Developments

In assessing the long term development potential of Bankstown Central, the following future developments are assumed:

- A major expansion of **Westfield Parramatta** (i.e. 25,000-30,000 sq.m), including new international retailers.
- Expansion and upgrades to **Roselands Shopping Centre**, consistent with the changes currently being considered by Vicinity Centres (e.g. new supermarkets, F&B upgrades, tenant remixing initiatives.
- Ongoing improvements to other key competing regional centres, including **Westfield Hurstville**, **Westfield Liverpool**, **Westfield Burwood** and **Stockland Merrylands**.

## Competitive Centres

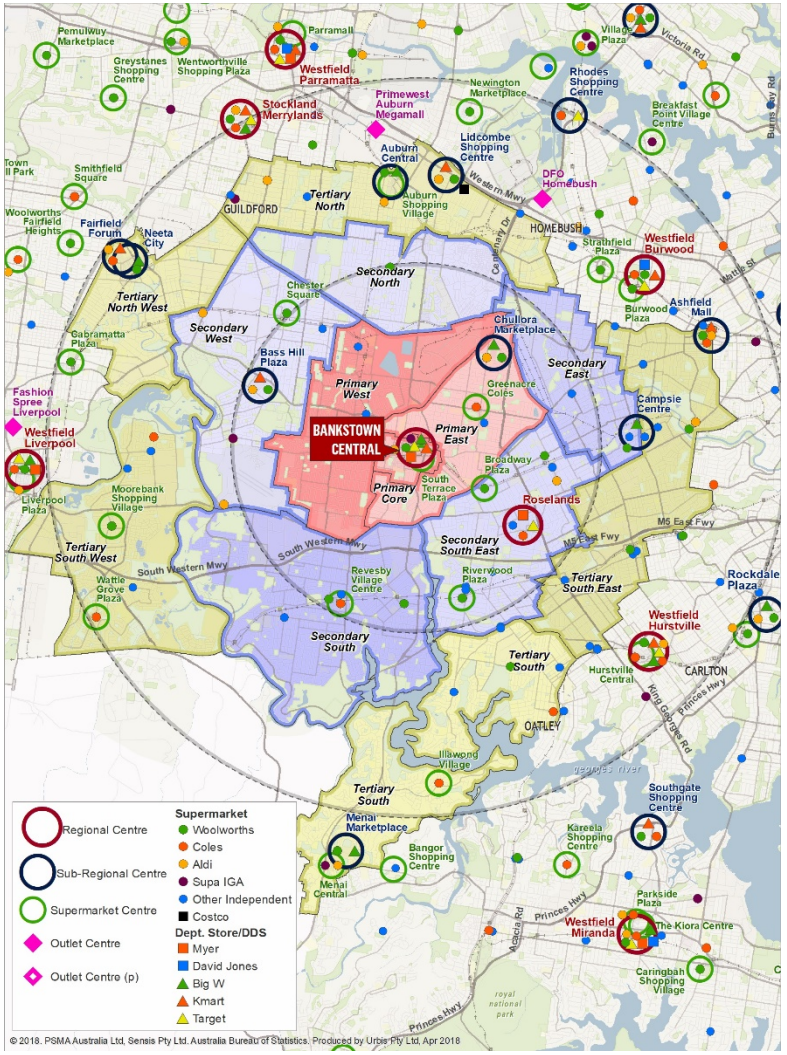
Bankstown Central — Table 6.3

| | Trade Area Sector | Retail Floorspace (sq.m) | Distance from Bankstown (km)* | Major Tenants |
|---|---|---|---|---|
| **Primary Trade Area** | | | | |
| Chullora Marketplace | PE | 19,300 | 4.0 | Big W (7,900), Woolworths (4,200), ALDI (1,500) |
| Coles Greenacre | PE | 4,900 | 2.0 | Coles (4,300) |
| South Terrace Plaza | PE | 3,000 | 0.5 | Nino's Fruit Barn (2,200) |
| **Secondary Trade Area** | | | | |
| Roselands | SSE | 54,200 | 4.5 | Myer (24,100), Coles (4,600), Food For Less (2,000), Kmart (8,100) |
| Riverwood Plaza | SSE | 7,800 | 5.5 | Woolworths (3,000), Coles (2,300) |
| Broadway Plaza | SSE | 8,500 | 2.5 | Woolworths (4,100) |
| ALDI Lakemba | SSE | 1,700 | 4.5 | ALDI (1,700) |
| Revesby Village Centre | SS | 4,000 | 6.0 | Coles (3,500) |
| Woolworths Revesby | SS | 4,000 | 6.5 | Woolworths (4,000) |
| Woolworths Padstow | SS | 1,200 | 5.0 | Woolworths (1,200) |
| Bass Hill Plaza | SW | 16,000 | 5.0 | Kmart (8,200), Woolworths (4,100) |
| Chester Square | SW | 8,400 | 6.5 | Woolworths (3,500) |
| Woolworths Berala | SN | 3,700 | 6.5 | Woolworths (3,700) |
| ALDI Bankstown Airport | SW | 1,300 | 7.0 | ALDI (1,300) |
| Campsie Centre | SE | 13,700 | 7.0 | Big W (7,700) |
| Woolworths Campsie | TE | 3,100 | 7.0 | Woolworths (3,100) |
| **Tertiary Trade Area** | | | | |
| Menai Marketplace | TS | 14,500 | 13.0 | Big W (6,500), Woolworths (4,500) |
| Fairfield Forum | TNW | 17,700 | 11.4 | Coles (3,100), Aldi (1,300), Kmart (4,900) |
| Neeta City | TNW | 19,000 | 11.1 | Big W (6,600), Woolworths (3,840) |
| Auburn Central | TN | 16,100 | 8.4 | Big W (7,200), Woolworths (3,700) |
| Lidcombe Shopping Centre | TN | 27,700 | 9.0 | Kmart (6,400), Aldi (1,400), Woolworths (4,100) |

** Distance based on shortest route by road.*

*Source: PCA Shopping Centres Online; Urbis*

Competitive Environment — Map 6.1



# 7. CURRENT CENTRE

## Composition

The composition of retail floorspace in the Bankstown City Centre is outlined in Table 7.1.

The Bankstown Central centre currently provides 73,300 sq.m of retail gross leasable area (GLA) and accounts for almost three quarters (74%) of floorspace in the City Centre. The composition features an above average provision of DDS (+40%) and mini major (+35%) floorspace. However, a lower provision of department store space (-44%), resulting in total retail GLA being broadly in line with the regional centre average.

The balance of the Bankstown City Centre includes a further 25,200 sq.m of retail GLA and features an Aldi supermarket and a sizeable amount of food retail / fresh food serving local ethnic communities. There is also a significant amount of F&B outlets (~5,700 sq.m) supported by local resident and non-resident (e.g. worker) markets.

Total retail GLA in the City Centre amounts to over 98,000 sq.m.

### Floorspace and Composition

Bankstown City Centre — Table 7.1

| | Bankstown Central | | | Bankstown Balance | Bankstown City Centre |
|---|---|---|---|---|---|
| | GLA (sq.m) | *Regional Average (sq.m)* | *Variation (%)* | GLA (sq.m) | GLA (sq.m) |
| **Majors** | | | | | |
| Department Store | 10,167 | *18,034* | *-44%* | | 10,167 |
| DDS | 22,715 | *16,206* | *+40%* | | 22,715 |
| Supermarket | 6,185 | *7,788* | *-21%* | 1,300 | 7,485 |
| Other Majors | | *962* | *-100%* | | |
| **Total Majors** | **39,067** | ***42,990*** | ***-9%*** | **1,300** | **40,367** |
| Total Mini-Majors | 11,281 | *8,362* | *+35%* | 4,330 | 15,611 |
| **Specialty Shops** | | | | | |
| Food Retail | 1,306 | *1,079* | *+21%* | 4,520 | 5,826 |
| Food Catering | 2,533 | *3,071* | *-18%* | 5,690 | 8,223 |
| Apparel | 11,951 | *10,709* | *+12%* | 1,900 | 13,851 |
| Other Non-Food | 7,193 | *7,685* | *-6%* | 7,420 | 14,613 |
| **Total Retail Specialties** | **22,983** | ***22,543*** | ***+2%*** | **19,530** | **42,513** |
| **Total Retail** | **73,331** | ***73,895*** | ***-1%*** | **25,160** | **98,491** |

*Source: Vicinity Centres; Urbis*

In addition to retail uses, Bankstown Central includes a reasonable range of non-retail drivers of visitation, including a gym and an array of medical services and financial services (refer Table 7.2 overleaf). These uses enhance the centre's role within the town centre. Whilst there are no cinemas in the centre, the 8 screen Hoyts complex is located on a freestanding site at the north-western corner of the centre's site.

## Turnover Performance

The current performance of the centre is summarised in Table 7.2 overleaf.

The current Myer department store anchor is continuing to trade well below benchmarks by regional centre standards. However, the store has managed to achieve good sales growth in recent years, with turnover increasing from $21.8 million in 2012 to $25.5 million currently (~3% p.a.).

Kmart has assumed a strong trading position in the centre, now achieving turnover in excess of $32 million compared with just $21 million in 2010 (+33%). Consistent with market trends, Big W continues to decline with sales now sitting at $21.6 million.

Woolworths provides strong anchor support to the fresh food offering in the centre ($67.6 million), whilst Supa IGA is significantly weaker ($11 million). Coles remains a notable omission in the centre (and Bankstown generally).

The centre currently has a good complement of mini majors with key brands including JB Hi-Fi, Rebel, Priceline, Dan Murphys and Fields of Fruit (F&V) all performing well. Total turnover for mini majors is around 13% above average, from floorspace 35% above average.

Retail specialties trade at an average of just over $8,000 per sq.m which is 25% below the benchmark rate for regional centres. In addition, specialty shops account for 42.3% of total retail turnover, compared with 46.1% for the average.

The current performance of the centre, and retail specialties in particular, suggests that future strategies for Bankstown Central will look to enhance / optimise performance of existing centre space in the short term. Future expansion would be considered thereafter underpinned by the solid growth forecast for the Bankstown City Centre and the broader resident trade area served by the centre.

## Composition and Performance

Bankstown Central (year end Nov. 2017) vs. Regional Centre Average (incl. GST) Table 7.2

| | Bankstown Central | | | Regional Shopping Centres | | | Bankstown Central variation | | |
|---|---|---|---|---|---|---|---|---|---|
| | GLA (sq.m) | Turnover ($M) | Turnover ($psm) | GLA (sq.m) | Turnover ($M) | Turnover ($psm) | GLA (sq.m) | Turnover ($M) | Turnover ($psm) |
| Department Stores | 10,167 | 25.5 | 2,507 | 18,034 | 54.9 | 3,043 | *-44%* | *-54%* | *-18%* |
| DDSs | 22,715 | 66.3 | 2,920 | 16,206 | 57.8 | 3,565 | *+40%* | *+15%* | *-18%* |
| Supermarkets | 6,185 | 79.2 | 12,797 | 7,788 | 91.8 | 11,793 | *-21%* | *-14%* | *+9%* |
| Other Majors | 0 | 0.0 | 0 | 962 | 4.7 | 4,880 | *-100%* | *-100%* | *-100%* |
| **Total Majors** | **39,067** | **171.0** | **4,376** | **42,990** | **209.2** | **4,866** | ***-9%*** | ***-18%*** | ***-10%*** |
| Total Mini Majors | 11,281 | 80.4 | 7,131 | 8,362 | 71.4 | 8,542 | *+35%* | *+13%* | *-17%* |
| Specialty Shops: | | | | | | | | | |
| Food Retail | 1,306 | 15.1 | 11,563 | 1,079 | 15.0 | 13,889 | *+21%* | *+1%* | *-17%* |
| Food Catering | 2,533 | 31.1 | 12,292 | 3,071 | 38.5 | 12,549 | *-18%* | *-19%* | *-2%* |
| Total Food Specialties | 3,840 | 46.2 | 12,044 | 4,150 | 53.5 | 12,897 | *-7%* | *-14%* | *-7%* |
| Apparel | 11,951 | 88.2 | 7,380 | 10,709 | 100.5 | 9,383 | *+12%* | *-12%* | *-21%* |
| Homewares | 3,637 | 19.1 | 5,257 | 2,545 | 30.1 | 11,816 | *+43%* | *-36%* | *-56%* |
| Leisure/General | 938 | 11.0 | 11,702 | 2,603 | 31.5 | 12,088 | *-64%* | *-65%* | *-3%* |
| Retail Services | 2,618 | 20.1 | 7,684 | 2,513 | 24.4 | 9,701 | *+4%* | *-17%* | *-21%* |
| Total Non-Food Specialties | 19,144 | 138.4 | 7,230 | 18,394 | 186.5 | 10,139 | *+4%* | *-26%* | *-29%* |
| **Total Retail Specialties** | **22,983** | **184.6** | **8,034** | **22,543** | **240.0** | **10,647** | ***+2%*** | ***-23%*** | ***-25%*** |
| **Total Retail** | **73,331** | **436.1** | **5,947** | **73,895** | **520.6** | **7,045** | ***-1%*** | ***-16%*** | ***-16%*** |
| *Retail Specialties / Total Retail* | *31.3%* | *42.3%* | *1.35* | *30.5%* | *46.1%* | *1.51* | | | |
| Non-Retail Specialties (Reporting) | 178 | 14.2 | 79,480 | 406 | 24.7 | 60,813 | *-56%* | *-43%* | *+31%* |
| Non-Reporting Specialties / Prof. Services & Suites (Shopfront) | 5,486 | | | 2,695 | | | *+104%* | | |
| Vacant Specialties | 1,282 | | | 1,127 | | | *+14%* | | |
| Total Specialties | 29,929 | | | 26,770 | | | *+12%* | | |
| Cinemas | 0 | 0.0 | 0 | 4,370 | 9.9 | 2,266 | *-100%* | *-100%* | *-100%* |
| Other Tenants | 9,210 | 1.4 | | 6,228 | 13.5 | | *+48%* | *-89%* | |
| **Total Property** | **89,487** | **451.7** | | **88,720** | **568.7** | | ***+1%*** | ***-21%*** | |
| ***Total Centre (Reporting)*** | ***73,509*** | ***450.2*** | ***6,125*** | ***74,301*** | ***545.3*** | ***7,339*** | ***-1%*** | ***-17%*** | ***-17%*** |

*Source: Urbis Shopping Centre Benchmarks 2017; Urbis*

## Market Shares

In assessing the development potential of Bankstown Central, it is relevant to consider achievable market shares for both Bankstown Central and the broader retail offering in the City Centre.

Table 7.3 outlines the estimated current market shares being achieved. Across the total trade area, Bankstown Central captures an estimated 4.6% market share, including 8.1% in the main trade area and 17.6% in the primary trade area. Including the balance of the City Centre, total market shares increase to 6.6%, including 11.7% in the main trade area and 26.9% in the primary trade area.

In line with the broader 'potential' trade area defined, Bankstown Central is estimated to attract a relatively low amount of turnover from outside the trade area (i.e. 10%-11%). The beyond percentage is lower again for the balance of the City Centre (~8%) which supports a number of retail outlets catering to more local residents (e.g. food retail, F&B), particularly to the south of the train line. However the beyond business is supported to some degree by local workers, of which around half reside outside the trade area.

Chart 7.1 (overleaf) further illustrates the market shares achieved by Bankstown Central and the Bankstown City Centre and compares this to the range of shares achieved by regional centres. It is noted that this benchmarking does not account for any additional shares captured by retailing outside other regional centres. Nevertheless, the benchmarking highlights that, outside the primary trade area, Bankstown Central / City Centre is capturing a relatively low share of its available market. This indicates good underlying capacity to increase floorspace and turnover over time.

### Current Market Share

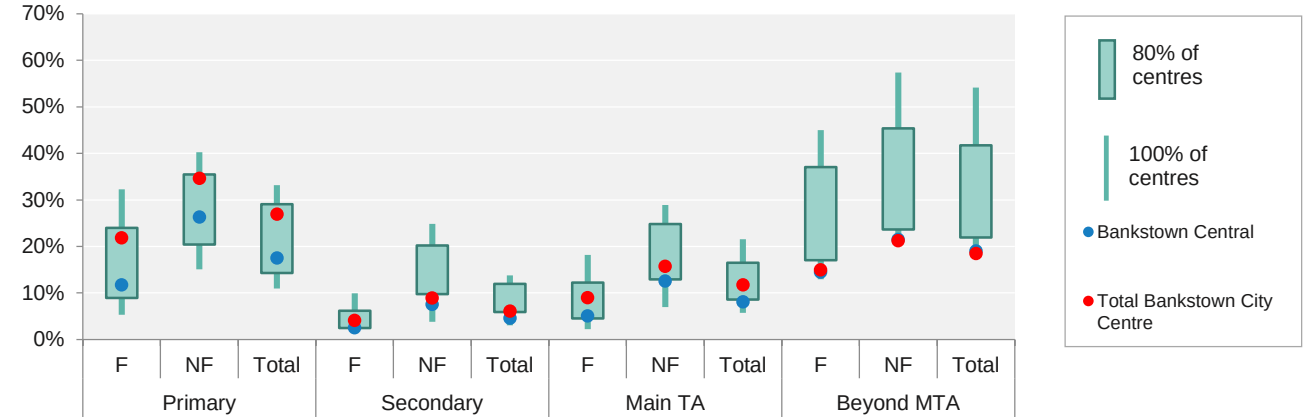
Bankstown City Centre, 2017 — Table 7.3

| | Food Retail | Food Catering | Apparel | Other Non-Food | Total Retail |
|---|---|---|---|---|---|
| **Bankstown Central** | | | | | |
| Total Primary | 13.2% | 7.6% | 50.3% | 18.5% | **17.6%** |
| Total Secondary | 2.7% | 2.3% | 15.0% | 5.1% | **4.6%** |
| Main Trade Area | 5.6% | 3.7% | 24.3% | 8.7% | **8.1%** |
| Total Tertiary | 0.3% | 0.3% | 1.9% | 0.6% | **0.6%** |
| Total Trade Area | 3.2% | 2.1% | 13.8% | 4.9% | **4.6%** |
| *Beyond* | *7.4%* | *9.6%* | *12.7%* | *11.3%* | ***10.6%*** |
| **Bankstown Balance** | | | | | |
| Total Primary | 7.8% | 16.8% | 4.8% | 9.5% | **9.4%** |
| Total Secondary | 1.0% | 3.2% | 0.9% | 1.5% | **1.5%** |
| Main Trade Area | 2.9% | 6.8% | 1.9% | 3.6% | **3.6%** |
| Total Tertiary | 0.0% | 0.2% | 0.0% | 0.1% | **0.1%** |
| Total Trade Area | 1.6% | 3.7% | 1.0% | 2.0% | **2.0%** |
| *Beyond* | *6.6%* | *5.1%* | *15.1%* | *10.2%* | ***7.8%*** |
| **Total Bankstown City Centre** | | | | | |
| Total Primary | 21.0% | 24.4% | 55.0% | 28.0% | **26.9%** |
| Total Secondary | 3.6% | 5.5% | 15.9% | 6.7% | **6.1%** |
| Main Trade Area | 8.5% | 10.5% | 26.3% | 12.3% | **11.7%** |
| Total Tertiary | 0.3% | 0.5% | 2.0% | 0.7% | **0.6%** |
| Total Trade Area | 4.8% | 5.8% | 14.8% | 6.9% | **6.6%** |
| *Beyond* | *7.2%* | *6.7%* | *12.9%* | *11.0%* | ***9.7%*** |
| *Turnover ($M)* | | | | | |
| *Bankstown Central* | *121.8* | *32.2* | *135.8* | *146.2* | ***436.1*** |
| *Bankstown Balance* | *59.6* | *59.8* | *10.7* | *60.1* | ***190.3*** |
| *Total Bankstown City Centre* | *181.4* | *92.1* | *146.5* | *206.4* | ***626.3*** |

*Source: Urbis*

## Current Market Shares

Bankstown Central and Bankstown City Centre vs. Regional Centres — Chart 7.1




*Note: F=Food, NF=Non-Food, AP=Apparel*

*Source: Urbis*

# 8. DEVELOPMENT POTENTIAL

In line with the market opportunities identified, the indicative supportable scale and retail mix of Bankstown Central is now outlined.

## Supportable Floorspace and Composition

The recommended scale and retail mix for Bankstown Central is detailed in Table 8.1 and the key points to note are as follows:

- The supportable future composition for Bankstown Central reflects an opportunity for the centre to establish a clear leading position within its trade area. Reflective of this strategy we believe the centre should retain a department store anchor in future master planning (~11,000 sq.m), with provisions for small increases over time (+3,000-4,000 sq.m). If this floorspace is not utilised by a department store it could be considered for mini-majors and/or specialty shop retailing.
- Some downsizing of the current DDS offer would be appropriate given the struggling Target store and the challenges associated with sustaining three DDSs in one centre (particularly with a view to longer term). However, master planning may still allow for additions to DDS or associated floorspace to account for potential new brands in the Australian market.
- With the growing resident base around the centre there will be market support for additional supermarket floorspace over time, including potential new brands (e.g. Kaufland). Vicinity Centres needs to be proactive in securing any new supermarkets and ensuring they do not open elsewhere in the City Centre.
- There is an opportunity for a significant increase in mini major floorspace to support the elevation of the centre's role for fashion and other discretionary shopping needs. Total supportable floorspace is assessed at approximately 21,000 sq.m within the next 10 years (+9,000-10,000 sq.m), and 33,000 sq.m longer term. This includes allowance for a significant increase in the range of mini major fashion brands which could account for almost half (48%) of future mini major space, versus 18% currently.
- The assessed supportable specialty shop GLA within the next 10 years is almost 40,000 sq.m, compared with 30,000 sq.m currently. The specialty floorspace includes around 34,000 sq.m of retail uses, reflecting 38% of total retail floorspace which is above the regional centre average (30.5%) and influenced by the assumed removal of Target, as well as a significant increase in F&B floorspace (+4,000 sq.m to 6,500 sq.m). In the long term, total specialty shop GLA could be in the order of 50,000-60,000 sq.m, including 45,000-52,000 sq.m of retail uses.
- The opportunity to consolidate Bankstown Central's role for food and dining could see total F&B floorspace (mini major and specialty) increasing to 7,300 sq.m within the next 10 years. This F&B provision would reflect 8.2% of total retail space, compared with just 3.5% currently. Beyond this total F&B space could increase to over 13,000 sq.m (over 10% of retail), supported by the centre's access to workers, students and visitors/public transport patrons in the City Centre. There is potential upside to these floorspace estimates, depending on the quality and range of offer provided elsewhere in the Bankstown town centre.
- A new cinema complex within the Bankstown Central property would require the relocation of the existing Hoyts venue. If this occurs a tenancy in the order of 5,000 sq.m would be appropriate for the purposes of future master planning.
- The opportunity to support a broader range of entertainment and other leisure-based uses could account for up to 8,500 sq.m in the developed centre, including 2,000 sq.m for a gym. Skyzone / Holey Moley and other youth attractions and concepts (e.g. laser tag, gaming, bowling etc.) are potential tenants which would enhance the appeal of the centre to younger customer segments present in the market, including students.
- A range of other non-shop front uses would be well suited to the City Centre location of Bankstown Central and could include medical services (2,000 sq.m or more) and childcare (1,500 sq.m) servicing the strong local resident and worker markets around the centre.

Overall the analysis suggests that a future redevelopment/expansion within the can be supported within the next 10 years. This expansion would comprise an increase in total property GLA of around **26,000 sq.m** to **115,000 sq.m**, including in the order of **88,000 sq.m** of retail defined uses.

Longer term the analysis suggests there will be opportunity for further expansion of the shopping centre and mixed use development, which should be accommodated in the overall master plan. An ultimate total GLA in the order of **161,000 sq.m** should be targeted (+72,000 sq.m on current), including **130,000 sq.m** of retail GLA (+57,000 sq.m on current).

## Development Potential

Bankstown Central, 2017-2047 — Table 8.1

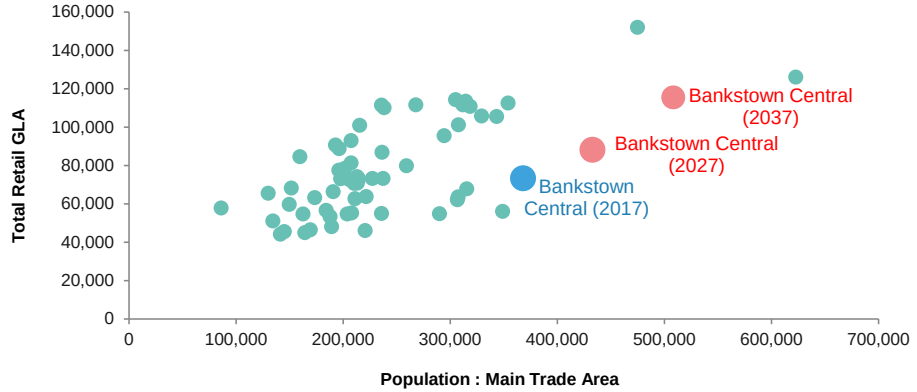
| | 2017 (sq.m) | *Change (sq.m)* | 2022 (sq.m) | *Change (sq.m)* | 2027 (sq.m) | *Change (sq.m)* | 2037 (sq.m) | *Change (sq.m)* | 2047 (sq.m) | **Total Change (sq.m)** |
|---|---|---|---|---|---|---|---|---|---|---|
| **Majors** | | | | | | | | | | |
| Department Store | 10,167 | | 11,000 | | 11,000 | | 14,000 | | 15,000 | **4,833** |
| DDS | 22,715 | *-9,715* | 13,000 | *+0* | 13,000 | *+3,000* | 16,000 | *+1,000* | 17,000 | ***-5,715*** |
| Supermarket | 6,185 | *+3,815* | 10,000 | *+0* | 10,000 | *+2,500* | 12,500 | *+1,250* | 13,750 | ***+7,565*** |
| **Total Majors** | **39,067** | ***-5,067*** | **34,000** | ***+0*** | **34,000** | ***+8,500*** | **42,500** | ***+3,250*** | **45,750** | ***+6,683*** |
| **Mini-Majors** | | | | | | | | | | |
| Food Retail | 1,814 | *+186* | 2,000 | *+0* | 2,000 | *+700* | 2,700 | *+800* | 3,500 | ***+1,686*** |
| Food Catering | | *+800* | 800 | *+0* | 800 | *+400* | 1,200 | *+300* | 1,500 | ***+1,500*** |
| Apparel | 2,022 | *+5,378* | 7,400 | *+2,000* | 9,400 | *+3,100* | 12,500 | *+3,000* | 15,500 | ***+13,478*** |
| Other Non-Food | 7,445 | *+55* | 7,500 | *+900* | 8,400 | *+2,700* | 11,100 | *+900* | 12,000 | ***+4,555*** |
| **Total Mini-Majors** | **11,281** | ***+6,419*** | **17,700** | ***+2,900*** | **20,600** | ***+6,900*** | **27,500** | ***+5,000*** | **32,500** | ***+21,219*** |
| **Specialty Shops** | | | | | | | | | | |
| Food Retail | 1,306 | *+294* | 1,600 | *+300* | 1,900 | *+500* | 2,400 | *+350* | 2,750 | ***+1,444*** |
| Food Catering | 2,533 | *+3,467* | 6,000 | *+500* | 6,500 | *+2,900* | 9,400 | *+2,600* | 12,000 | ***+9,467*** |
| Apparel | 11,951 | *+2,349* | 14,300 | *+1,500* | 15,800 | *+5,300* | 21,100 | *+2,900* | 24,000 | ***+12,049*** |
| Other Non-Food | 7,193 | *+1,207* | 8,400 | *+1,300* | 9,700 | *+2,500* | 12,200 | *+800* | 13,000 | ***+5,807*** |
| **Total Retail Specialties** | **22,983** | ***+7,317*** | **30,300** | ***+3,600*** | **33,900** | ***+11,200*** | **45,100** | ***+6,650*** | **51,750** | ***+28,767*** |
| *- % total retail* | *31.3%* | | *37.0%* | | *38.3%* | | *39.2%* | | *39.8%* | |
| **Total Retail** | **73,331** | ***+8,669*** | **82,000** | ***+6,500*** | **88,500** | ***+26,600*** | **115,100** | ***+14,900*** | **130,000** | ***+56,669*** |
| Non-Retail Specialties | 5,664 | *+336* | 6,000 | *+0* | 6,000 | *+500* | 6,500 | *+500* | 7,000 | ***+1,336*** |
| Vacancy | 1,282 | *-1,282* | 0 | *+0* | 0 | *+0* | 0 | *+0* | 0 | ***-1,282*** |
| ***Total Specialty Shops*** | ***29,929*** | ***+6,371*** | ***36,300*** | ***+3,600*** | ***39,900*** | ***+11,700*** | ***51,600*** | ***+7,150*** | ***58,750*** | ***+28,821*** |
| Other Uses | 9,210 | *+8,290* | 17,500 | *+3,500* | 21,000 | *+3,000* | 24,000 | *+0* | 24,000 | ***+14,790*** |
| - Gym | 1,995 | *+5* | 2,000 | *+0* | 2,000 | *+0* | 2,000 | *+0* | 2,000 | ***+5*** |
| - Cinemas | | *+5,000* | 5,000 | *+0* | 5,000 | *+0* | 5,000 | *+0* | 5,000 | ***+5,000*** |
| - Skyzone / Holey Moley | | *+0* | 0 | *+3,000* | 3,000 | *+3,000* | 6,000 | *+0* | 6,000 | ***+6,000*** |
| - Other Entertainment | | *+0* | 0 | *+500* | 500 | *+0* | 500 | *+0* | 500 | ***+500*** |
| - Medical | | *+2,000* | 2,000 | *+0* | 2,000 | *+0* | 2,000 | *+0* | 2,000 | ***+2,000*** |
| - Childcare | | *+1,500* | 1,500 | *+0* | 1,500 | *+0* | 1,500 | *+0* | 1,500 | ***+1,500*** |
| - Other | 7,215 | *-215* | 7,000 | *+0* | 7,000 | *+0* | 7,000 | *+0* | 7,000 | ***-215*** |
| **Total Centre** | **89,487** | ***+16,013*** | **105,500** | ***+10,000*** | **115,500** | ***+30,100*** | **145,600** | ***+15,400*** | **161,000** | ***+71,513*** |

*Source: Vicinity Centres; Urbis*

The recommended future retail GLA is assessed further in Charts 8.1 and 8.2 which compare Bankstown Central against other regional centres in Australia in terms of retail scale and catchment population. It is evident that Bankstown Central is expected to serve main trade area and total trade area populations which are well above the majority of regional centres currently. Given this the level of supportable retail floorspace also sits outside the current typical range, although the range is also likely to increase progressively over time. As the centre expands its reliance on the competitive main trade area would reduce and enhance Bankstown Central's capacity to capitalise on tertiary markets and the large visitor market in the town centre.

## Retail Floorspace Benchmarking

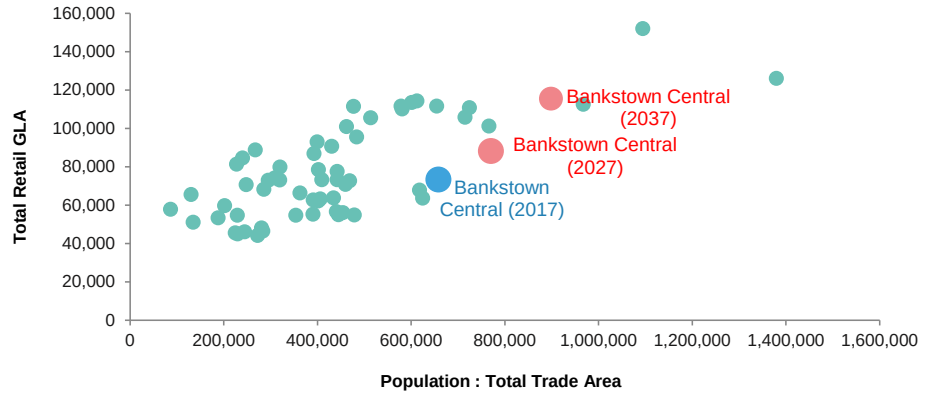
Bankstown Central : Total Retail GLA and Main Trade Area Population vs. Regional Centres — Chart 8.1




*Source: Urbis Shopping Centre Benchmarks 2017*

## Retail Floorspace Benchmarking

Bankstown Central: Total Retail GLA and Total Trade Area Population vs. Regional Centres — Chart 8.2




*Source: Urbis Shopping Centre Benchmarks 2017*

## Market Share Potential

The analysis has broadly considered the market shares that would be needed to support the recommended future expansions to the retail offering.

As noted earlier, Bankstown Central currently achieves reasonable market shares in its primary trade area *[refer Chart 8.3]*, and when other retailing in the City Centre is taken into account, current market shares are higher again. However there is still considered to be scope for Bankstown Central to elevate its share of primary spending from current levels, supported by future population growth within the Bankstown City Centre which will significantly increase the size of the market immediately around the Bankstown Central.

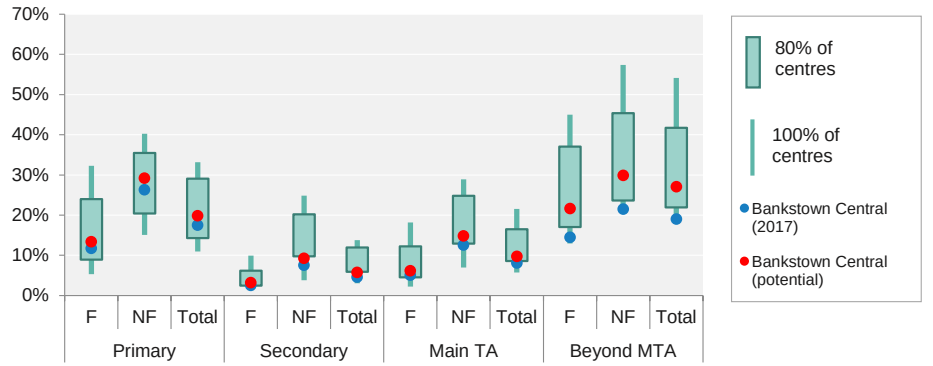
In the secondary trade area (and tertiary and beyond markets), the potential to increase market shares from current levels will be influenced by competing developments (e.g. Roselands, Westfield Parramatta, refer Section 6), which will result in some initial decrease in market share. However, Bankstown Central is expected to recapture its share of spending with its own future developments and improvements. On balance, the assessed supportable secondary trade area shares are above current levels.

The tertiary and beyond markets (which form the Beyond MTA market) are considered to be more significant opportunities for Bankstown Central going forward. Chart 8.3 illustrates the increase that could be achieved in Beyond MTA turnover, taking into account the expected elevation of the role and profile of the Bankstown City Centre over time which will attract more workers and visitors from across a broad region.

Also of note, the current "Beyond MTA" share of turnover is influenced by the 'potential' trade area definition used in this report. This trade area includes tertiary markets for the future centre that would not form part of the current trade area, thereby skewing the increase shown which influences the current "Beyond MTA" metrics.

### Market Share Potential

**Bankstown Central** vs. Regional Centres — Chart 8.3




*Note: F=Food, NF=Non-Food, AP=Apparel*

*Source: Urbis*

# DISCLAIMER

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# APPENDIX A ADDITIONAL INFORMATION

## Detailed Demographics (1)

Bankstown Central Trade Area, 2016 Census

Table A.1

| | Primary Core | Primary East | Primary West | **Total Primary** | Second. North | Second. East | Second. South East | Second. South | Second. West | **Total Second.** | **Main Trade Area** | Tertiary North | Tertiary South East | Tertiary South | Tertiary South West | Tertiary North West | **Total Tertiary** | **Total Trade Area** | Sydney | Total Australia |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Household Income:** | | | | | | | | | | | | | | | | | | | | |
| $Nil | 4% | 2% | 2% | **2%** | 3% | 3% | 3% | 1% | 2% | **2%** | **2%** | 3% | 2% | 1% | 1% | 3% | **2%** | **2%** | 2% | 2% |
| $1-$20,800 | 8% | 9% | 7% | **8%** | 6% | 7% | 9% | 6% | 10% | **8%** | **8%** | 7% | 6% | 3% | 2% | 10% | **6%** | **7%** | 5% | 6% |
| $20,800-$52,000 | 35% | 33% | 29% | **31%** | 27% | 26% | 33% | 25% | 32% | **29%** | **30%** | 28% | 26% | 18% | 17% | 37% | **25%** | **28%** | 21% | 27% |
| $52,000-$78,000 | 23% | 19% | 18% | **19%** | 18% | 17% | 19% | 14% | 17% | **17%** | **17%** | 18% | 17% | 14% | 15% | 18% | **16%** | **17%** | 15% | 17% |
| $78,000 - $130,000 | 22% | 22% | 24% | **22%** | 24% | 23% | 22% | 25% | 21% | **23%** | **23%** | 25% | 25% | 24% | 29% | 20% | **25%** | **24%** | 25% | 25% |
| $130,000-$208,000 | 7% | 11% | 14% | **12%** | 16% | 15% | 12% | 20% | 13% | **15%** | **14%** | 14% | 17% | 24% | 25% | 10% | **18%** | **16%** | 20% | 16% |
| $208,000 plus | 1% | 5% | 6% | **5%** | 6% | 9% | 3% | 9% | 5% | **6%** | **6%** | 5% | 7% | 16% | 10% | 3% | **8%** | **7%** | 12% | 8% |
| Average Household Income | $63,171 | $76,754 | $83,600 | **$78,136** | $86,766 | $91,268 | $74,487 | $99,029 | $77,864 | **$85,363** | **$83,410** | $83,695 | $91,908 | ####### | ####### | $67,666 | **$95,457** | **$88,295** | ####### | $95,162 |
| *Var'n from Sydney Avg.* | *-44%* | *-32%* | *-25%* | ***-30%*** | *-23%* | *-19%* | *-34%* | *-12%* | *-31%* | ***-24%*** | ***-26%*** | *-25%* | *-18%* | *+7%* | *-0%* | *-40%* | ***-15%*** | ***-21%*** | *0%* | *-15%* |
| Average Household Size | 2.9 | 3.3 | 3.3 | **3.3** | 3.4 | 2.9 | 3.0 | 2.9 | 3.2 | **3.0** | **3.1** | 3.3 | 2.9 | 2.9 | 3.1 | 3.2 | **3.1** | **3.1** | 2.8 | 2.6 |
| **Per Capita Income (all persons):** | | | | | | | | | | | | | | | | | | | | |
| Per Capita Income | $23,529 | $23,920 | $26,568 | **$24,971** | $27,073 | $32,836 | $26,092 | $35,755 | $26,246 | **$29,646** | **$28,300** | $26,445 | $33,167 | $43,101 | $37,057 | $22,581 | **$32,272** | **$29,911** | $40,323 | $37,309 |
| *Var'n from Sydney Avg.* | *-42%* | *-41%* | *-34%* | ***-38%*** | *-33%* | *-19%* | *-35%* | *-11%* | *-35%* | ***-26%*** | ***-30%*** | *-34%* | *-18%* | *+7%* | *-8%* | *-44%* | ***-20%*** | ***-26%*** | *0%* | *-7%* |
| **Age:** | | | | | | | | | | | | | | | | | | | | |
| Aged 0-14 | 23% | 23% | 22% | **23%** | 19% | 18% | 21% | 19% | 22% | **20%** | **21%** | 19% | 17% | 18% | 23% | 20% | **19%** | **20%** | 19% | 19% |
| Aged 15-19 | 4% | 7% | 7% | **7%** | 6% | 6% | 6% | 6% | 7% | **6%** | **6%** | 6% | 6% | 7% | 7% | 7% | **6%** | **6%** | 6% | 6% |
| Aged 20-34 | 31% | 22% | 22% | **23%** | 27% | 23% | 25% | 19% | 20% | **23%** | **23%** | 33% | 23% | 18% | 20% | 22% | **25%** | **24%** | 23% | 21% |
| Aged 35-49 | 19% | 19% | 19% | **19%** | 19% | 21% | 20% | 20% | 19% | **20%** | **19%** | 19% | 20% | 20% | 23% | 20% | **20%** | **20%** | 21% | 20% |
| Aged 50-64 | 14% | 16% | 17% | **16%** | 17% | 18% | 16% | 19% | 17% | **17%** | **17%** | 14% | 18% | 21% | 16% | 18% | **17%** | **17%** | 17% | 18% |
| Aged 65-79 | 6% | 9% | 9% | **9%** | 8% | 10% | 9% | 11% | 10% | **10%** | **10%** | 6% | 11% | 12% | 9% | 9% | **9%** | **9%** | 10% | 12% |
| Aged 80+ | 3% | 3% | 4% | **4%** | 3% | 4% | 4% | 5% | 5% | **4%** | **4%** | 2% | 5% | 4% | 3% | 4% | **3%** | **4%** | 4% | 4% |
| Average Age | 31.8 | 34.3 | 35.5 | **34.6** | 34.6 | 37.5 | 35.3 | 38.3 | 36.4 | **36.5** | **35.9** | 32.8 | 38.0 | 38.9 | 34.2 | 36.6 | **35.8** | **35.8** | 36.8 | 37.8 |
| Dependency Ratio[1] | 32% | 35% | 35% | **35%** | 30% | 32% | 34% | 35% | 37% | **34%** | **34%** | 28% | 33% | 34% | 34% | 34% | **32%** | **33%** | 33% | 34% |

*1. Dependency ratio refers to the proportion of the population between 0-14 and over 65 years.*

*Source: ABS; Urbis*

## Detailed Demographics (2)

Bankstown Central Trade Area, 2016 Census

Table A.2

| | Primary Core | Primary East | Primary West | **Total Primary** | Second. North | Second. East | Second. South East | Second. South | Second. West | **Total Second.** | **Main Trade Area** | Tertiary North | Tertiary South East | Tertiary South | Tertiary South West | Tertiary North West | **Total Tertiary** | **Total Trade Area** | Sydney | Total Australia |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Household Composition (%):** | | | | | | | | | | | | | | | | | | | | |
| Total Family (with children) | 52% | 62% | 61% | **60%** | 57% | 53% | 53% | 54% | 58% | **55%** | **56%** | 53% | 52% | 55% | 62% | 57% | **55%** | **56%** | 48% | 43% |
| *- Family with children <15 years* | *38%* | *36%* | *35%* | ***36%*** | *33%* | *29%* | *33%* | *30%* | *33%* | ***32%*** | ***33%*** | *33%* | *28%* | *29%* | *39%* | *32%* | ***32%*** | ***33%*** | *29%* | *28%* |
| *- Family with children 15+ years* | *15%* | *25%* | *26%* | ***24%*** | *24%* | *24%* | *20%* | *24%* | *24%* | ***23%*** | ***23%*** | *20%* | *23%* | *26%* | *23%* | *25%* | ***23%*** | ***23%*** | *19%* | *16%* |
| Couples with no children | 21% | 17% | 19% | **18%** | 20% | 22% | 20% | 23% | 18% | **21%** | **20%** | 22% | 23% | 26% | 23% | 17% | **23%** | **21%** | 25% | 27% |
| Group Household | 4% | 1.8% | 1.4% | **2%** | 5% | 4% | 4% | 2% | 2% | **3%** | **3%** | 7% | 3% | 1% | 1% | 3% | **3%** | **3%** | 4% | 4% |
| Lone Person | 22% | 18% | 17% | **18%** | 16% | 19% | 21% | 20% | 21% | **20%** | **20%** | 17% | 21% | 17% | 13% | 21% | **18%** | **19%** | 22% | 25% |
| Other | 2% | 2% | 2% | **2%** | 2% | 2% | 2% | 1% | 1% | **2%** | **2%** | 2% | 2% | 1% | 1% | 3% | **2%** | **2%** | 1% | 1% |
| **Housing Tenure (%)[1] :** | | | | | | | | | | | | | | | | | | | | |
| Owner | 15% | 31% | 35% | **31%** | 29% | 31% | 26% | 37% | 33% | **31%** | **31%** | 23% | 34% | 42% | 30% | 25% | **31%** | **31%** | 30% | 32% |
| Purchaser | 23% | 32% | 34% | **32%** | 32% | 29% | 27% | 37% | 32% | **31%** | **31%** | 28% | 31% | 40% | 47% | 25% | **34%** | **32%** | 34% | 36% |
| Renter | 62% | 37% | 31% | **37%** | 39% | 40% | 47% | 26% | 36% | **38%** | **38%** | 49% | 35% | 18% | 23% | 50% | **35%** | **37%** | 35% | 32% |
| **Birthplace (%):** | | | | | | | | | | | | | | | | | | | | |
| Australian Born | 34% | 51% | 54% | **51%** | 41% | 45% | 45% | 69% | 57% | **52%** | **52%** | 37% | 50% | 74% | 67% | 38% | **52%** | **52%** | 61% | 72% |
| Overseas Born | 66% | 49% | 46% | **49%** | 59% | 55% | 55% | 31% | 43% | **48%** | **48%** | 63% | 50% | 26% | 33% | 62% | **48%** | **48%** | 39% | 28% |
| • Asia | 29% | 15% | 20% | **18%** | 33% | 30% | 21% | 14% | 16% | **21%** | **20%** | 29% | 24% | 8% | 12% | 26% | **21%** | **21%** | 16% | 9% |
| • Europe | 3% | 3% | 4% | **3%** | 2% | 6% | 4% | 4% | 4% | **4%** | **4%** | 2% | 7% | 5% | 5% | 3% | **4%** | **4%** | 3% | 3% |
| • Other | 35% | 31% | 23% | **28%** | 24% | 18% | 31% | 14% | 23% | **22%** | **24%** | 32% | 18% | 12% | 16% | 33% | **23%** | **24%** | 20% | 16% |
| **Tertiary Education (%)[2] :** | | | | | | | | | | | | | | | | | | | | |
| Bachelor Degree or Higher | 26% | 16% | 16% | **17%** | 21% | 26% | 22% | 20% | 13% | **21%** | **19%** | 23% | 24% | 26% | 22% | 11% | **22%** | **21%** | 28% | 22% |
| Advanced Diploma or Associate Degree | 9% | 8% | 8% | **8%** | 8% | 9% | 8% | 9% | 8% | **9%** | **8%** | 8% | 9% | 11% | 10% | 7% | **9%** | **9%** | 9% | 9% |
| Undertaking Tertiary Education | 8% | 7% | 7% | **7%** | 9% | 8% | 8% | 6% | 6% | **7%** | **7%** | 10% | 8% | 7% | 6% | 6% | **8%** | **7%** | 7% | 6% |

*1. 'Other' Tenure Types have not been included.*

*2. As a percentage of the total population aged over 18 years. Not all qualification and education options have been stated, therefore the percentages are of a range much larger than shown and won't add to 100%*

*Source: ABS; Urbis*

## Detailed Demographics (3)

Bankstown Central Trade Area, 2016 Census

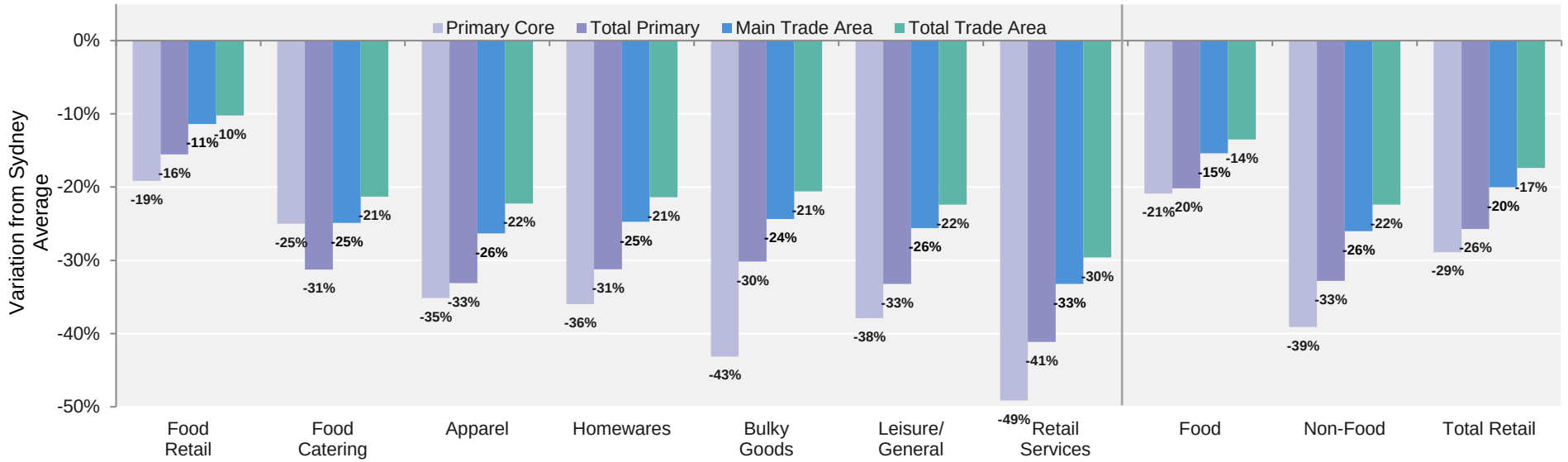
Table A.3

| | Primary Core | Primary East | Primary West | **Total Primary** | Second. North | Second. East | Second. South East | Second. South | Second. West | **Total Second.** | **Main Trade Area** | Tertiary North | Tertiary South East | Tertiary South | Tertiary South West | Tertiary North West | **Total Tertiary** | **Total Trade Area** | Sydney | Total Australia |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Labour Force (%):** | | | | | | | | | | | | | | | | | | | | |
| Labour Force Participation | 58% | 53% | 56% | **55%** | 58% | 62% | 57% | 63% | 52% | **59%** | **58%** | 59% | 62% | 68% | 69% | 47% | **61%** | **59%** | 66% | 65% |
| % Unemployed | 12% | 10% | 9% | **10%** | 10% | 7% | 10% | 6% | 9% | **8%** | **9%** | 11% | 7% | 4% | 5% | 13% | **8%** | **8%** | 6% | 7% |
| % Managers and Professionals | 27% | 26% | 27% | **27%** | 28% | 34% | 27% | 33% | 26% | **30%** | **29%** | 27% | 33% | 41% | 34% | 21% | **32%** | **30%** | 41% | 36% |
| % Other White Collar | 36% | 36% | 36% | **36%** | 33% | 36% | 36% | 38% | 37% | **36%** | **36%** | 33% | 37% | 37% | 38% | 33% | **36%** | **36%** | 34% | 34% |
| % Blue Collar Occupations | 36% | 37% | 36% | **37%** | 39% | 30% | 37% | 29% | 37% | **34%** | **35%** | 40% | 30% | 22% | 28% | 46% | **32%** | **34%** | 25% | 30% |
| **Occupation (%):** | | | | | | | | | | | | | | | | | | | | |
| Managers | 8% | 9% | 10% | **9%** | 9% | 11% | 9% | 12% | 10% | **10%** | **10%** | 8% | 11% | 15% | 12% | 7% | **11%** | **10%** | 14% | 13% |
| Professionals | 19% | 17% | 18% | **18%** | 19% | 23% | 18% | 21% | 17% | **20%** | **19%** | 19% | 22% | 26% | 22% | 14% | **21%** | **20%** | 27% | 23% |
| Technicians & trades workers | 13% | 15% | 15% | **15%** | 17% | 13% | 14% | 14% | 15% | **14%** | **14%** | 17% | 13% | 12% | 14% | 15% | **14%** | **14%** | 12% | 14% |
| Community & Personal Service Workers | 13% | 12% | 10% | **11%** | 10% | 10% | 12% | 10% | 11% | **11%** | **11%** | 10% | 10% | 9% | 10% | 12% | **10%** | **10%** | 10% | 11% |
| Clerical & Administrative Workers | 12% | 14% | 16% | **15%** | 14% | 15% | 14% | 19% | 16% | **16%** | **15%** | 12% | 17% | 18% | 19% | 13% | **16%** | **16%** | 15% | 14% |
| Sales Workers | 11% | 11% | 10% | **11%** | 9% | 10% | 11% | 9% | 10% | **10%** | **10%** | 10% | 10% | 10% | 9% | 9% | **10%** | **10%** | 9% | 10% |
| Machinery operators & Drivers | 11% | 10% | 9% | **10%** | 9% | 7% | 11% | 7% | 10% | **9%** | **9%** | 8% | 7% | 4% | 7% | 13% | **7%** | **8%** | 6% | 6% |
| Labourers | 12% | 12% | 12% | **12%** | 14% | 11% | 13% | 7% | 11% | **11%** | **11%** | 15% | 10% | 6% | 7% | 17% | **10%** | **11%** | 8% | 10% |
| **Car Ownership (%):** | | | | | | | | | | | | | | | | | | | | |
| % 0 Cars | 19% | 11% | 9% | **11%** | 11% | 13% | 14% | 8% | 11% | **12%** | **11%** | 15% | 12% | 5% | 3% | 17% | **11%** | **11%** | 11% | 8% |
| % 1 Car | 52% | 37% | 33% | **37%** | 38% | 40% | 44% | 34% | 34% | **38%** | **38%** | 42% | 41% | 29% | 27% | 40% | **36%** | **37%** | 38% | 36% |
| % 2 Cars + | 30% | 53% | 58% | **53%** | 51% | 46% | 42% | 58% | 55% | **50%** | **51%** | 43% | 47% | 66% | 69% | 43% | **53%** | **52%** | 50% | 56% |

*Source: ABS; Urbis*

## Retail Spend Per Capita by Product Group

Bankstown Central Trade Area vs. Sydney Average, 2017 Chart A.1




*Source: ABS; MarketInfo; Urbis*

## Forecast Retail Spend

Bankstown Central Trade Area, 2017-2037 ($2017, incl. GST) Table A.4

| | | Food Retail | Food Catering | Apparel | H'wares | Bulky Goods | Leisure/ General | Retail Services | **Total Retail** |
|---|---|---|---|---|---|---|---|---|---|
| **Primary Core** | 2017 | 54 | 21 | 12 | 8 | 10 | 12 | 3 | **120** |
| | 2022 | 64 | 26 | 14 | 10 | 12 | 15 | 4 | **145** |
| | 2027 | 80 | 34 | 19 | 14 | 15 | 19 | 5 | **185** |
| | 2032 | 101 | 45 | 24 | 18 | 20 | 25 | 7 | **240** |
| | 2037 | 124 | 58 | 31 | 24 | 25 | 32 | 9 | **303** |
| | *Avg. Ann. Growth (%)* | 4.3% | 5.2% | 4.9% | 5.5% | 4.7% | 5.2% | 4.9% | **4.7%** |
| **Primary Trade Area** | 2017 | 529 | 181 | 115 | 83 | 115 | 118 | 36 | **1,178** |
| | 2022 | 603 | 216 | 135 | 101 | 134 | 141 | 42 | **1,373** |
| | 2027 | 691 | 259 | 159 | 122 | 156 | 169 | 50 | **1,607** |
| | 2032 | 790 | 311 | 188 | 148 | 182 | 202 | 58 | **1,879** |
| | 2037 | 899 | 370 | 220 | 179 | 210 | 240 | 68 | **2,185** |
| | *Avg. Ann. Growth (%)* | 2.7% | 3.6% | 3.3% | 3.9% | 3.1% | 3.6% | 3.3% | **3.1%** |
| **Main Trade Area** | 2017 | 1,903 | 679 | 433 | 312 | 427 | 452 | 140 | **4,347** |
| | 2022 | 2,125 | 792 | 498 | 369 | 486 | 528 | 160 | **4,958** |
| | 2027 | 2,374 | 926 | 573 | 438 | 553 | 616 | 184 | **5,664** |
| | 2032 | 2,652 | 1,082 | 659 | 519 | 629 | 719 | 212 | **6,471** |
| | 2037 | 2,951 | 1,258 | 755 | 612 | 713 | 835 | 243 | **7,367** |
| | *Avg. Ann. Growth (%)* | 2.2% | 3.1% | 2.8% | 3.4% | 2.6% | 3.1% | 2.8% | **2.7%** |
| **Total Trade Area** | 2017 | 3,448 | 1,273 | 818 | 583 | 801 | 844 | 263 | **8,030** |
| | 2022 | 3,843 | 1,482 | 938 | 689 | 909 | 982 | 301 | **9,143** |
| | 2027 | 4,273 | 1,722 | 1,072 | 812 | 1,028 | 1,139 | 344 | **10,390** |
| | 2032 | 4,751 | 1,999 | 1,226 | 956 | 1,162 | 1,321 | 393 | **11,808** |
| | 2037 | 5,266 | 2,314 | 1,397 | 1,122 | 1,310 | 1,527 | 447 | **13,383** |
| | *Avg. Ann. Growth (%)* | 2.1% | 3.0% | 2.7% | 3.3% | 2.5% | 3.0% | 2.7% | **2.6%** |

*Source : ABS; MarketInfo; Urbis*

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# BANKSTOWN CENTRAL SHOPPING CENTRE

# SITE SPECIFIC DEVELOPMENT CONTROL PLAN

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# BANKSTOWN CENTRAL SHOPPING CENTRE

## 1) APPLIES TO LAND

This Plan applies to Bankstown Central Shopping Centre (Bankstown Central) 1 North Terrace, Bankstown, NSW 2200 as illustrated in Figure 1.

Figure 1 – Bankstown Central Shopping Centre




*Source: Urbis*

## 2) OBJECTIVES

The objective of this Part of the DCP is to guide future development within Bankstown Central, including:

- To deliver the growth and evolution of Bankstown as a Strategic Centre as identified *The Greater Sydney Region Plan – A Metropolis of Three Cities* (March 2018) and *The South District Plan* (March 2018).
- To expand the role of Bankstown Central into a truly mixed-use centre, supporting employment growth as well as a greater diversity of uses, including residential accommodation, student housing, hotel and child-care, whilst continuing its function as a regional shopping centre.
- To ensure that future development responds to the characteristics of the site and surroundings, to facilitate high quality urban design and achieve the desired future character of the area.
- To build on the proximity of existing and future public transport access at the site, as well as the emerging health and education uses being developed in the proximity of the site.
- To provide new open spaces and green boulevards for the current and future resident, worker and visitor community, along with enhanced integration with the future public domain of Bankstown CBD.

# 3) CHARACTER STATEMENT

The desired future character of Bankstown Central is as follows:

Bankstown Central will be a modern mixed-use centre with enhanced retail provision and will facilitate both employment growth and new residential accommodation within the centre, along with other uses. It will be readily accessible by public transport with convenient connections to the railway station. The public domain will be activated and be a major contributor to the streetscape and urban form of the future Bankstown CBD. The environment will be pleasantly landscaped and will include a new city park and a garden boulevard. The centre will appropriately cater for a growing local community, as well office workers and visitors to the centre, by providing a liveable and quality urban environment.

# 4) CONTROLS FOR THE SITE

## Setbacks and Street Wall

The setbacks and street wall controls are set out in the Table 1 and Figures 2 & 3 below.

Table 1 – Setback and Street Wall Controls

| Street | Primary Setback | Secondary Setback | Street Wall Height |
|---|---|---|---|
| The Appian Way | Nil | Min 6m | 2-4 storeys |
| Rickard Road | Min 3m | Min 4m | 2-8 storeys |
| North Terrace | Nil | Min 6m | 1-6 storeys |
| Garden Boulevarde | Nil | Min 6m | 2-4 storeys North<br>1-2 storeys South |
| Jacobs Street North | Nil | Min 4m | 1-8 storeys |
| The Mall | Nil | Min 6m | 1-6 storeys |
| Jacobs Street South | Nil | Min 6m | 1-8 storeys |

## Building Separation

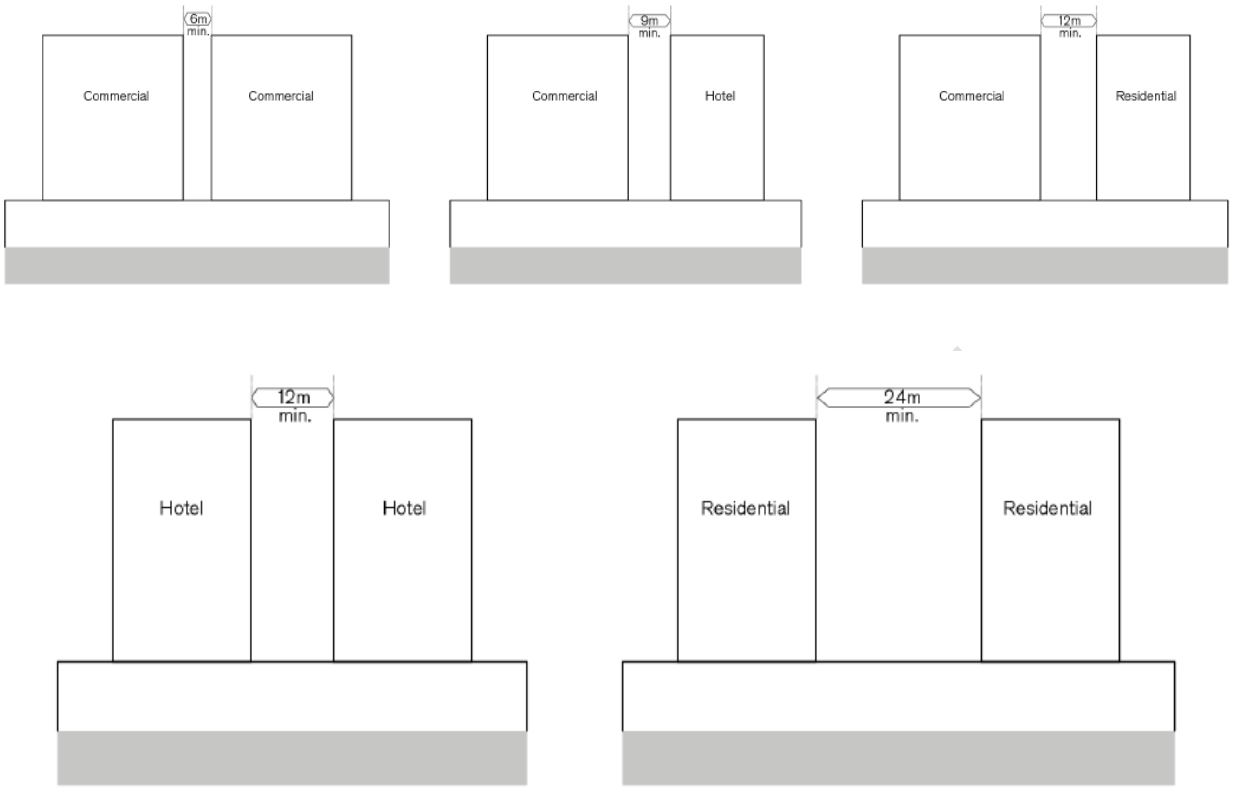
The proposed building separations across the site will be as set out in Table 2 and Figure 2 below

Table 2 – Proposed Building Separation Distances

| Building Types | Separation Distances |
|---|---|
| Commercial to Commercial | 6 metres |
| Commercial to Hotel | 9 metres |
| Commercial to Residential | 12 metres or as otherwise provided by the Apartment Design Guide |
| Hotel to Hotel | 12 metres |
| Residential to Residential (Inc. Student Housing) | Up to a maximum of 24 metres, as provided by the Apartment Design Guide |

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Figure 2 – Proposed Building Separations

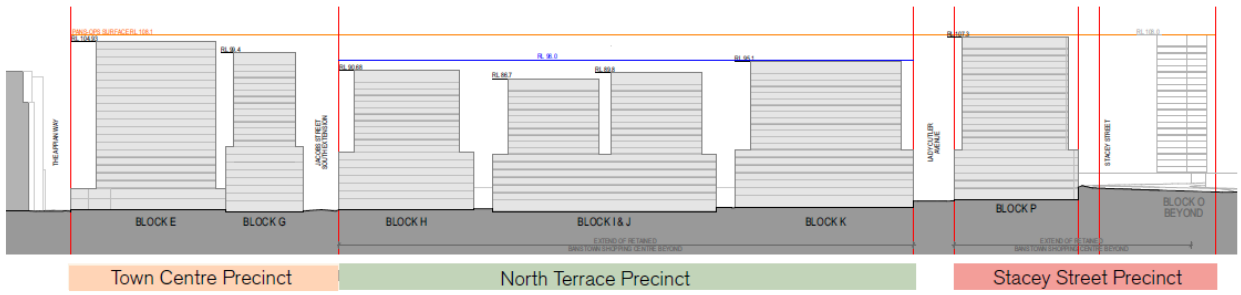



*Source: FJMT*

## Building Height Controls

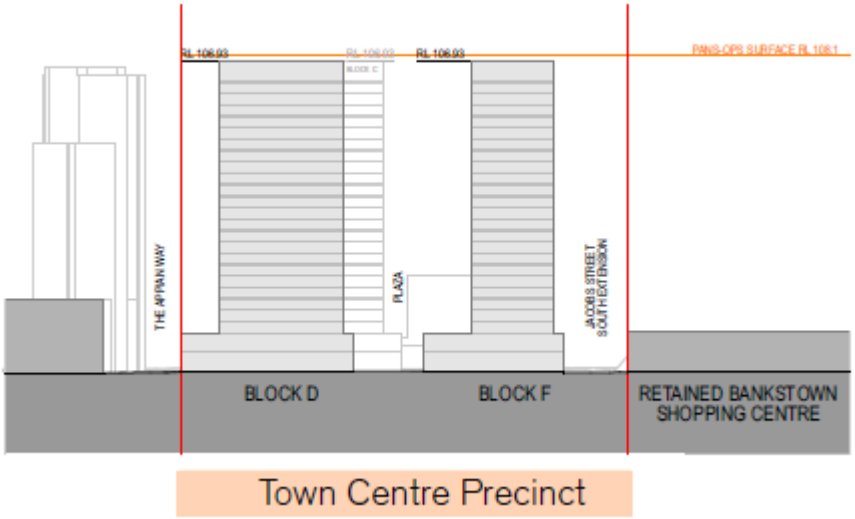
Based on investigations into the adjacent new development and the desired future character of the Bankstown CBD, the maximum building height across the Bankstown Central site is RL108.1 within the Town Centre Precinct and the 'marker' corners of the Stacey Street Precinct, which reflects the PANS-OPS controls in place for aircraft circulation on approach to Bankstown Airport. The North Terrace Precinct and Rickard Road South Precinct is proposed to have a height of RL96m, whilst the Rickard Road Precinct and remainder of the Stacey Street Precinct will have a 35m Maximum as per current controls, as illustrated in **Error! Reference source not found.** below.

Figure 3 – Height Sections



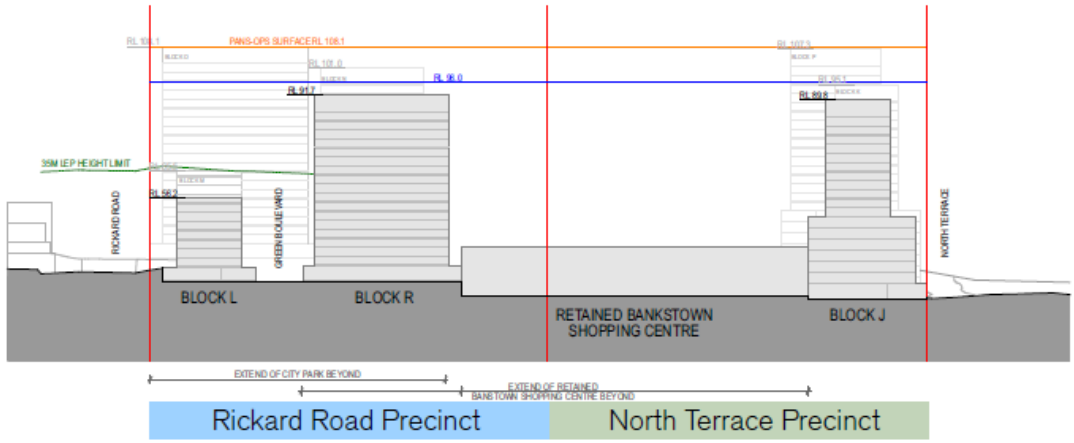

Picture 1 – Town Centre / North Terrace / Stacey Street Precincts

*Source: FJMT*




Picture 1 – Town Centre Precinct

*Source: FJMT*



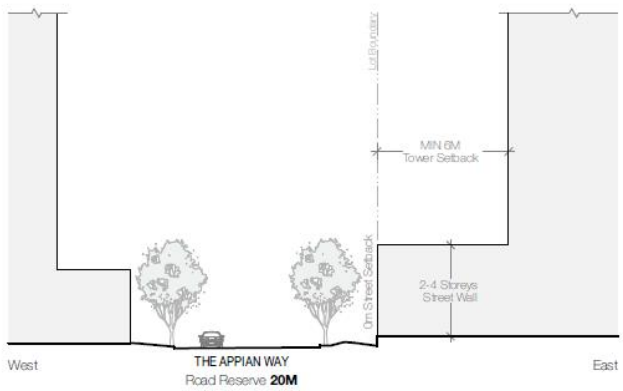

Picture 2 – Rickard Road / North Terrace Precinct

*Source: FJMT*

## Street Frontages

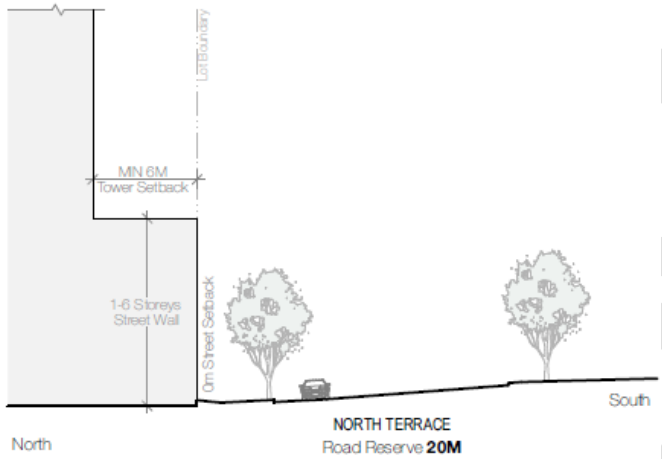
Street frontages will be designed to ensure that new development makes a positive contribution to the streetscape and public domain. Streets will achieve high quality urban design, emphasise key nodes and entry points and provide high levels of pedestrian comfort. The typical street sections proposed are illustrated in the various Figures below

Figure 4 – The Appian Way



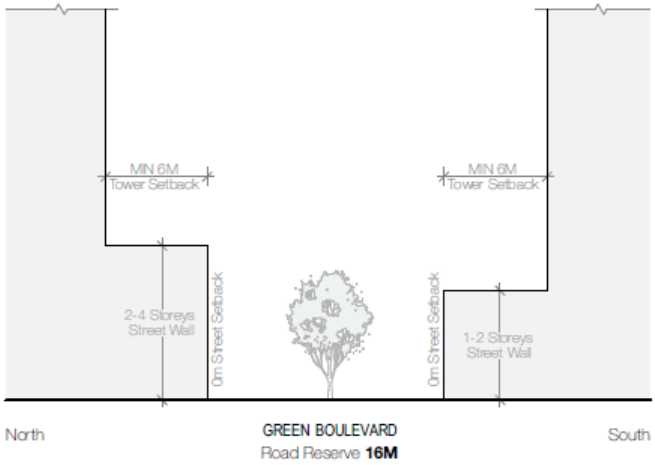

*Source: FJMT*

Figure 5 – North Terrace




*Source: FJMT*

Figure 6 – Garden Boulevard




*Source: FJMT*

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Figure 7 – Jacobs Street North



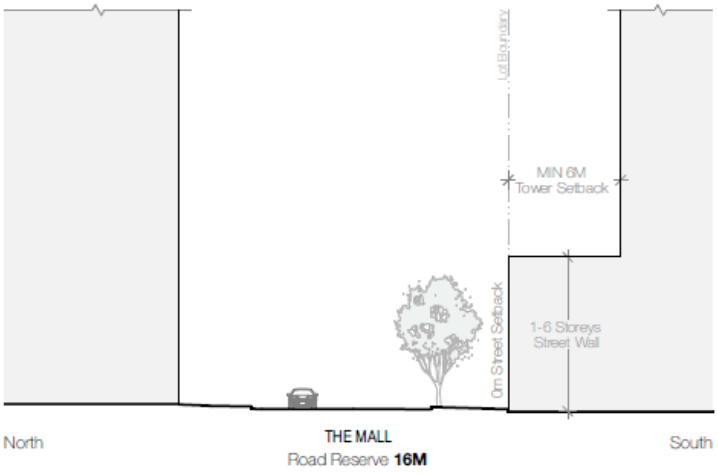

*Source: FJMT*

Figure 8 – Jacobs Street South Extension




*Source: FJMT*

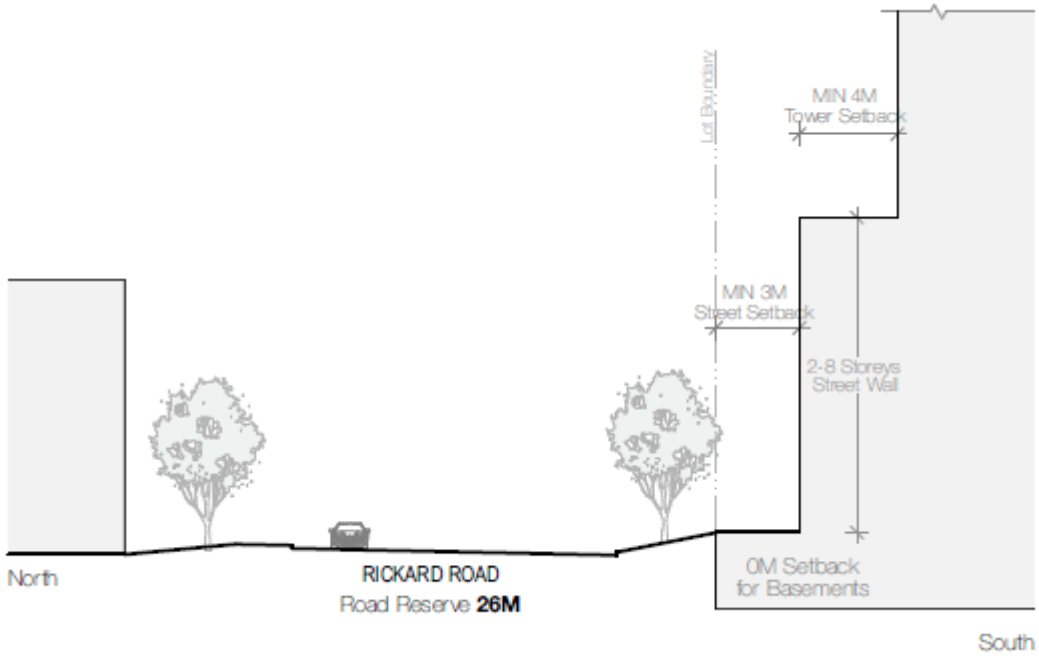
Figure 9 – The Mall




Source: FJMT

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Figure 10 – Rickard Road




*Source: FJMT*

# 5) ENVIRONMENTAL CONSIDERATIONS

The proposed development shall:

(a) Encourage building design (namely the built form and layout) of large-scale commercial development and mixed-use development in Zone B4 Mixed Use that minimises the consumption of energy and water.

(b) The design of new development shall minimise the overshadowing impact on adjoining development.

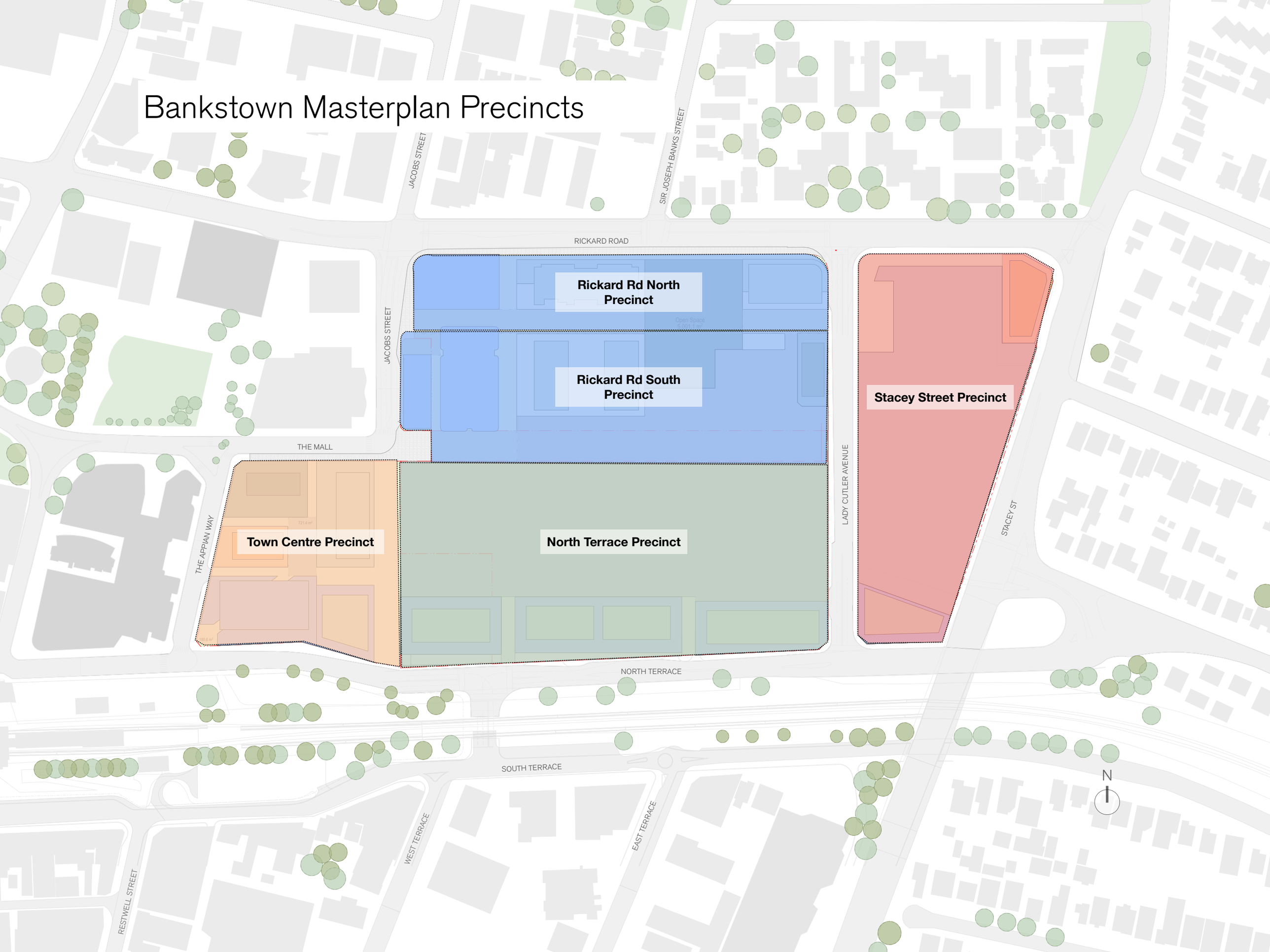
(c) The shape, location and height of buildings should be designed to satisfy wind criteria for public safety and comfort at ground level.

DRAFT

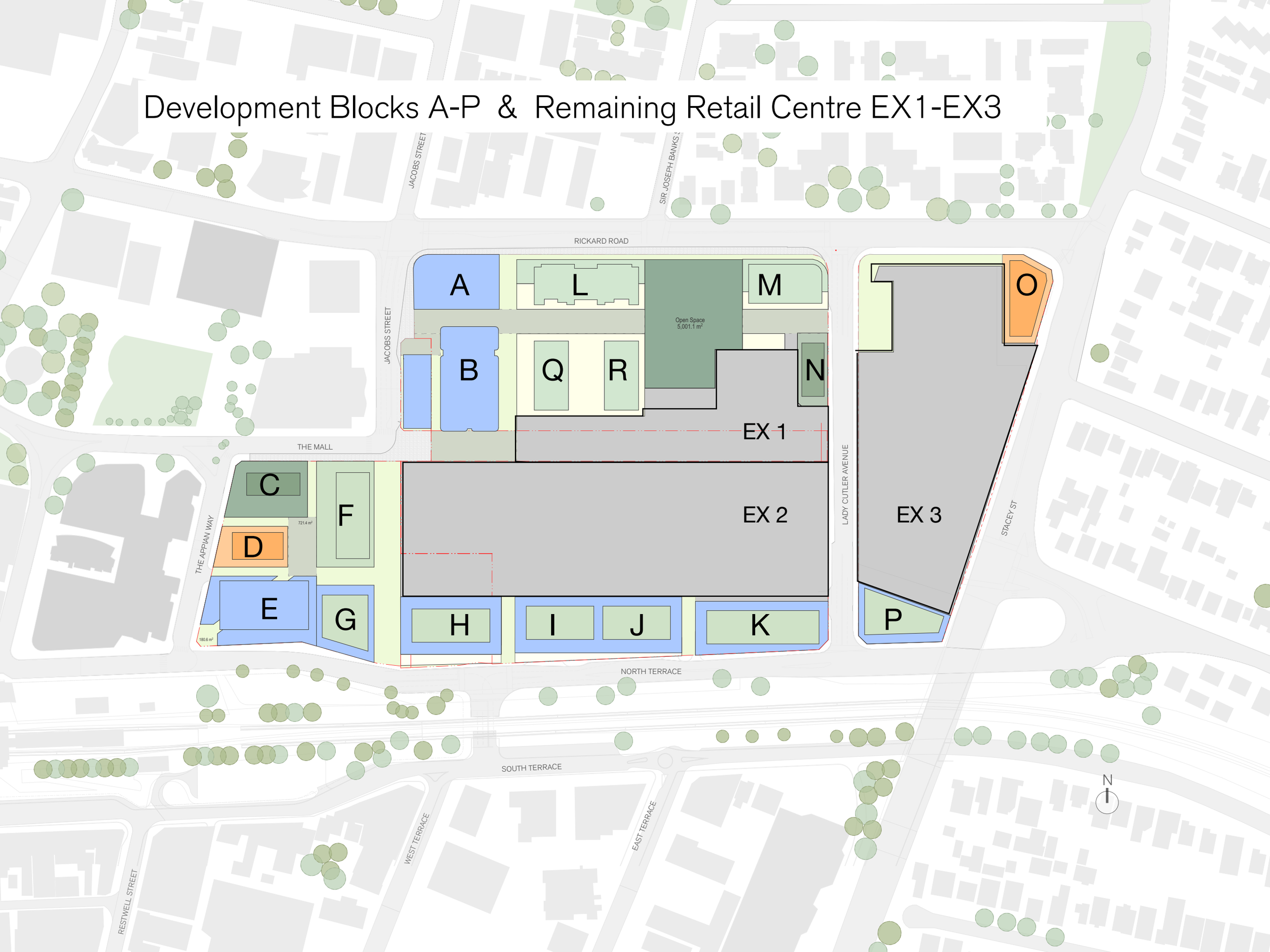
# Precinct, Height & FSR Maps

Update Jan 2022

# Bankstown Masterplan Precincts



# Development Blocks A-P & Remaining Retail Centre EX1-EX3



# GFA & FSR by Precinct (existing)



# GFA & FSR by Precinct (proposed)



# GFA & FSR Whole Site (proposed)

RICKARD ROAD

JACOBS STREET

SIR JOSEPH BANKS STREET

THE MALL

THE APPIAN WAY

LADY CUTLER AVENUE

STACEY ST

NORTH TERRACE

SOUTH TERRACE

WEST TERRACE

EAST TERRACE

RESTWELL STREET

N

Rickard Rd Precinct
37,612.5 sqm
GFA: 127,882 sqm
**FSR: 3.4:1**

Stacey Street Precinct
24,460.0 sqm
GFA: 73,380 sqm
**FSR: 3:1**

Town Centre Precinct
15,205.3 sqm
GFA: 106,437 sqm
**FSR: 7:1**

North Terrace Precinct
36,795.8 sqm
GFA: 139,824 sqm
**FSR: 3.8:1**

## Whole Site

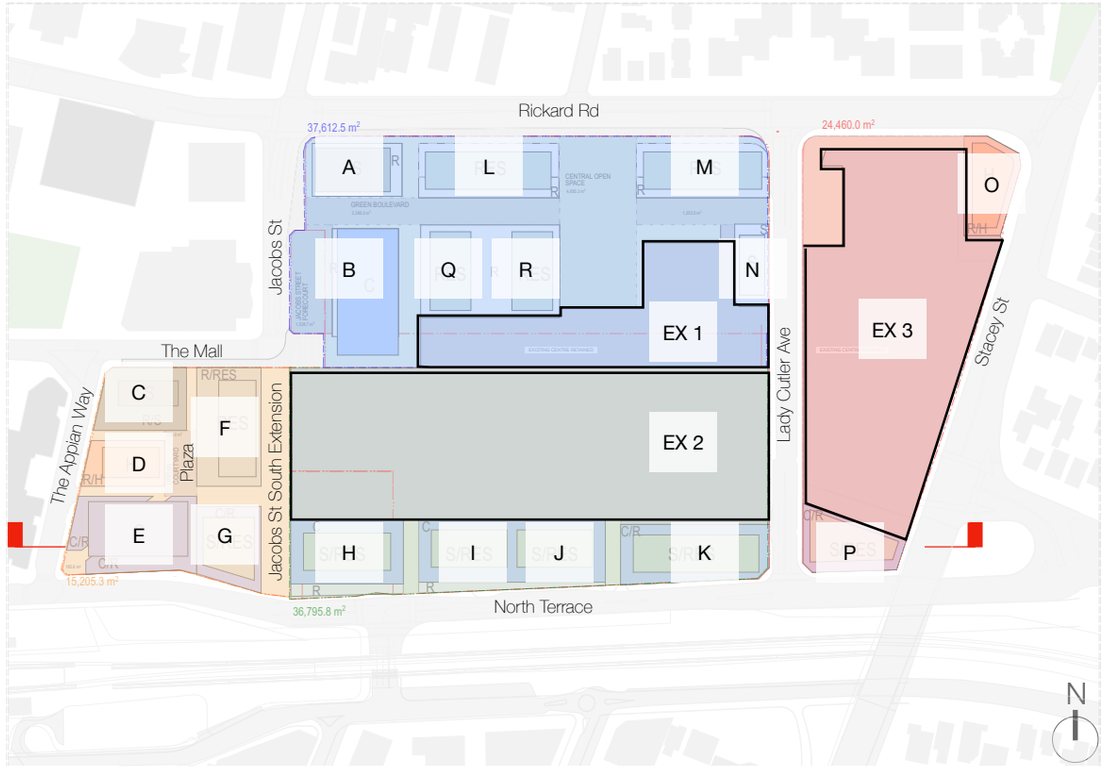
Site Area: 114,073 sqm
GFA: **447,523** sqm
FSR: **3.923 : 1**

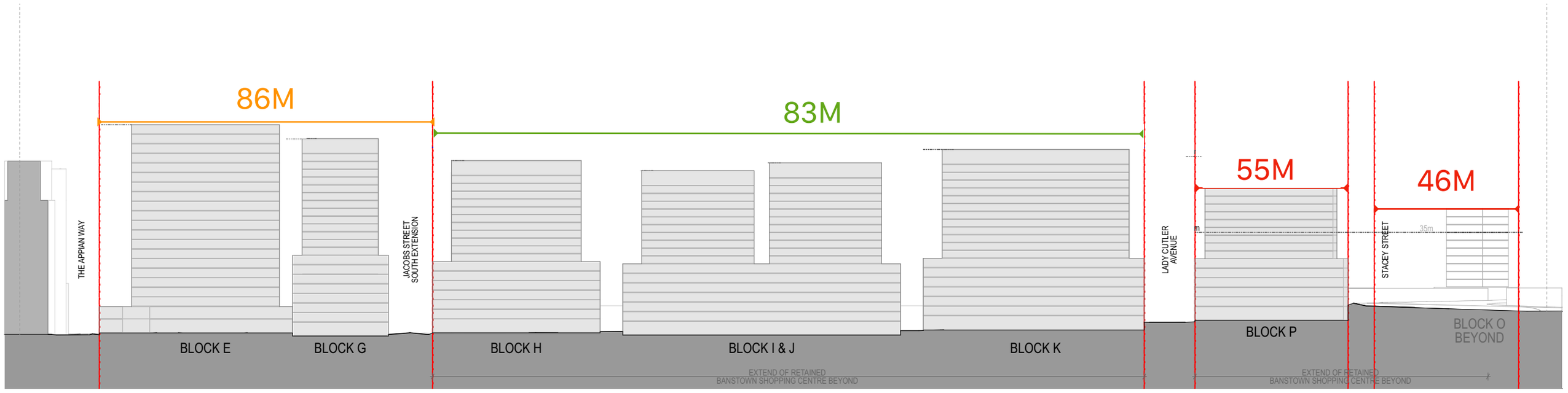
# Height Precincts by Precinct (proposed)



# Height Control Sections

## Town Centre/ North Terrace/ Stacey Street Precincts



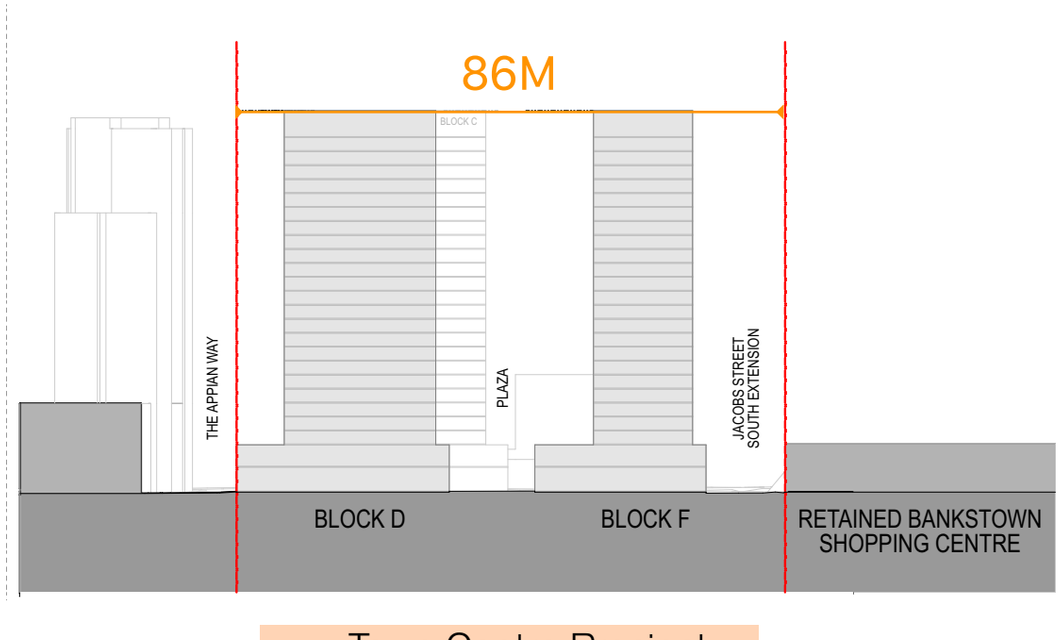

Town Centre Precinct

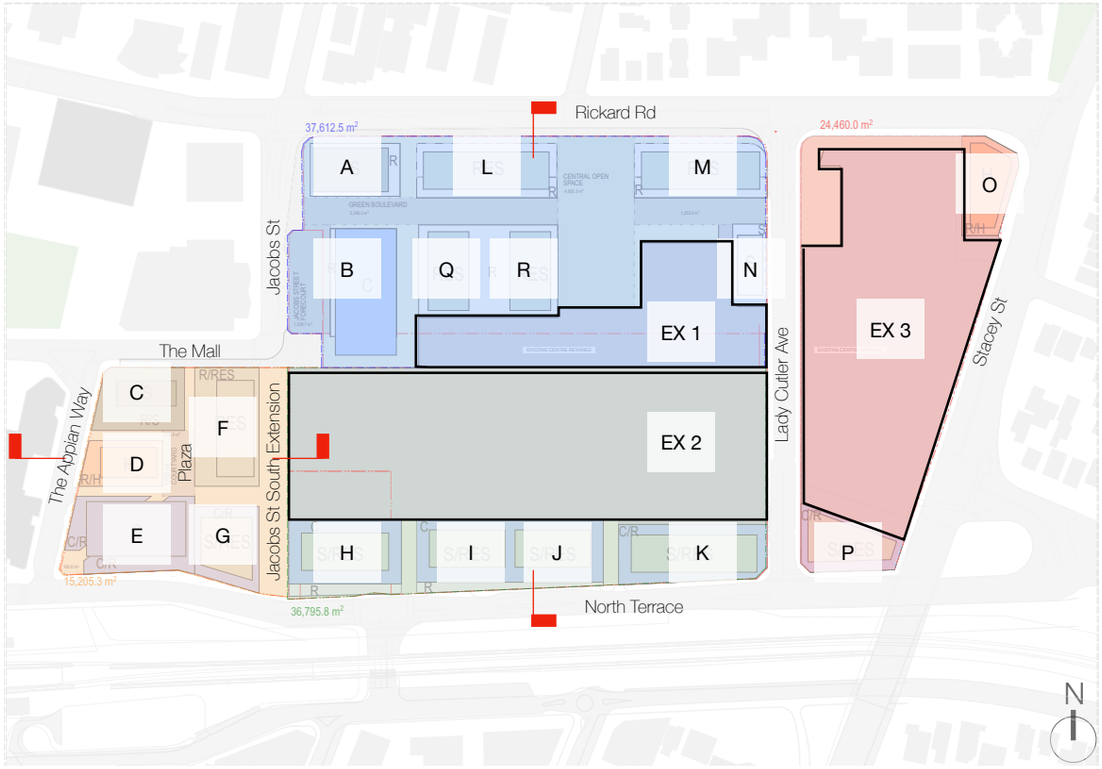
North Terrace Precinct

Stacey Street Precinct

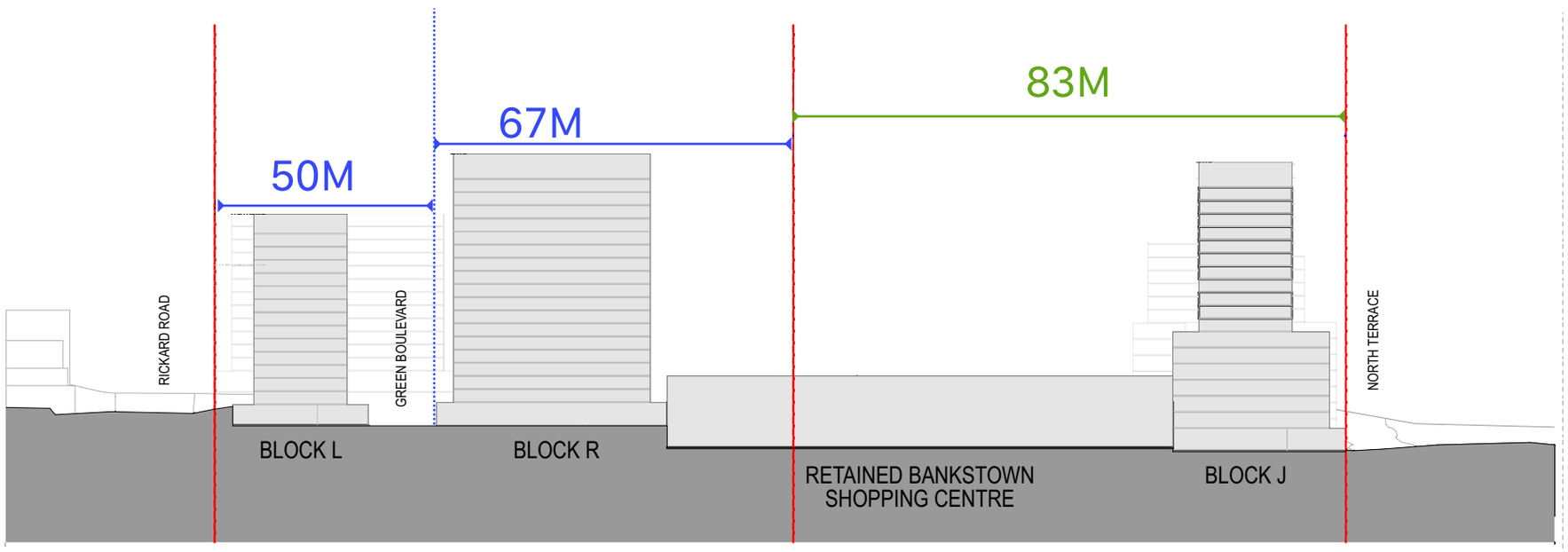
# Height Control Sections

## Town Centre/ North Terrace/ Rickard Road Precincts




Town Centre Precinct




Rickard Road Precinct | North Terrace Precinct

# Indicative Planning Metrics

| | | Area / Quantity |
|---|---|---|
| **Site Area** | | 114,073 sqm |
| **Overall GFA (including new GFA & Retained Shopping Centre GFA)** | | 447,523 sqm |
| **Overall FSR** | | 3.923 : 1 |
| **Employment** | **Commercial Office** | 119,117 sqm |
| | **Hotel** | 439 (+ 89 Serviced Apartments) |
| | **Retail** | 15,041 sqm |
| | **Childcare** | 891 sqm |
| **Residential** | | 1255 units |
| **Student Housing** | | 694 units |
| **New Public Open Space** | | 10,615 sqm |

Indicative Planning Metrics Table

# Vicinity Centres Bankstown Masterplan

## Urban Design Statement

### for Planning Proposal

### Vicinity Centres

fjmt

**fjmt studio** architecture interiors urban landscape

18122019 – VBRM Urban Design Statement – Rev A

| | | | |
|---|---|---|---|
| Project Name | | Vicinity Centres Bankstown | |
| Project Code | | VBRM | |
| Document Name | | Urban Design Statement | |
| Document ID | | 191216-VBRM Urban Design Statement | |
| Revision | Date | Comment | Approved |
| A | 18.12.19 | Issued for Planning Proposal | DH |

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Francis-Jones Morehen Thorp Ltd Company no 7384142 ARB 078103G

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# Executive Summary

Bankstown CBD is at the heart of the diverse and vibrant local communities of the City of Canterbury Bankstown Local Government Area.

The city centre is preparing for a major transformation. The Sydenham to Bankstown Metro, the Western Sydney University Bankstown Campus and private site developments within the CBD will bring improved public transport infrastructure, a new tertiary education anchor and additional commercial, retail and residential floor space.

The City of Canterbury Bankstown's 'Connective City 2036' Local Strategic Planning Statement, the Bankstown CBD & Bankstown Airport Collaboration Area Place Strategy, and the 'Complete Streets' plan are leading the policy direction for the future of the CBD and the broader LGA.

Bankstown Central is the primary shopping centre of the Canterbury Bankstown LGA. Established in 1966 as Bankstown Square, the centre has grown with the local community, providing a place of service, social support, gathering and enterprise.

Vicinity Centres' vision for Bankstown Central is to expand its role in the mixed use centre, supporting greater diversity, activation and integration with the future public domain of Bankstown CBD.

The existing centre is internally focussed with parking dominating the street interfaces around the retail centre. The future of the centre is with active edges, pedestrian streets and new open spaces. Outside dining and events can take the place of on-grade and structured parking. New contemporary workplace buildings, student housing, apartments and street retail can contribute to a healthy ecosystem of functions and sustainable movement between uses.

The Urban Design Statement for the Vicinity Centres Bankstown Masterplan outlines the structure for the future of the centre and supports the Planning Proposal prepared by Urbis Planning.

***'Where interesting happens'"***

***"Expanding Bankstown Central to be the new civic epicenter of this interesting, vibrant and unique multicultural community..."***

Vicinity Centres



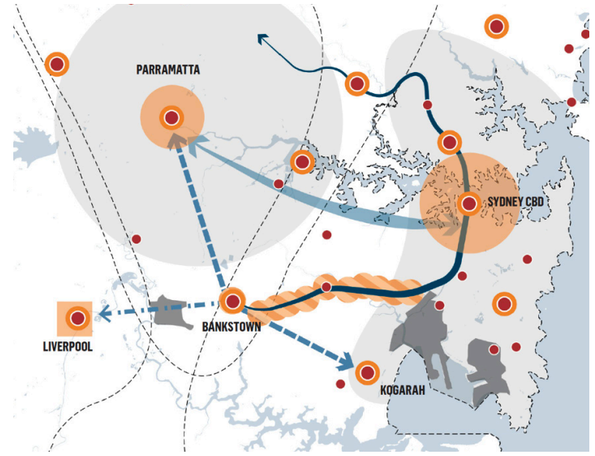
Aerial Map

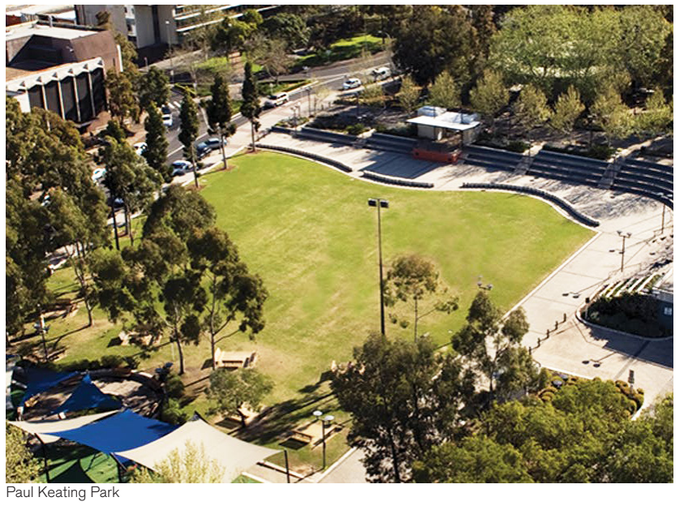
**Bankstown is 16km south-west of Sydney, in the City of Canterbury Bankstown.**

Bankstown lies between the Cooks and Georges Rivers in close proximity to the mouth of the Salt Pan Creek. Bankstown Airport is located to the west of Bankstown CBD providing important aviation training and light aircraft services & logistics to the Sydney metropolitan area.

The expansion of the Sydney Metro network to Bankstown will enhance access to employment and connectivity to services in other centres. A future metro link to Parramatta, Sydney's second Central Business District, will further secure Bankstown's position as an important strategic centre in greater Sydney.

Surrounding the Bankstown CBD, low scale residential neighbourhoods, light industrial and logistics centres characterise the urban form of Bankstown.





Paul Keating Park

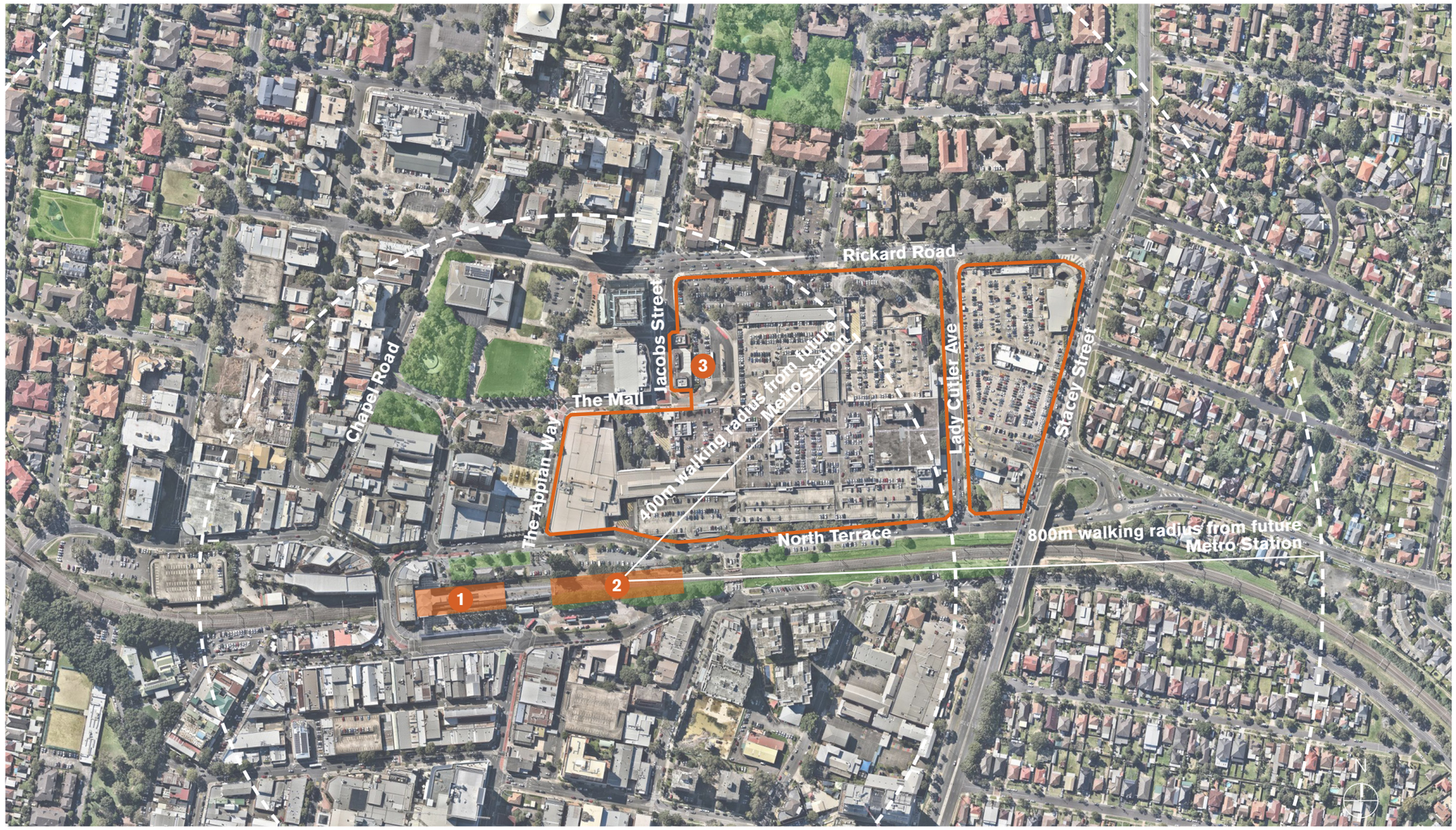


Bankstown Art Centre



Bankstown Library and Knowledge Centre

# Subject Site




Site Map

**The Bankstown Central site is adjacent to the Bankstown Station and covers a significant portion of the centre of the Bankstown CBD.**

Appian Way and The Mall, two (2) main streets in the Bankstown CBD adjoin the western edges of the site. Stacey Street (part of the A6) is a main north-south Sydney thoroughfare that adjoins the eastern boundary.

The site is divided by Lady Cutler Drive (in Council's ownership). To the west of Lady Cutler Drive the site is 8.962 ha, to the east of Lady Cutler Drive the site is 2.43 ha, making a total of 11.392 ha.

The existing shopping centre - Bankstown Central is comprised of major retailers as well as other more than 240 stores with extensive on grade parking area on the building roof and surroundings.

The existing Bus terminal sits the northwest corner of the site and provides the bus connections to the surrounding suburbs and the Bankstown airport for the locals and visitors.

The complete site is situated within an 800m walking radius of the Bankstown Station.

**1 Existing Train Station**

**2 Future Metro Station**

**3 Existing Bus Interchange**

**Subject Site**

# 2.0 Context

## Historic Context

The First Nations people of Canterbury Bankstown *"… lived in a close symbiotic relationship with their environment. The land provided kangaroo, emu, possum, wild honey, plants and roots. Botany Bay, the Cooks River and Georges River provided fish and shellfish."* City of Canterbury Bankstown

### River Country

**The rivers and fertile lands.**

The original inhabitants of the Bankstown CBD area were the Darug (Darag, Dharug, Daruk, Dharuk) people of the Eora Nation.

After World War II, migrants predominantly from Europe, settled in the Canterbury Bankstown area and enjoyed the waters of the Cooks and Georges Rivers for recreation and entertainment.

### Banks Nature and Discovery

**Bankstown derives it's name from Sir Joseph Banks.**

Recognised as the 'Father of Australia', Joseph Banks participated in Cook's first great voyage, visited the pacific region, documented the flora and fauna of Australia and other Pacific areas, and advocated the colonisation in Australia. Bankstown derives it's name from Sir Joseph Banks.

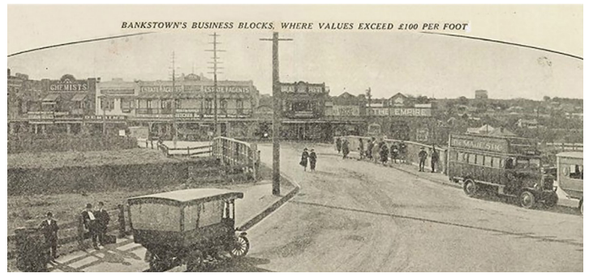
### Growth from Connection

**Bankstown thrives on connection.**

In it's early post-colonisation history, Bankstown was isolated and almost abandoned but revitalised after the construction of the Great South Road built by Governor Macquarie. In the early 1900s, the introduction of the Bankstown railway line allowed a significant population expansion. The Bankstown Airport, originally the 'Yankstown' air base, extended the connections to the outside world and brought more opportunity for the development of Bankstown.

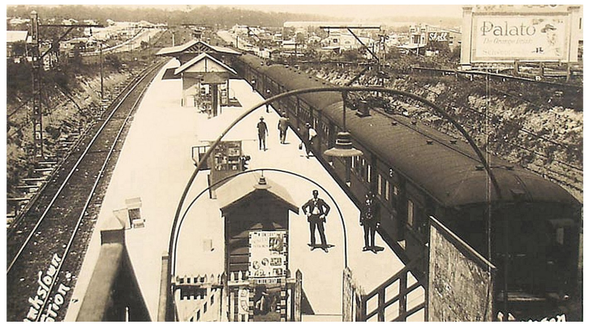










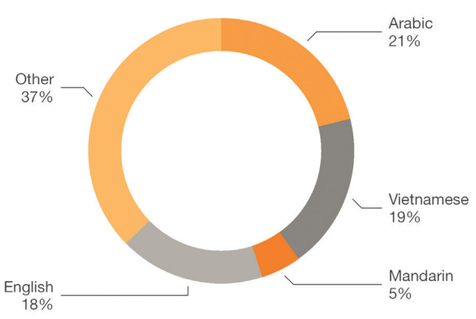



# Demographic and Cultural Diversity

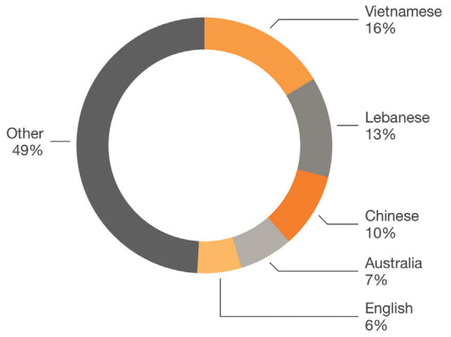
## Demographic of Bankstown + Rebranding of Canterbury Bankstown

Bansktown has experienced several waves of migration. English, Irish, Lebanese, European, Vietnamese, African and Syrian. From the 2016 Census, only 17.7% of the Bankstown population spoke English at home and Arabic, whereas Vietnamese and Chinese language speakers covered up to 40% percent of the population. Also, the most common ancestries in Bankstown were Vietnanmese, Lebanese and Chinese.

The ethnic diversity of Bankstown has created a host of restaurants, eateries and cafes. It accommodates variety of celebrations and events such as Bankstown Bites Food Festival, Children Festival and Islamic Prayer Festival. Bankstown is a proud model of Australian multiculturalism.




Language spoken in Bankstown (Source: 2016 Census)




Ancestry in Bankstown (Source: 2016 Census)







# Strategic Planning

## South District Plan / Greater Sydney Commission (GSC)

**Strategic Centre and Health and Education Precinct**

Bankstown is identified as a Strategic Centre and Health and Education Precinct in the Plan. It will be revitalised by the introduction of the Sydney Metro Southwest link.

The plan indicates an additional 83,500 homes will be required across the District by 2036. Based on the 30-minute city aspiration, locations for new jobs and housing and the prioritisation of transport, health, schools and social infrastructure investments will be demonstrated in the strategic centre.

## Sydenham to Bankstown Corridor Strategy

**Bankstown Station Precinct is the lasrgest employment centre within the corridor.**

The Sydenham to Bankstown upgrade will provide more frequent train services and improve accessibility access to other centres. It also will create the demand and opportunities for urban renewal, new growth and development along the corridor.

The Strategy defines the vision and principles for future development of the station precincts. In this strategy, Bankstown is forecast for one of the largest increases in residential and employment. *"Bankstown CBD will be renewed and modernised as it redevelops for increased jobs and homes. Future development around the station will provide a visual marker for Bankstown Station Precinct."*

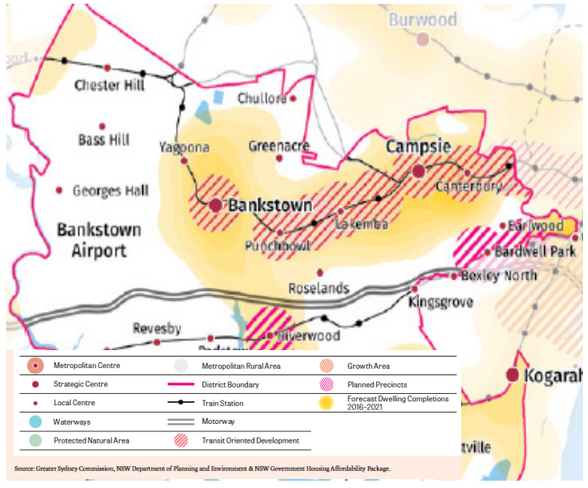
The objectives of the strategy include:

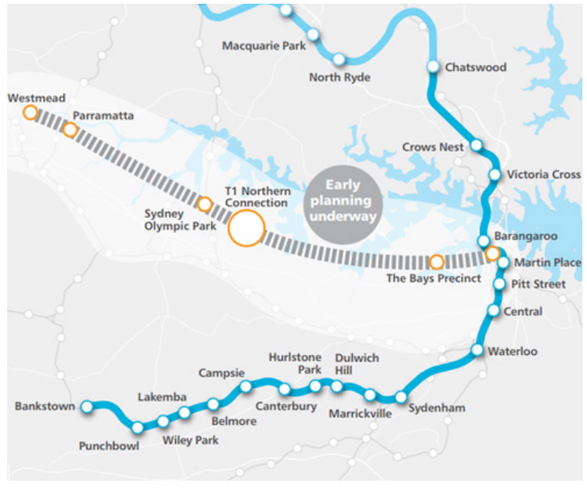
-"Potential to increase the maximum development height to RL 152.4m AHD in the northern portion of the CBD (where Bankstown Central Shopping centre is located) subject to the approval of a 'safety case' by the relevant airport authorities."

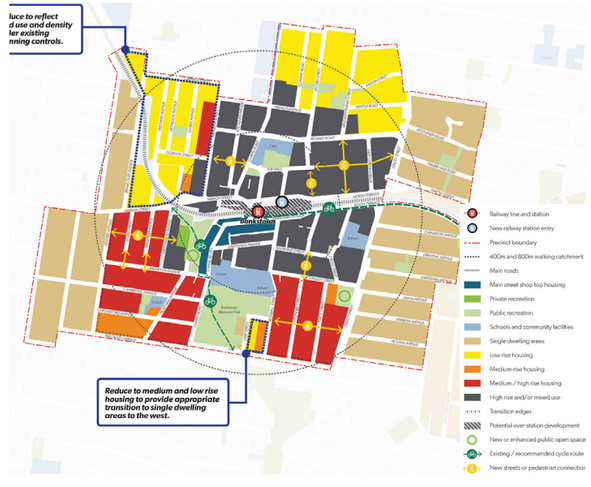
-"Redevelopment of Bankstown Central shopping centre enhances pedestrian and vehicular permeability and incorporates public open space and investigates the opportunity to relocate the bus interchange (with consultation with Transport for NSW)"

The site is proposed to be high rise and mixed use with new streets or pedestrian connections.

The new proposed Bankstown Station Plan enhances the north south link across the railway line, improves the circulation around the station and provides the integrated transport interchange vision of Bankstown Station. A new station square is proposed in this plan within a pedestrian friendly environment.



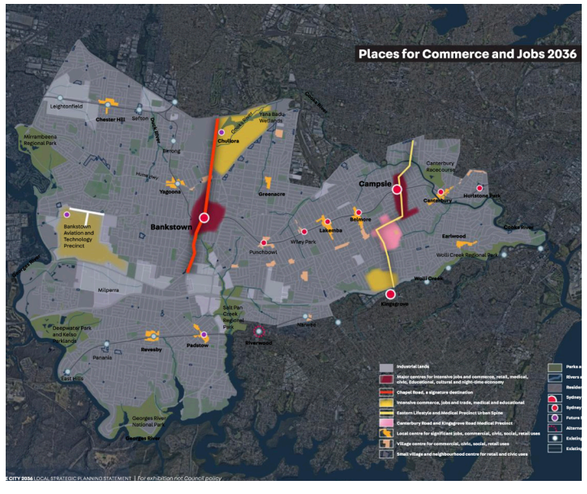
## Connective City 2036

**Bankstown is to be a major centre for jobs and commerce, retail, medical, civic, education, cultural and night-time economy.**

Connective City 2036, the City's Local Strategic Planning Statement, aims to bring together all the critical elements that make a great city and place. It focuses on better quality of, and access to, transport options, protection and enhancement of environmental areas and precious waterways, and a commitment to vibrant centres and quality suburbs.

It demonstrates that Bankstown is the largest major centre for intensive jobs and commerce, retail, medical, civic, education, cultural and night-time economy.

Chapel Road is proposed to be a significant urban spine and destination.




## Community Strategic Plan - CBCity 2028

**The vision of the city is to be thriving, dynamic and real.**

Based on the broad public engagement, CBCity 2028 plan is comprised of one vision, seven destinationa and seven transformations.

The seven transformations are:

- Safe and Strong;
- Clean and Green;
- Prosperous and Innovative;
- Moving and Integrated;
- Healthy and Active;
- Liveable and Distinctive; and
- Leading and Engaged.




## Bankstown CBD & Bankstown Airport Place Strategy

**The strategy aims to guide the transformation from a suburban centre into a health, academic, research and training precinct.**

In partnership with stakeholders, the Place Strategy endorsed by the Greater Sydney Commission, identifies the collaboration area with different precincts and key places, and establishes the vision for the Bankstown CBD and Bankstown Airport. It focuses on the priorities and actions in terms of connectivity, liveability, productivity and sustainability.

To create a health, academic, research and training precinct in this collaboration area, the strategy builds on the anticipated increase in students (25,000 by 2036), employment (25,000 by 2036) and "*preserving land for commercial opportunities and protecting it from residential uses*".

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

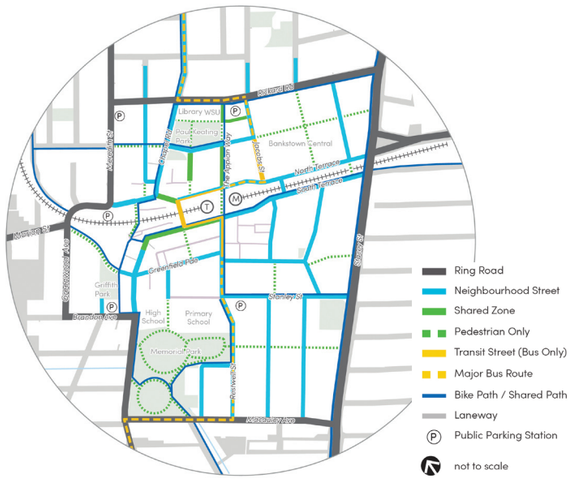



## Complete Streets

**The Intent of Council's Complete Streets is to evolve Bankstown CBD to a pedestrian friendly environment with vibrant street life.**

The strategy proposes to focus traffic around a city ring-road and introduce traffic calming, shared ways and pedestrian only zones within the city centre as well as the activation of the street frontages.

This approach will involve adaptions to the surrounding vehicular infrastructure including bus routes, car parking, service vehicles and pedestrian travel paths.



# Existing LEP & DCP

## Land Use

**The land use permitted under current BLEP is B4 Mixed Use zone.**

Under BLEP 2015 the site and all of the adjoining sites are zoned B4 Mixed Use. The zoning aims to integrate suitable business, office, residential, retail and other development to support the Bankstown CBD as a major metropolitan centre. The B4 zone optimises land use around the public transport node..

## Height of Buildings (HOB)

**The maximum current height of buildings permitted under current BLEP is 35 m - 41 m.**

The height limit for this site is 41m at the south west corner of the site immediately south of the Bankstown Civic Tower.

The height of buildings in the Bankstown City Centre is evolving consistent with support for renewal and expanded civic, education and employment uses.

The Compass Centre site, directly adjacent between The Mall, The Appian Way and Featherstone Street, has received Planning Proposal approval heights of 72m and 83m, increases of up to 30.4m above the current BLEP allowable heights. The maximum height of a the buildings in the Compass Centre Planning Proposal is RL 105.300 m.

## Floor Space Ratio (FSR)

**The maximum current Floor Space Ratio permitted under current LEP is 3.5:1.**

The maximum FSR is derived from the site specific FSR defined as 3:1 with an additional maximum 0.5:1 applicable to development that includes relevant Sustainable development principles.

Sites immediately adjacent to the west are zoned for an FSR of 4.5:1 under BLEP.

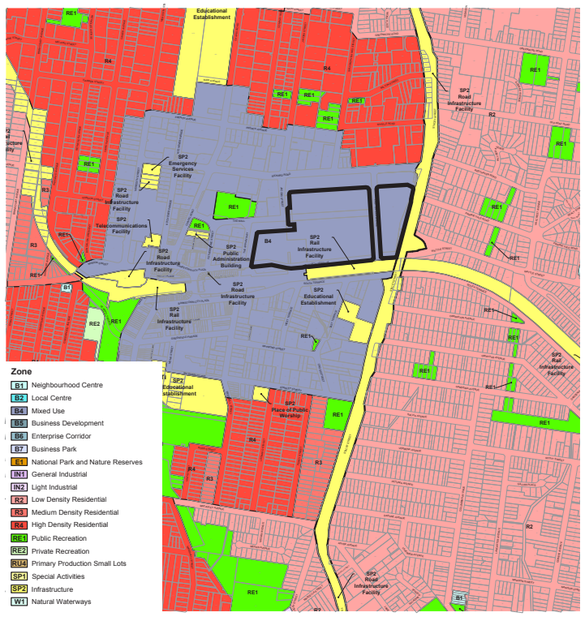
The Compass Centre site, Planning Proposal approval for increased FSR. The Planning Proposal also includes FSR increase to 5:1 based on BLEP allowable FSR of 4.5:1 with an additional 0.5:1 approved based on dedicated Council and Community Centre use.

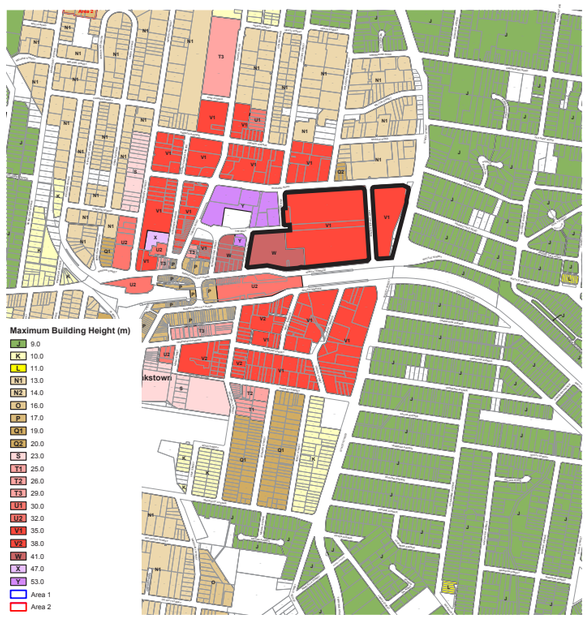
Consultation with Canterbury Bankstown Council has identified that BLEP 2015 is under review and there is opportunity for the FSR to be reviewed.

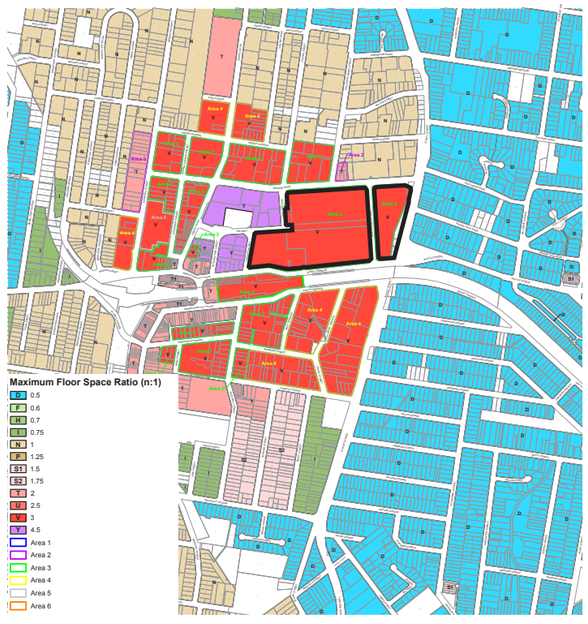
## Bankstown DCP

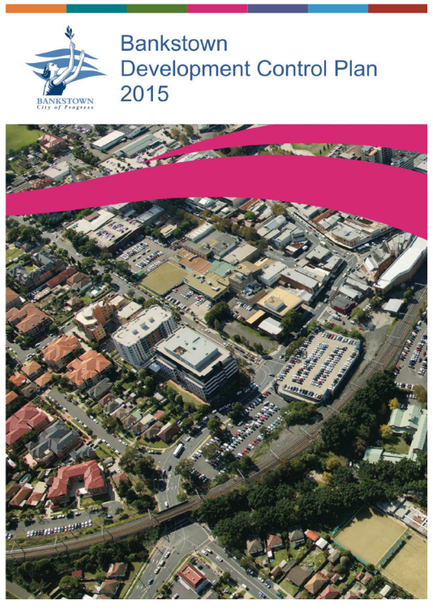
**The site is within the Bankstown CBD Precincts under the current Development Control Plan.**

The Bankstown DCP provides the guidelines and development controls to achieve better urban outcomes in the City of Bankstown. The site is located in the Northern CBD Core, one of the Bankstown CBD Precincts identified in the DCP. It outlines the desired character objectives for this precinct and provides the development controls including setbacks, building orientation, pedestrian, active frontages and building design.



# Air Space Controls & Topography

## Air Space Controls

**The air space limitation is RL 108.2m in the Bankstown Airport Masterplan**.

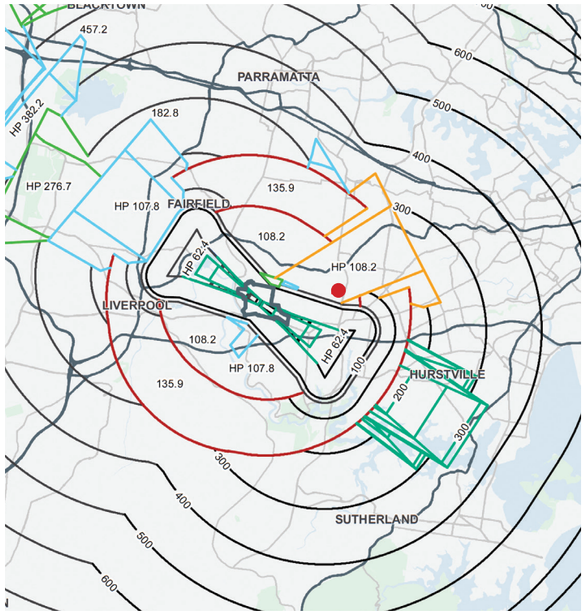
According to the Bankstown Airport Masterplan 2019 (Preliminary Draft), the site is located in the RL108.2m zone shown on the PANS-OPS map.

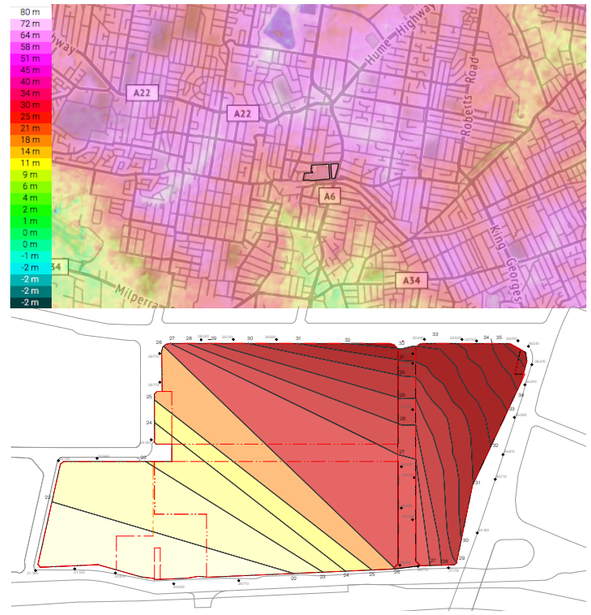
## Topography

**The site sits below a ridge running roughly between the Cooks River and Salt Pan Creek.**

There is a change in elevation of 14m from the highest point, at the corner of Rickard Road and Stacey Street, and the lowest corner, at The Mall and South Terrace.

The most intense rise is to the north east in the portion of the site, east of Lady Cutler Ave.



# 3.0 Site Analysis

## Bankstown Central

In the last fifty years, Bankstown Central has grown from the Bankstown Square to a major regional shopping centre. As a destination for locals and visitors, it adds significant value to the Bankstown CBD and can evolve with the city centre to deliver improved urban environments.

### History of Bankstown Central

**The shopping centre of Bankstown for more than 50 years.**

Established as 'Bankstown Square' in 1966, it was the largest shopping centre in Sydney and Australia and became the centre of the community and governmental service provision for south-western Sydney. With changes of ownership, the centre was renamed 'Centro Bankstown' in 2003 and rebranded to 'Bankstown Central' in 2013.

### Construction Timeline

**Continued to grow with Bankstown.**

Chronology of construction is approximately:
- Around 1961: Western building, now Target
- 1965: Central building, south of The Mall
- 1979: Northern building, now Kmart
- Unknown: Bridge link between Western building and 1965 Central building
- 1989: Southern carpark structure, west
- Unknown: Southern carpark structure, centre
- 2003: East of Lady Cutler Drive, also known as Zone A
- 2007: South east carpark entry off Lady Cutler Ave

### Existing Performance

**A major regional shopping centre and an attractive node.**

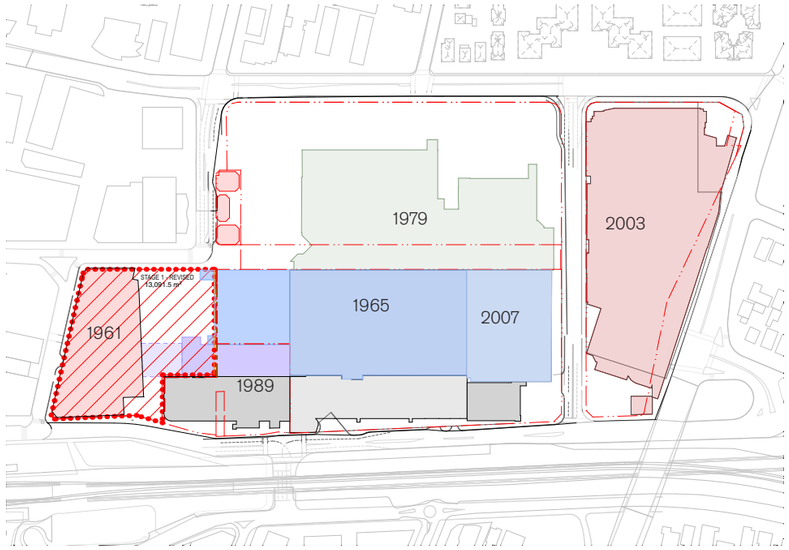
Currently, Bankstown Central is anchored by major retailers Myer, Big W, Woolworths, Kmart, Target and Supa IGA as well as more than 250 specialty stores. It provides the convenience for the daily life of the locals and also generates great employment demands. It becomes the destination and identity of Bankstown and will continue to contribute to the local communities.

Key metrics of the shopping centre include:
- Gross Lettable Area (GLA): 85,900sqm
- Car Spaces: 3,300

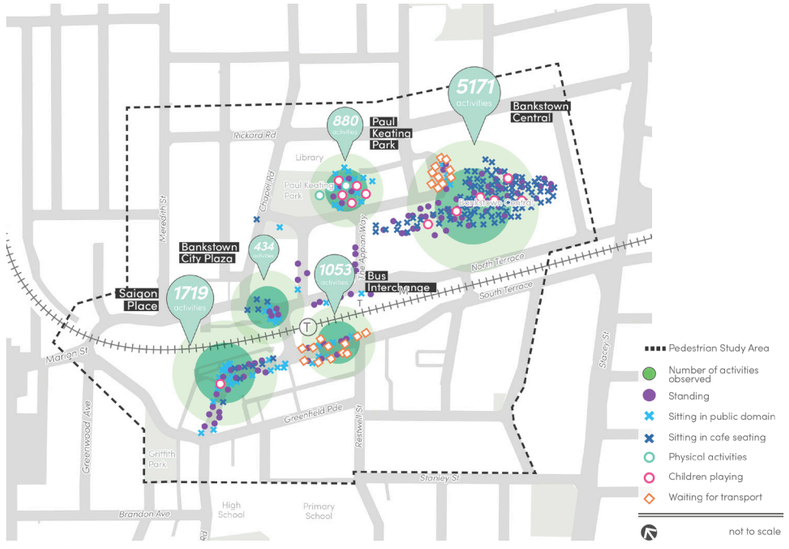
According to the investigation of the Complete Streets project launched by the city council, the Bankstown Central provides a range of spaces and facilities to attract and gather people in the daily life of Bankstown.



The Grand Opening of the Bankstown Square in 1966 (Source: Shirley Bongers)




Building Aging

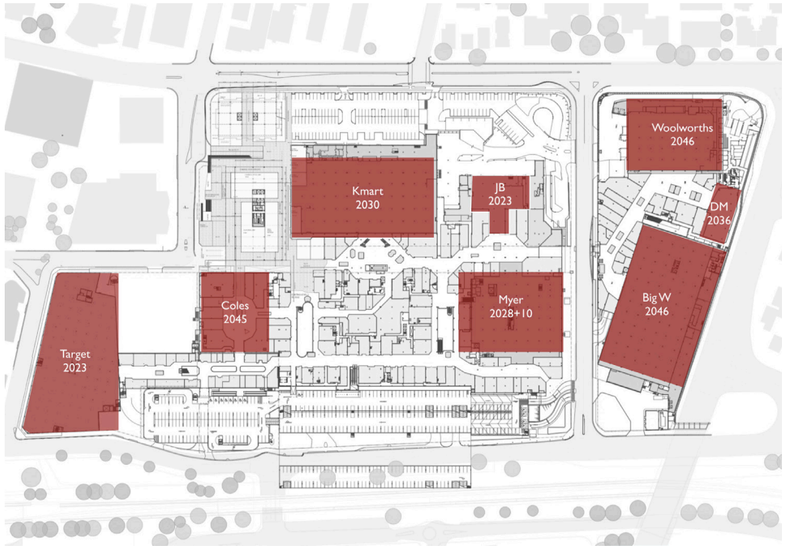



Existing Daily Activities
(Source: Bankstown Complete Streets, City of Canterbury Bankstown)

## Tenant Lease Status

**Lease of some anchor tenants over 20 years.**

The leases of anchor tenants is a key consideration in the renewal approach and staging strategy of Bankstown Central. Large footprint tenants including Big W and Woolworths, have continuing leases of greater than 20 years.




Anchor Tenants Lease Expiry Overlay

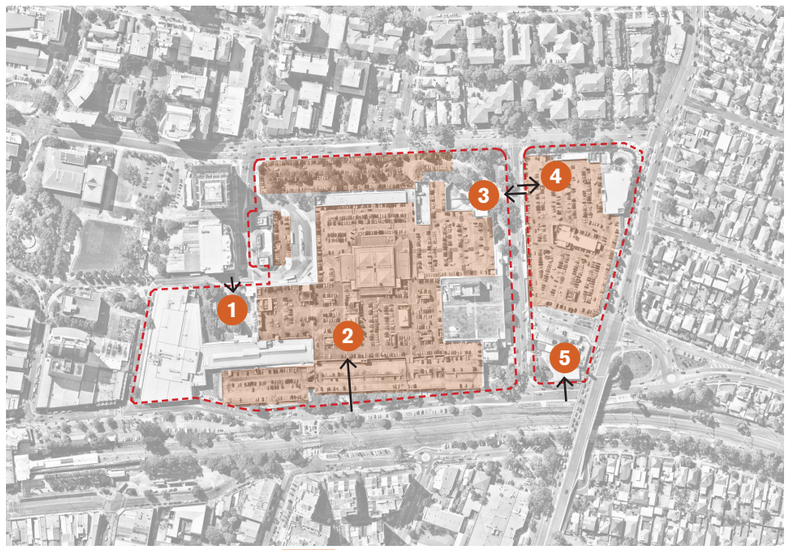
## On grade parking and loading

**On grade parking opportunities.**

The shopping centre provides extensive on grade car parking which covers a large propotion of the site and a number of loading docks serving for the retailers exist around the site. The parking and loading affect the pedestrian connections and the quality of the urban envrionment. Along with the new metro system and change of transit patterns in Bankstown there is significant opportunity to transform the surface parking areas to active frontage streets and open spaces.

The existing loading includes:

1. Above ground loading dock serving IGA, Best & Less, Lincraft. Access from The Mall.
2. Below ground loading dock serving Kmart, Myer. Access from North Terrace.
3. Above ground loading dock serving JB-Hi-Fi. Access from Lady Cutler Ave.
4. Below ground Loading dock serving Woolworths. Access from Lady Cutler Ave.
5. Above ground loading dock serving Big W. Access from North Terrace.




Existing Car Parking & Loading  Existing Car Parking  Existing Loading Access

## Limited active frontages, green space and amenity

**Large bulk retail buidings limit the provision of open space and public amenity.**

Existing retail buildings provide limited active frontage to the street and no outdoor green space and public amenity in the site. Renewal will present the opportunity to prioritise pedestrian and improve the vitality of the local streets accompanied with the urban renewal process.




Existing Street Views / The Appian Way (above) and the Lady Cutler Ave (bottom)

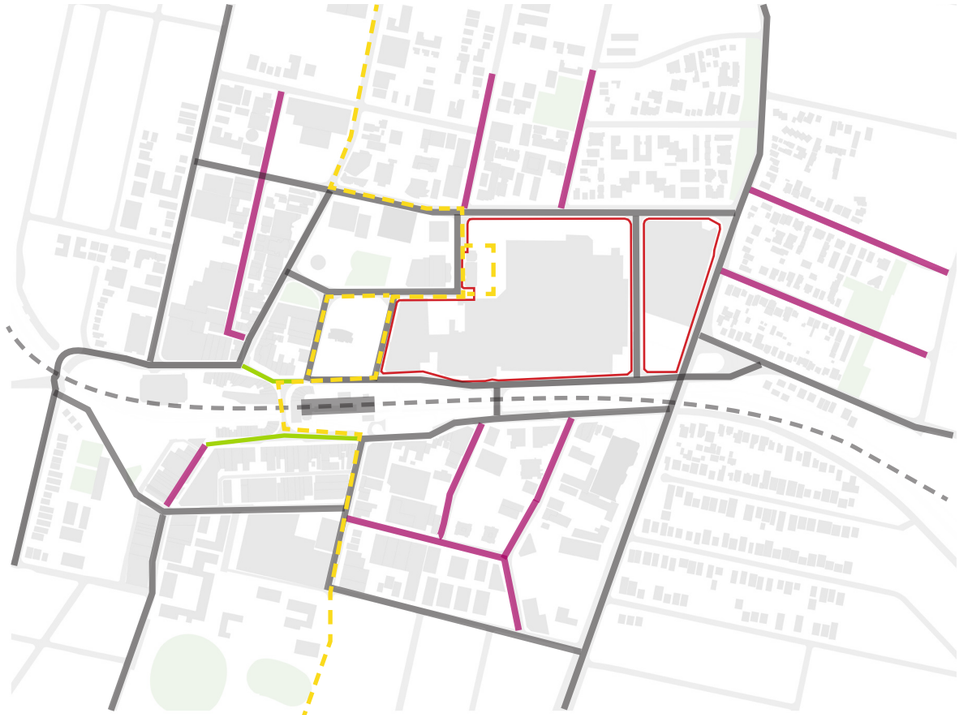
# Road Network, Open Space and Pedestrian

## Road Network

The site is mainly surrounded by arterial roads with heavy traffic flows especially Stacey Road, Richard Road and the North Terrace. Although the most commonly used entry point to the shopping centre is located on the Lady Cutler Ave, it also carries the serivce and loading traffic. It is possible to mitigate the impact of the traffic flow, revitalise the local streets, create more pedestrian friendly environment with extensive tree canopy in the renewal project.

The bus route lies on the west edge of the site however, the proposed changes to the bus interchange and the new proposed metro station will allow the road system to be adjusted to enhance the quality of the streetscape.

Main Road with High Traffic Volume
Neighbourhood Street
Shared Zone
Major Bus Route
Existing Railway Line and Station
Subject Site

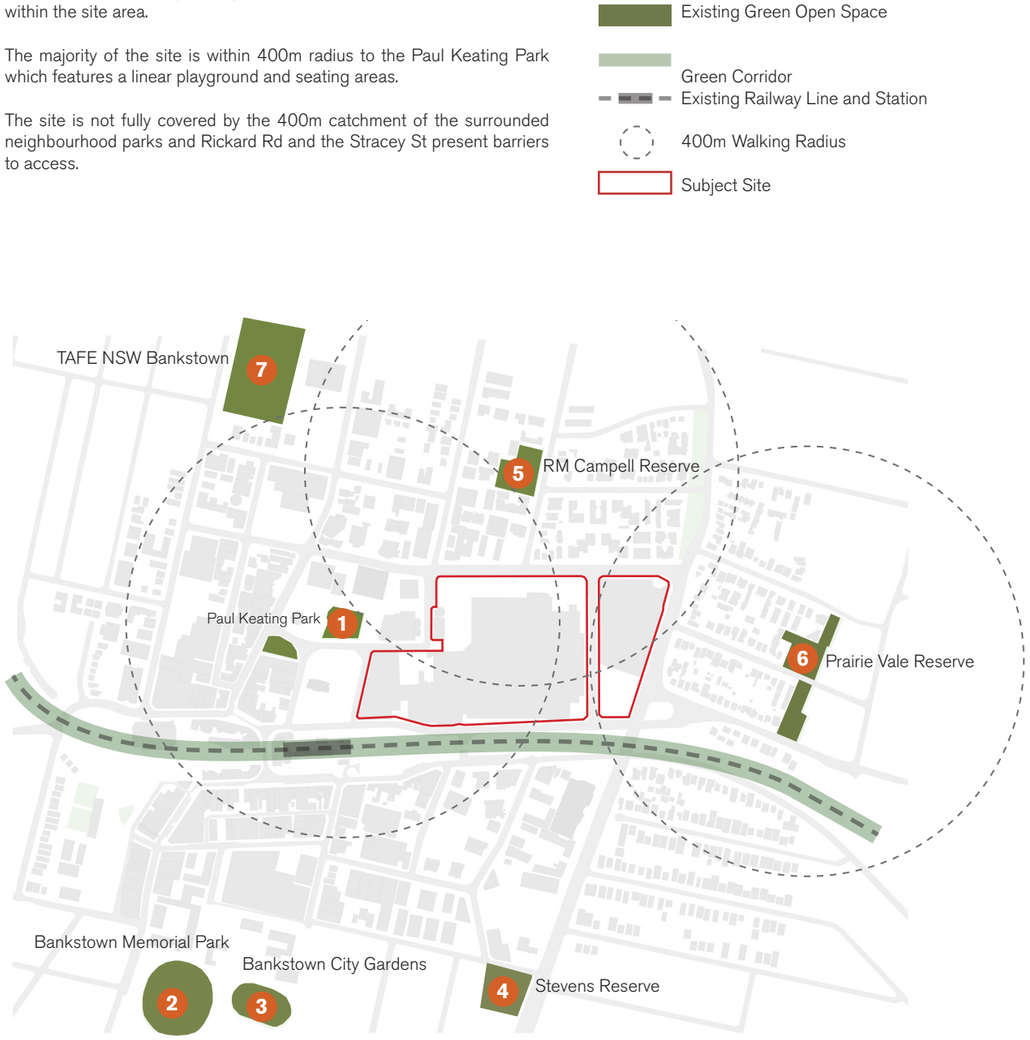


## Open Space

There is currently no green space or other communal amenity directly within the site area.

The majority of the site is within 400m radius to the Paul Keating Park which features a linear playground and seating areas.

The site is not fully covered by the 400m catchment of the surrounded neighbourhood parks and Rickard Rd and the Stracey St present barriers to access.



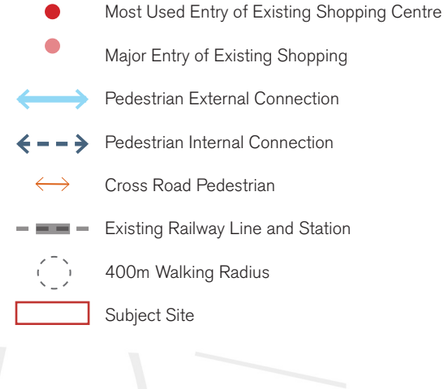

## Pedestrians

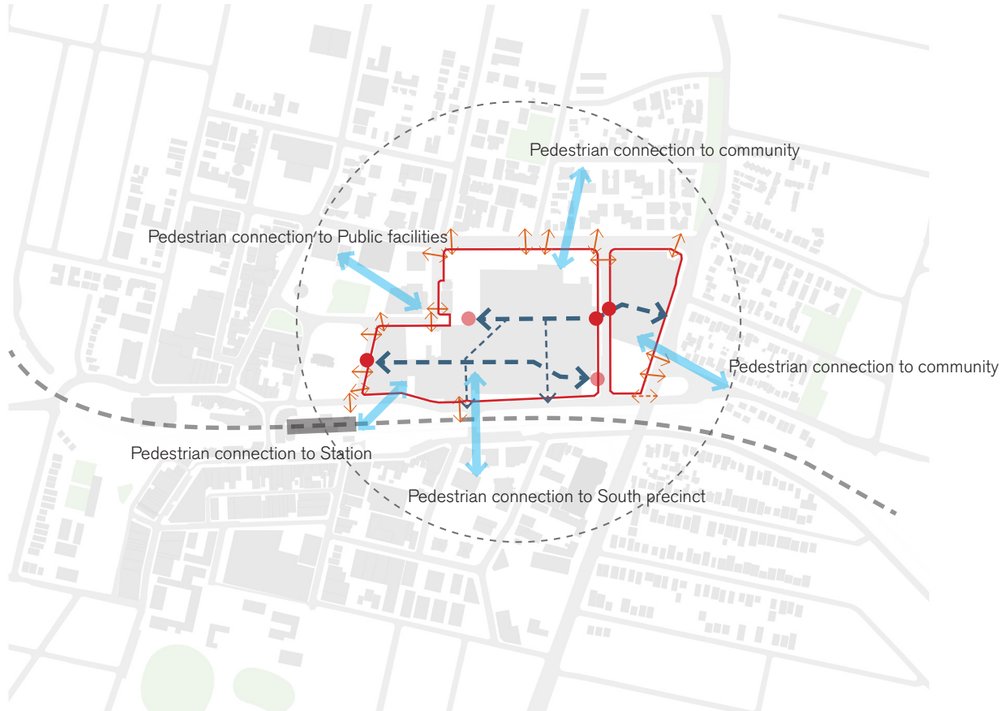
Pedestrian flows in Bankstown CBD north are currently driven by existing centre entries and adjacent site uses.

Analysis indicates that the highest used pedestrian entries are either side of Lady Cutler Drive. The next most used entry is at Jacobs Street.

A limited pedestrian activity review was undertaken by Arup in February 2017 as part of a Metro Integration and Bus Strategy report prepared for Transport for NSW. This report concluded that the city network for pedestrians was difficult to navigate due to reduced sight lines and dog-leg routes.

An overlay of pedestrian walking distance shows that from the key existing CBD locations such as the train station and Bankstown Library, it takes 5 minutes to walk to the midpoint of the site.



# Immediate Context

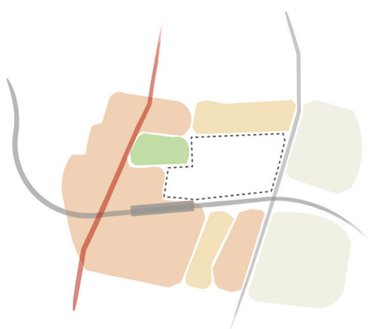
Bankstown CBD is a true regional centre with civic buildings, open space, public transport and local services. Bankstown Central is a significant land holding in the Bankstown CBD and can contribute its growth and evolution.

## Immediate Context

Bankstown Central is on the north side of the rail line within the Bankstown Central Business District. The north quarter includes the Bankstown Library and Knowledge Centre, Bankstown Court House, the Civic Tower and Paul Keating Park. To the south of the rail line, the Bankstown Sports Club and street facing retail provide an active dining precinct during the day and evening.

## Adjecent Community Facilities

- Bankstown Library and Knowledge Centre
- Paul Keating Park
- Bankstown Court House
- Bankstown RSL Club
- Bankstown Art Centre
- TAFE NSW Bankstown
- Bankstown Public School
- Bankstown Girls High School
- Bankstown Sports Club




Existing Urban Context















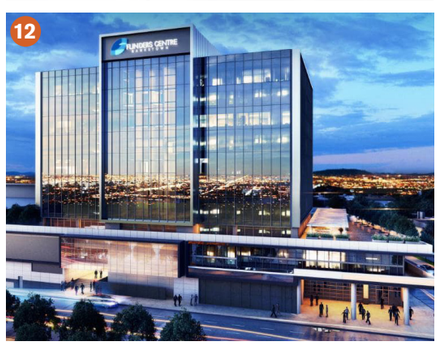


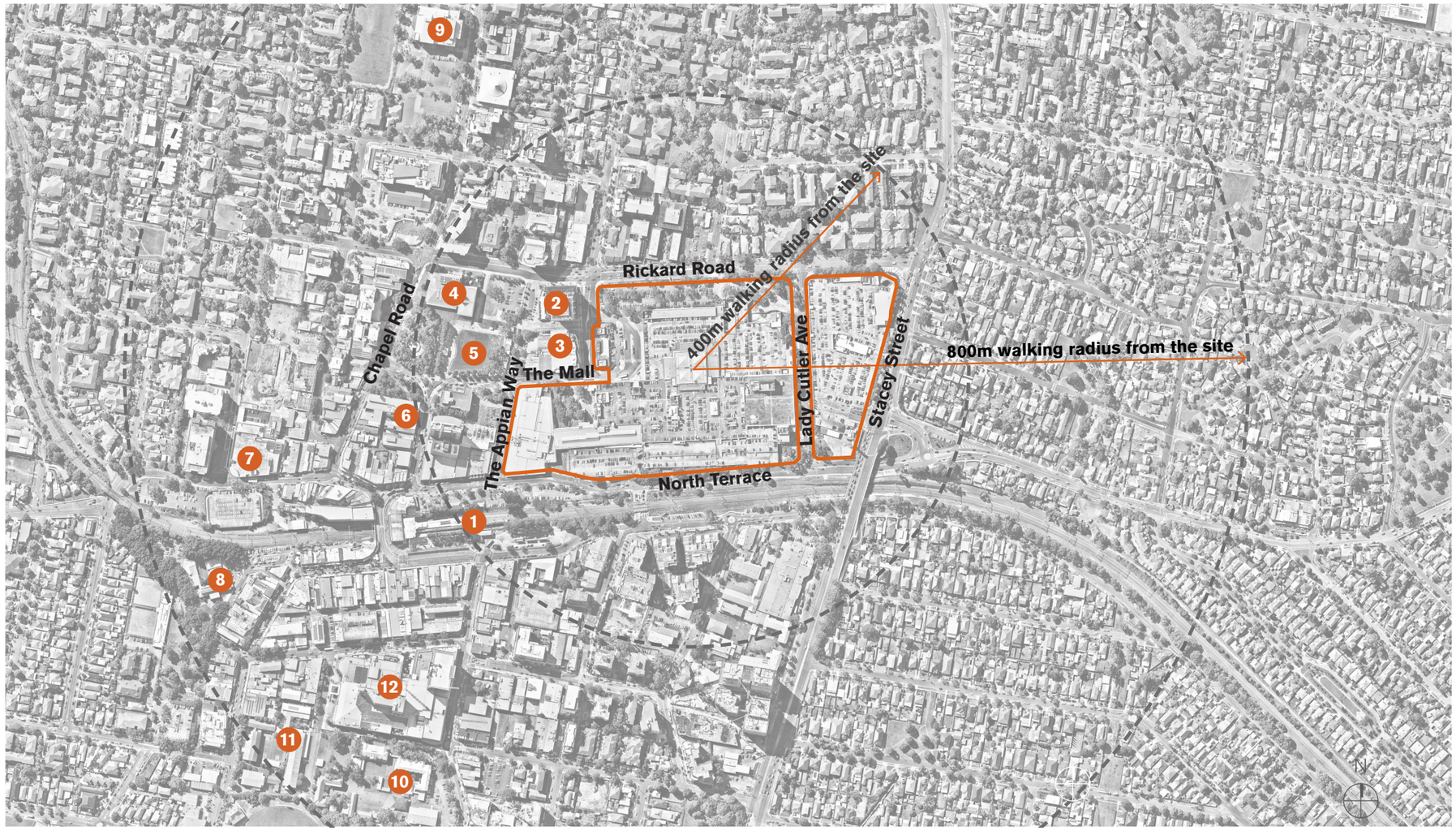













Bankstown Central is located north of the rail line and east of the primary urban functions and public core of Bankstown. To the north and east of the subject site are areas of predominantly low to medium density residential.

1. Bankstown Station
2. Civic Tower
3. Hoyts Bankstown
4. Bankstown Library and Knowledge Centre
5. Paul Keating Park
6. Bankstown Court House
7. Bankstown RSL Club
8. Bankstown Art Centre
9. TAFE NSW Bankstown
10. Bankstown Public School
11. Bankstown Girls High School
12. Bankstown Sports Club

# Adjacent Development

The common vision for Bankstown is for a more liveable, vibrant and integrated urban centre. Public and private investment and renewal in Bankstown can bring greater diversity, quality and amenity with improved connections to other Sydney centres.

## 1 Compass Centre

**83-99 North TCE & 62 The Mall (Mixed Use Development)**

The site is being considered for a mixed use development, which involves the demolition of all existing commercial premises and trees as well as the construction of 4 residential towers of 19-24 storeys above podium and two levels of basement carpark.

Site Area: 10,122sqm

Proposed FSR: 5:1

Max. Building Height: 72m (with 83m only at the NE corner)

Proposed GFA: 50,610sqm

Council administration: 4,426sqm

Retail and commercial premises: 7,054sqm

Apartment Units: 471

Communal open space: 4,012sqm (39.6% of site area)

## 2 32 Kitchener Parade

**(Mixed Use Development)**

The site is proposed to demolish the former Bankstown RSL buildings and facilities and accommodate 5 mixed use buildings ranging in height from 10-storeys to 14-storeys, containing ground and first floor retail and commercial tenancies, communal open space, child care centre and apartments.

Site Area: 13,270sqm

Proposed FSR: 3.5:1

Max. Building Height: 47m / 35m

Apartment Units: 516

Communal open space: 20% of site area

## 3 Western Sydney University - Bankstown Campus

**A Landmark building for integrated education and research**

The proposed Bankstown City Campus will establish a suite of education and research programs to reflect the new highly accessible location in the north of the Bankstown CBD that will improve access to education facilities by public transport. The new flagship campus will offer world class opportunites for strong industry, community and business linkages.

Building Height: 83.05m (RL 106.78m)

GFA: 29,266sqm

1

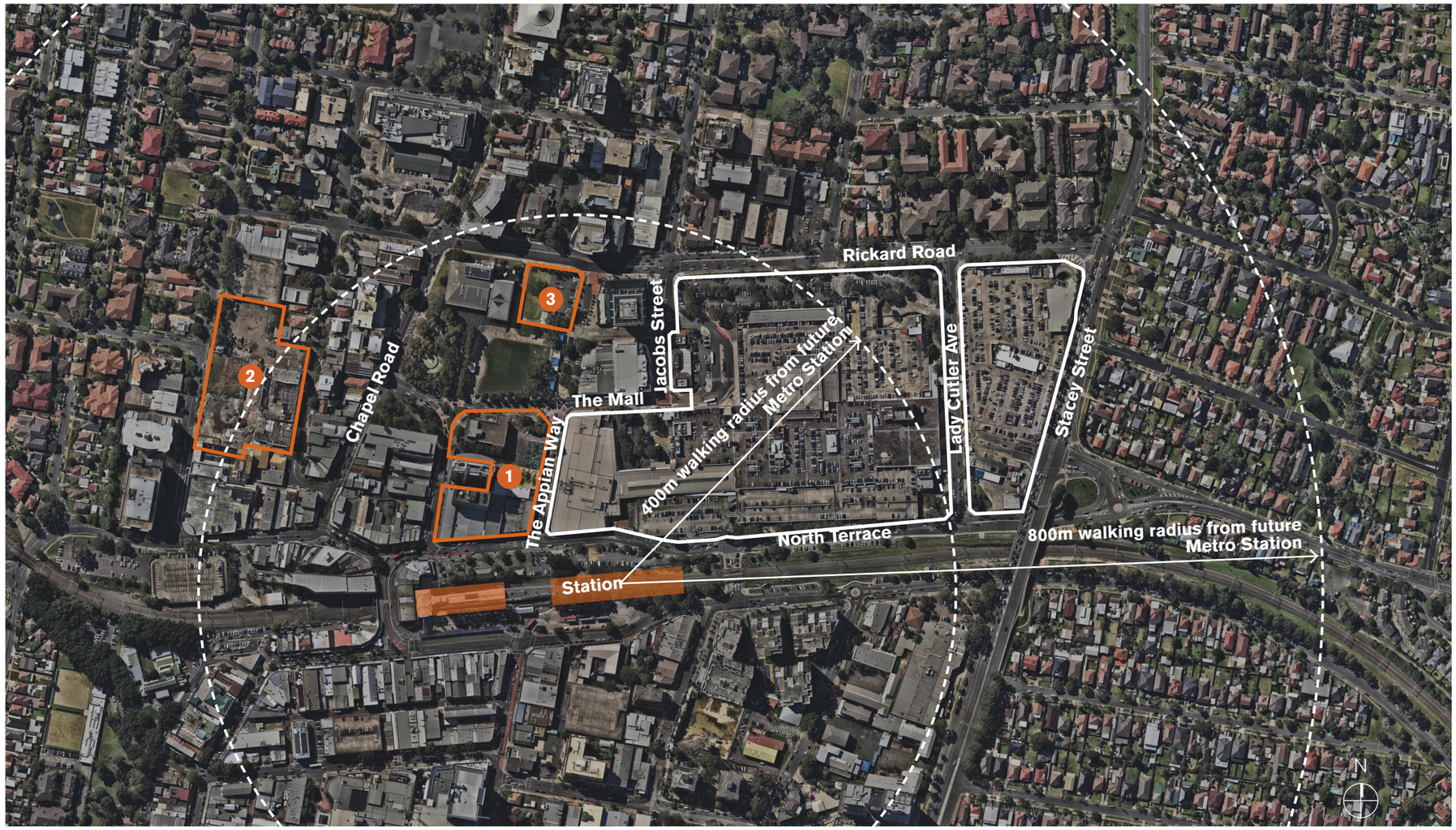



2



3






**The Bankstown Central site is adjacent to the Bankstown Station and covers a significant portion of the centre of the Bankstown CBD.**

Proposed new developments will reshape the skyline of the CBD, increase employment opportunities and accommodate new residents.

1. Compass Centre
2. 32 Kitchener Parade
3. Western Sydney University - Bankstown Campus

# Complete Streets

The City of Canterbury Bankstown has developed a detailed strategy for the future quality of streets in and around the Bankstown CBD. The strategy promotes active transport (walking and cycling) and prioritises the quality of the public domain.

Complete Streets is a forward looking and positive intitative for the urban design future of Bankstown. The strategies recommendations are drawn from clear analysis and sound urban principles.

1. The Appian Way
2. The Mall
3. Jacobs Street
4. Rickard Road
5. Lady Cutler Ave
6. North Terrace

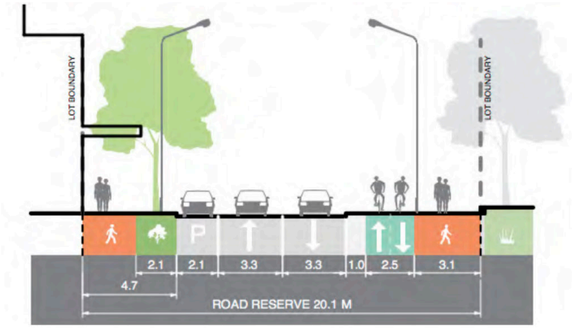


Street montages from Complete Streets

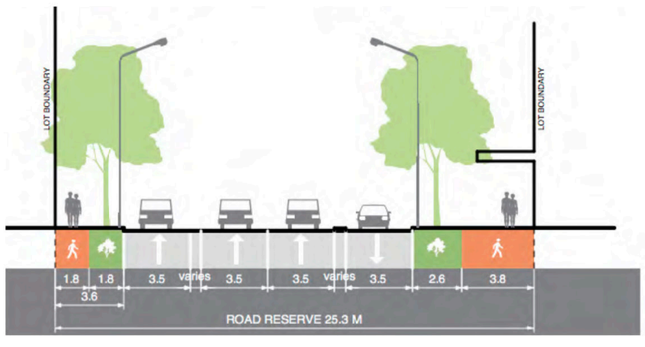
## 1 The Appian Way

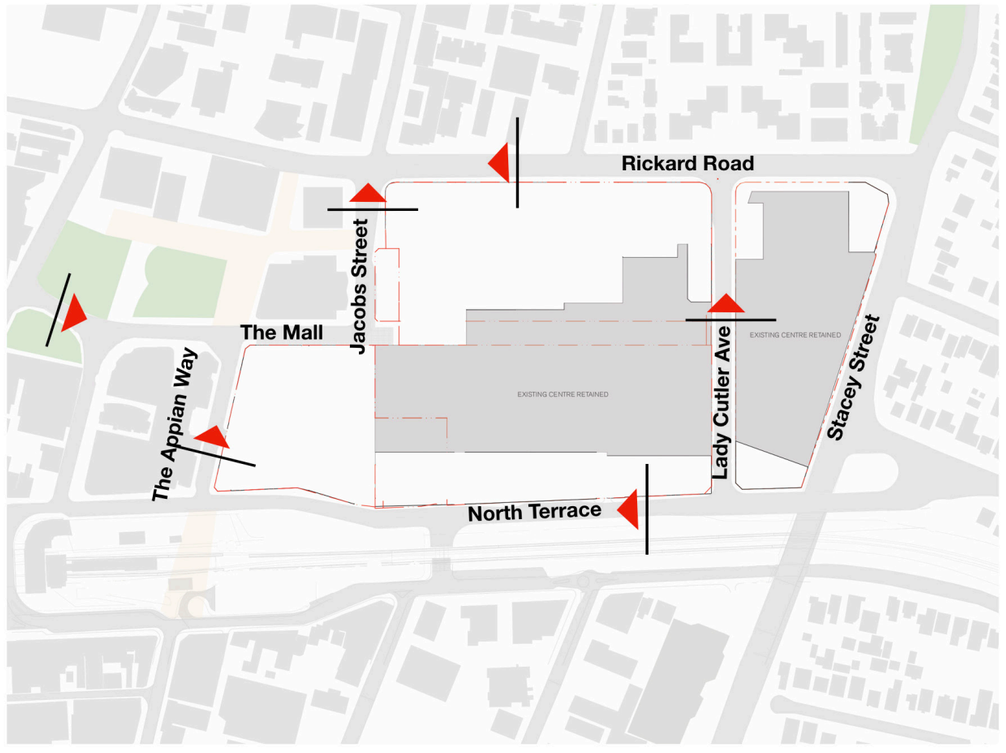



## 2 The Mall

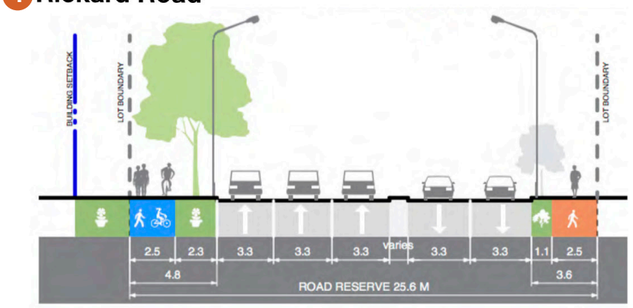



## 3 Jacobs Street



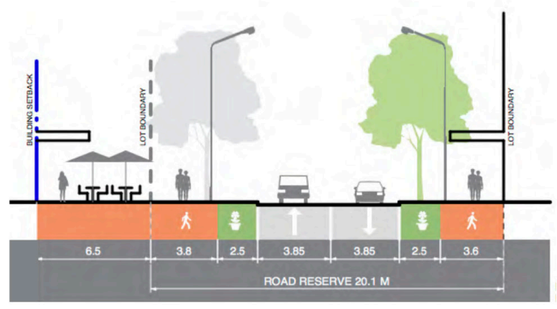




## 4 Rickard Road

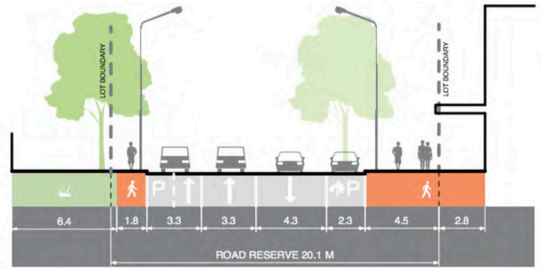



*Note – existing street parking retained outside clearway times*

## 5 Lady Cutler Ave




## 6 North Terrace




Indicative street sections from Complete Streets

# New Metro Services

The City of Canterbury Bankstown is working actively with state authorities to achieve the best public transport and public domain outcomes for the new Bankstown Metro Station.

## Connecting North and South

The existing rail line and Bankstown Station separates the north half of the CBD from the south with limited connectivity provided through the station concourse and via dispersed street underpasses and bridges.

A new Bankstown Station would allow the pedestrian linkage of Appian Way (north) to Restwell Street (south) to be realised, significantly improving the connectivity and legibility between the north and south CBD precincts.

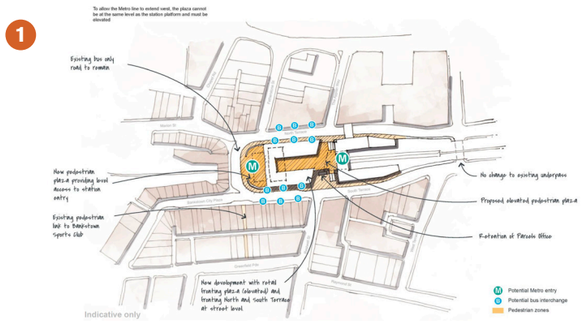
## New Metro Station and Integrated Development

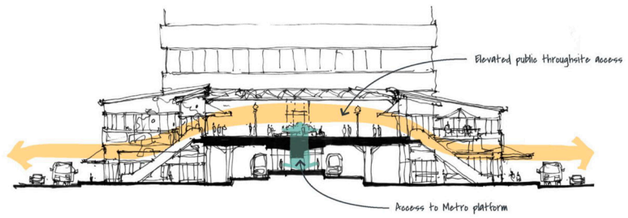
**3 Options of the new metro station**

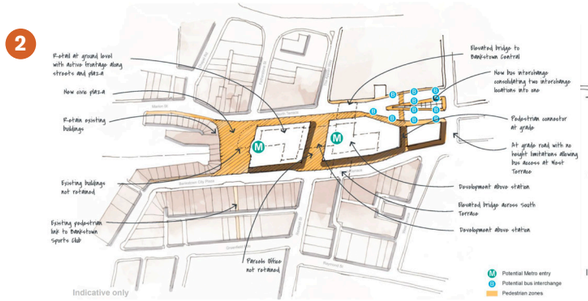
To support the development of Bankstown as a Strategic Centre, the Bankstown Station Precinct Masterplan released in June 2019, explores opportunities and approaches to deliver a well-integrated station precinct as well as an exemplary interchange and gateway to the Bankstown CBD.

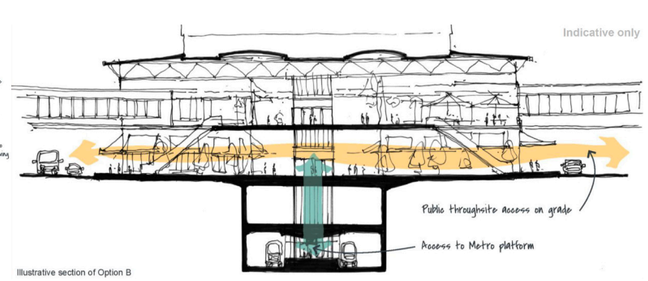
Three concept options have been developed in the masterplan which comprise at grade, underground and viaduct scenarios. The considerations of the concept options include the the function and status of the precinct, different rail typologies, different mixes of public domain, open space and other land uses, varying density and built form in the precinct and different approaches to bus and pedestrian connection which will influence the adjacent development especially the Bankstown Central site.

1. Option A: At Grade
2. Option B: Underground
3. Option C: Viaduct

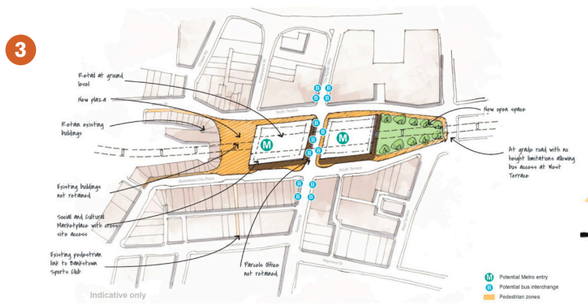


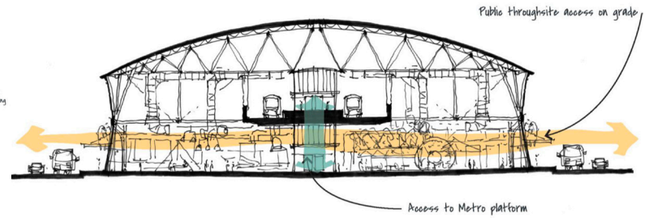




Illustrative section of Option B




Extracts from Bankstown Station options

# Planning Principles

Vicinity Centres has developed 14 unique Planning Principles to guide the masterplan for the Bankstown Central renewal.

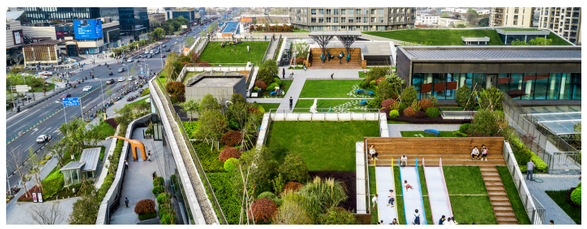
## 1 Place & Identity

**A revitalised Bankstown Central integrates the creation of a strong address and unique identity evolving from Bankstown's history and culture. It reinforce the indigenous sense of place and identity.**



## 2 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.**



## 3 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 way-finding.**



## 4 Public Transport

**To encourage and support the integrated public transport system including the railway and bus and balance the provision of parking.**



## 9 Built Form & Streetscape

**To transfer the large retail building into fine grain urban blocks to support Bankstown CBD to be an strategic centre exemplar. Promotion of design excellence and activation of the streets will be applied in the plan to create an attractive and vibrant precinct.**



## 10 Sustainability

**Significantly reduce the long term footprint of the development by implementing innovative technologies. Support resilience and safe places for communities with enhanced performance and amenity.**



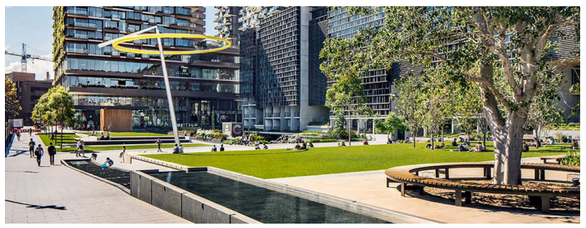
## 5 Pedestrian & Bike Priority

**The enhancement of the pedestrian networks and bike routes in the masterplan. Aim to provide convenient, continuous, safe pedestrian paths and shared zone with shade and facilities.**



## 6 Public Open Space

**To provide a variety of open spaces to facilitate a range of social needs for all ages and all cultures and to evolve the open space networks in the Bankstown CBD.**



## 7 Landscape

**The featured landscape will demonstrate the local character and identity and also respond to the topographic context.**



## 8 Amenity & Wellbeing

**To create a welcoming, amenable, and healthy precinct with sufficient sunlight, natural ventilation, greenery streets, quality open space and mitigate urban heat impact.**



## 11 Water Sensitive Urban Design

**Integrate Water Sensitive Urban Design into the infrastructure and landscape in the Bankstown centre to mitigate environmental degradation and to provide improved urban ecology and amenity.**



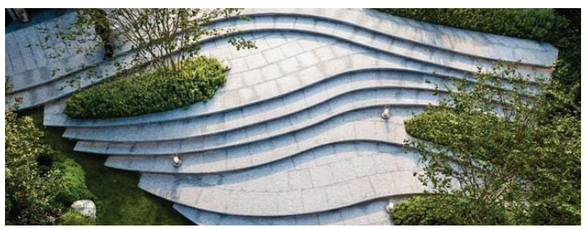
## 12 Environmental Impact

**Reduce and mitigate the impact of the redevelopment to the local communities and nature. Improve the living conditions and amenity by providing quality open spaces and facilities.**



## 13 Lay of the Land

**The natural context and topography is embraced to create a layered network of ground planes. Integrated landscape and built form on the site as well as provide barrier free pathways and movements through the precincts.**



## 14 Staging

**The whole site development is constrained by the existing retail buildings and established tenant leases. The staging is related to the building condition, lease expiry and market conditions. The masterplan proposal focuses on first stage of development.**



# 5.0 Urban Design Principles

## Opportunities & Constraints

The on grade and structured parking surrounding Bankstown Central presents a significant opportunity for the introduction of new uses, active frontages, public domain improvements and open space that benefit the Bankstown CBD and the local commmunity.

### Opportunities

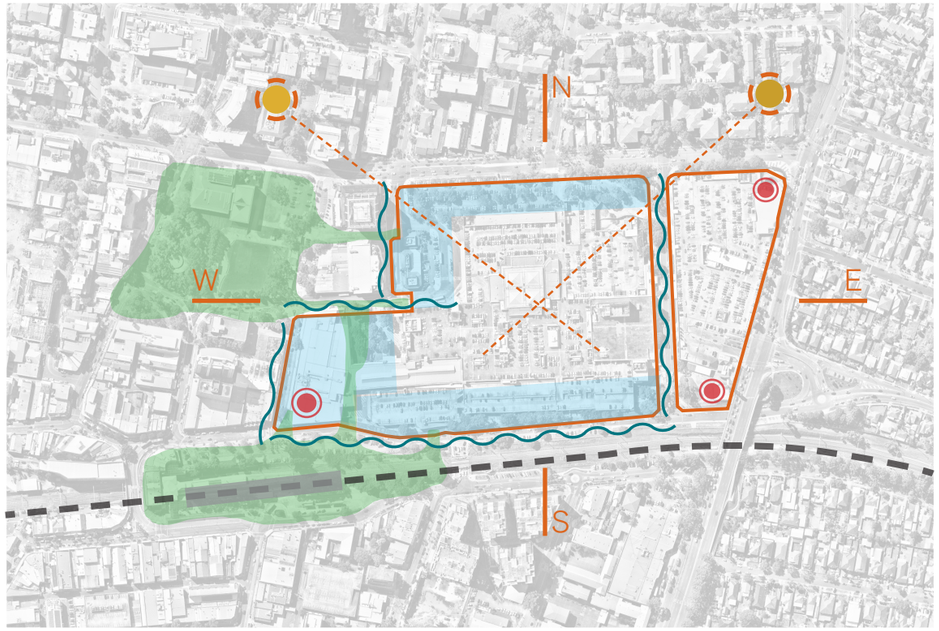
- Creating a high density compact urban precinct around the station with fine grain.
- Creating effective connections to the existing civic and cultural centre and the surroundings.
- Evolving the Bankstown Health and Eductaion Precinct.
- Supporting the Bankstown CBD to facilitate the increased employment and residential growth integrated with the public transport.

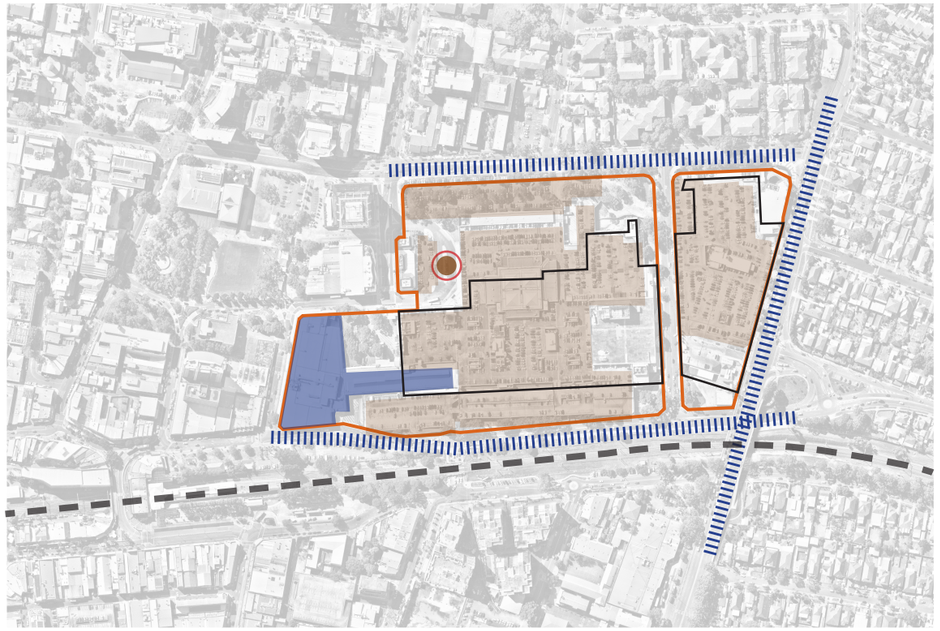
High Renewal Potential
Potential Connections
Potential Landmark
Potential Street Activation
Subject Site

### Constriants

- Existing Bankstown Central operations and extended leases.
- Rail line barrier separating north and south CBD precincts.
- Heavy traffic flows and noise from Rickard Road, North Terrance and Stacey Street.
- Large shopping centre parking and loading requirements.
- Bus movements to Bus Interchange.

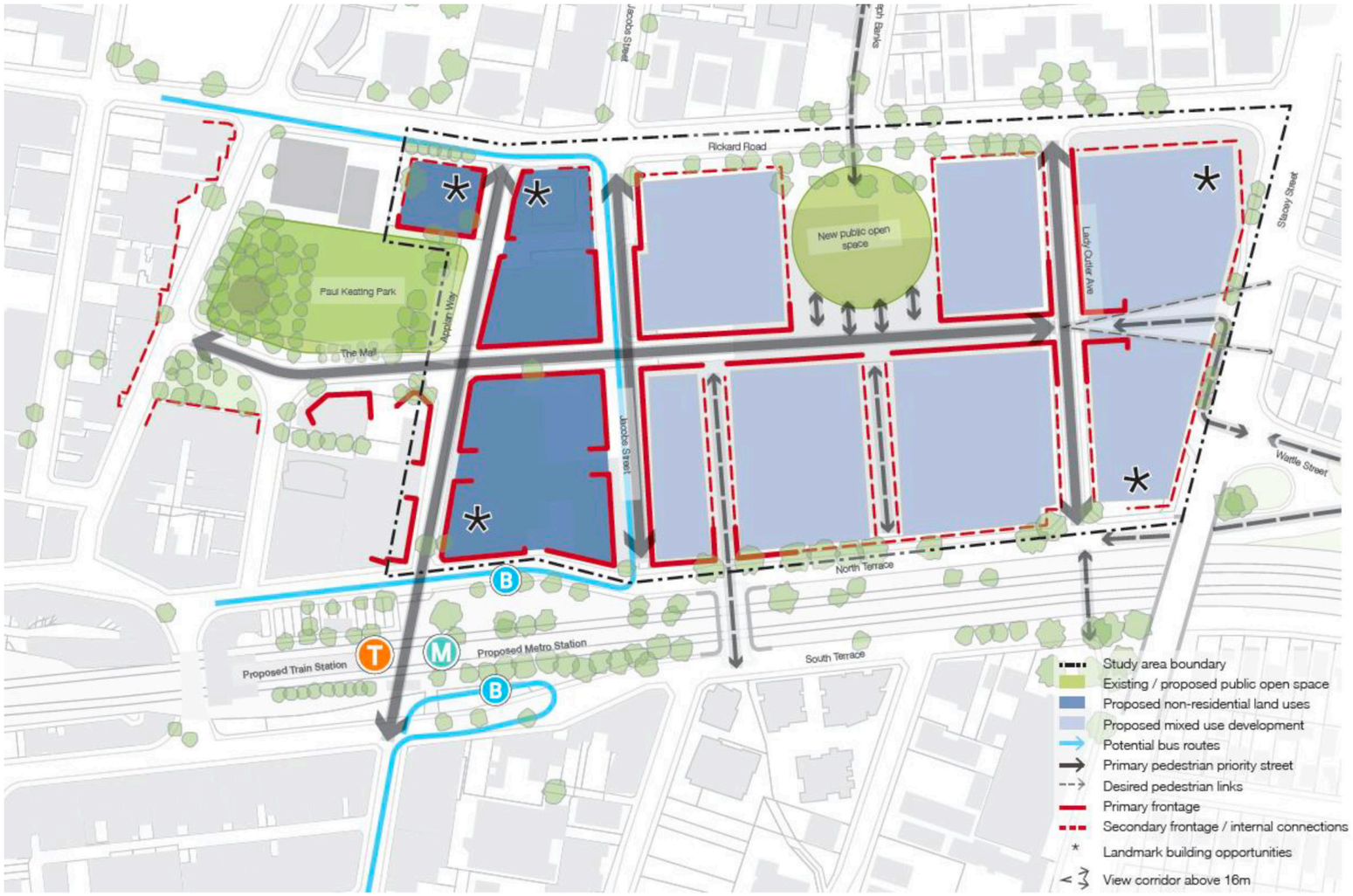
Existing Bus Interchange
Existing Retail building close to the station
Existing Car Parking
Existing Railway Line
Heavy Traffic As Barrier
Retained Shopping Centre with Long Lease Anchor Tenants
Subject Site



# Urban Design Principles

The City of Canterbury Bankstown has undertaken an urban design principles study of the Bankstown Central site, and surroundings, and has developed an indicative Structure Plan.




City of Canterbury Bankstown _ Bankstown Central Urban Design Principles

## Structure Plan

The Structure Plan prepared by City of Canterbury Bankstown establishes a series of principles around streets, open spaces, active frontages, urban form and use.

The Structure Plan is high level and assumes that the existing Bankstown Central shopping centre site is unconstrained.

The exisiting centre and long term leases extend over a number of the key interventions of the structure plan. In order to deliver on the principles, Vicinity Centres has developed an adjusted strucure plan that acommodates the medium to long term constraints of the subject site.

# Urban Design Principles

Key urban design principles are integrated in the Bankstown Central Masterplan, enhancing connectivity, permeability, liveability and flexibility in the Bankstown CBD.

## East West Link through the Site

The City of Canterbury Bankstown Structure Plan proposes an east-west pedestrian boulevard as an extension of The Mall through the Bankstown Central site. The timeframe of the delivery of the major east-west link is likely to be greater than 25 years.

The extension of the Mall is impacted by the footprint and ongoing functioning of the retained shopping centre. The majority of the east-west boulevard would be delivered in 2045. The change in elevation along this alignment would introduce many interface constraints between the boulevard and the retained portions of Bankstown Central.

The indicative schedule of the structure plan 20m link proposal includes four stages:
- Stage 1: West part of the link will be delivered at around 2023;
- Stage 2: North end part of the open space at around 2026;
- Stage 3: Major proportion of the open space at around 2031 with the demolition of Kmart site.
- Stage 4: Major part of the link and the south end part of the open space at around 2045 with the more demolition of the shopping centre.

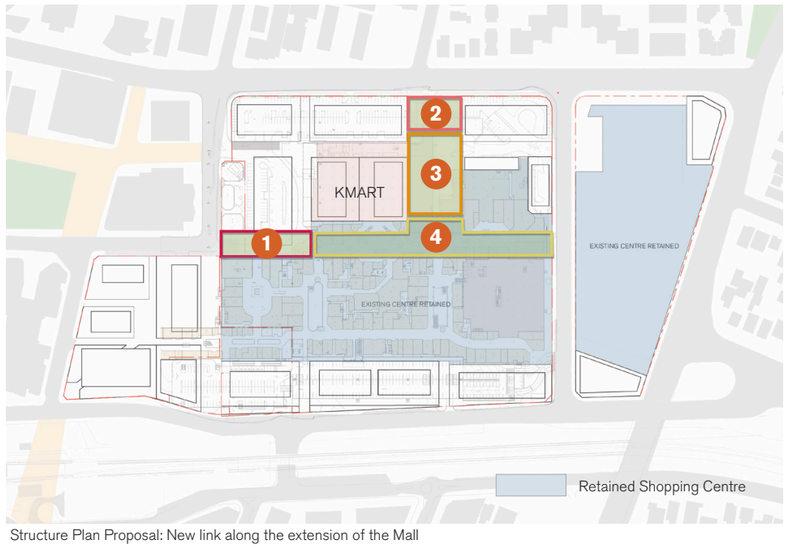
An alternative east-west pedestrian boulevard is proposed in the Bankstown Central masterplan. The link aligns with Civic Drive and provides a valuable connection between the new City Park, Paul Keating Park and the Bankstown Library and Knowledge Centre.

The indicative schedule of the masterplan 16m link proposal includes 3 stages:
- Stage 1: West part of the link will be delivered at around 2023;
- Stage 2: North end part of the open space at around 2026;
- Stage 3: Major part of the link and the open space at around 2031 with the demolition of Kmart site.

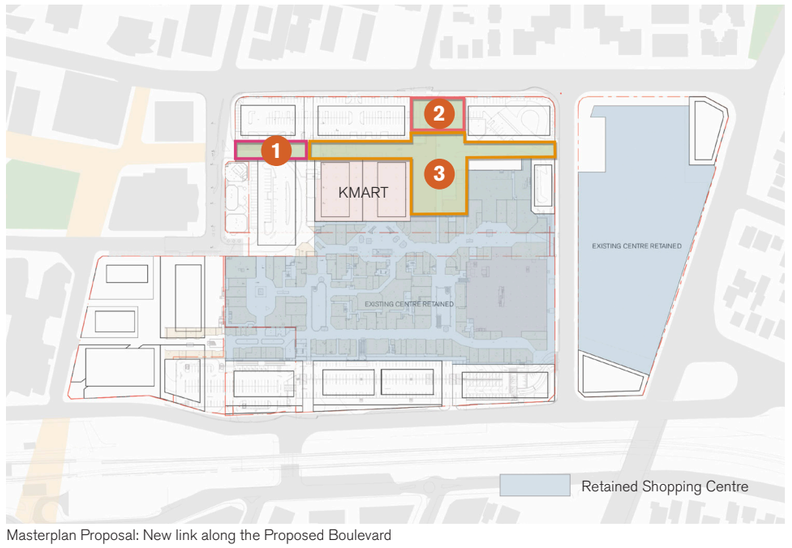
Consistent with the principles of the Council Structure Plan, the Bankstown Central masterplan delivers the primary pedestrian priority streets and will greatly improve the permeability of the site. Working with the constraints of the existing retail shopping centre, the masterplan proposes a major east-west link, the Garden Boulevard, located in the north of the site and connecting the major new open space and the existing cultural and civic centre to the west.

The proposed City Park is a key new 4,500sqm open space, meeting the target range of 3,000 - 5,000sqm in the Council Structure Plan. Also, a variety of pocket parks and open spaces are created and contributesto the open space network in the Bankstown CBD.

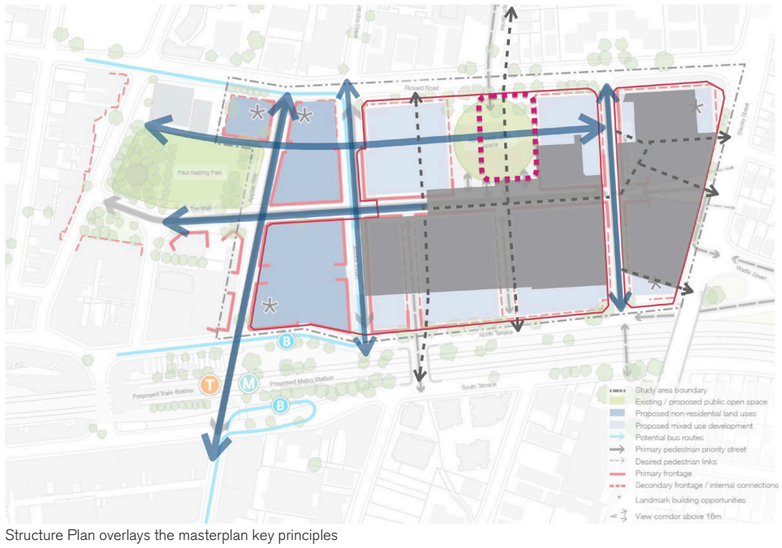
The street activation strategies and transport proposals are consistent with the Structure Plan and will improve the streetscapes and pedestrian environment of the CBD.



Structure Plan Proposal: New link along the extension of the Mall



Masterplan Proposal: New link along the Proposed Boulevard



Structure Plan overlays the masterplan key principles

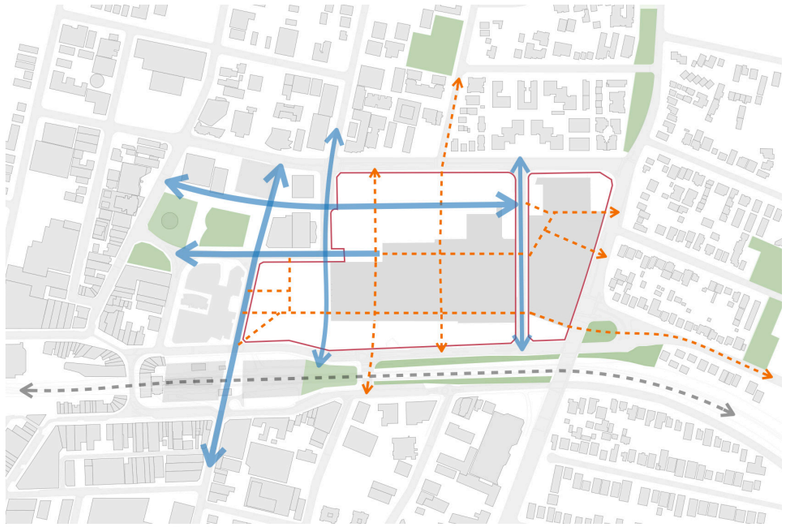
## Connectivity and Fine Grain

The principle aims to enhance connections to the key nodal points in the Bankstown CBD including the station, the civic centre, the new campus, Paul Keating Park and the schools surrounding the site.

Extending connection paths through the masterplan and linking with existing retail centre arcades will improve legibility and permeability.

Providing streets, lanes and arcades that offer alternaitve routes through the site area and avoid large uninterrupted blocks is the intent of this principle. A fine grain approach leads to variety in scales in the public domain and variety in streetscapes.

The Bankstown Central masterplan will integrate with existing street networks and introduce mid block connections for pedestrians, particularly in the area around Bankstown Station.

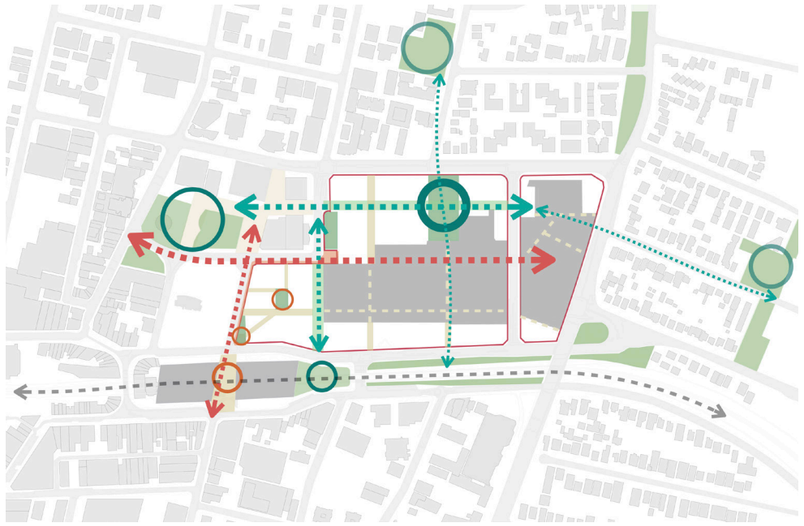


Potential connections and Fine Grain

## Open Space and Landscape

A network of open spaces and green streets supports a diversity of movement and activities through the public realm. A range of spaces can support different scales of community gathering and events for diverse ages and groups.

Landscape forms a connective web between open spaces, providing tree canopy, reducing the heat island effect, and increasing pedestrian amenity.



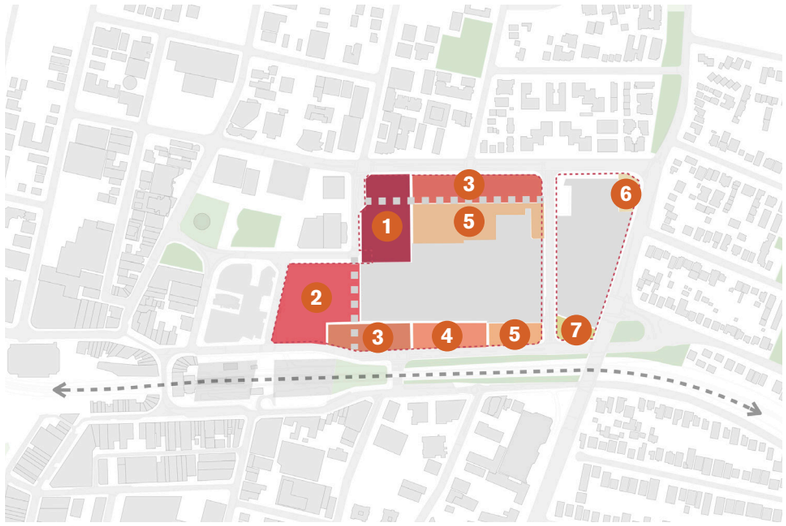
Open Space Structure Plan

## Staging

A staging strategy is integral with the masterplan for Bankstown Central's urban renewal. With consideration of the available land, the operation and lease expiries of the retail centre, the proposed infrastructure upgrades, and the local market conditions, the site is proposed to be delivered in 7 stages, excluding the retained extent of the existing centre. The 7 stages are indicated on the staging map below. The renewal is a long term vision with the full masterplan to be delivered over a number of years.

Indicative Staging Scheme:

| | |
|---|---|
| _ Stage 1: Bus Precinct | 2020-2023 |
| _ Stage 2: Town Centre | 2021-2025 |
| _ Stage 3: North Terrace West + Rickard Road North | 2022-2026 |
| _ Stage 4: North Terrace Centre | 2024-2026 |
| _ Stage 5: North Terrace East + Rickard Road South | 2030-2034 |
| _ Stage 6: Woolworths N/E | 2032-2034 |
| _ Stage 7: Woolworths S/W | 2033-2035 |




Indicative Staging Plan

# 6.0 Masterplan

## Urban Design Framework

Bankstown Central will be a major contributor to the streetscapes and urban form of the future Bankstown CBD, embracing the public infrastructure improvements and welcoming new complementary development to Bankstown.

### Masterplan Configuration

The Bankstown Central masterplan proposes a number of key initiatives.

**1 Town Centre**

The town centre creates a new mixed use city block of street facing buildings, pedestrian lanes and plaza spaces. In combination with the Jacobs Street extension (2), the town centre reduces the floorspace of Bankstown Central and returns space to the public domain.

New employment space would be delivered directly across from Bankstown Station. Activated frontages at street level would bring life to Appian Way, the Mall and Jacobs Street.

Pedestrian lanes would support diagonal movement through the town centre to Bankstown Central and the new green streets and open space.

**2 Jacobs Street Extension**

The extension of Jacobs Street through to North Terrace introduces a new section of public street that opens up the opportunity to reconfigure movement through the Bankstown CBD, particualry for buses.

Jacobs Street (south) could be configured as a shared way providing priority for pedestrians and public transport.

**3 City Park**

A new major open space positioned at the end of Sir Joseph Banks Street and linked to Paul Keating Park by the Garden Boulevard (4). City Park is a green space for use by the community for recreation and events.

City Park will contribute new tree canopy and deep soil in the heart of the Bankstown Central masterplan.

**4 Garden Boulevard**

The Garden Boulevard and City Park create an east-west green boulevard that links with Paul Keating Park and Appian Way for a Bankstown CBD green network.

**5 North Mixed Use Precinct**

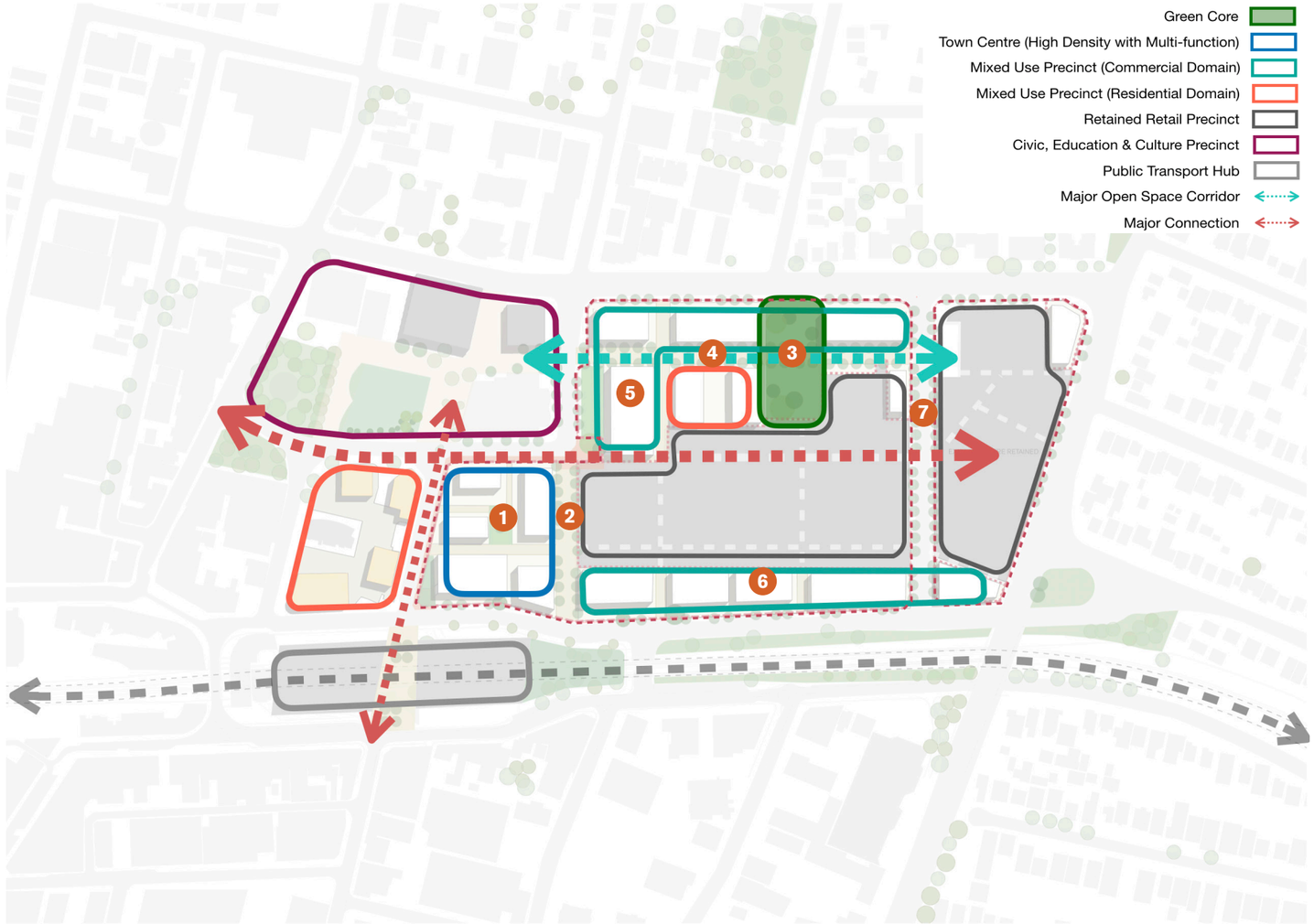
A mixed use precinct with ground level retail fronting the Garden Boulevard and City Park. The North Precinct would enable delivery of the open space and green street.

**6 South Mixed Use Precinct**

The South Precinct replaces structured parking with a mix of uses including commercial space close to Bankstown Station. Street and laneway spaces between the built form provide acces to the existing centre and aid permeability.

**7 Lady Cutler Ave**

The character of Lady Cutler Avenue woudl be changed to promote traffic calming and prioritise pedestrians, enhancing the safety, quality and vitality of the street.






Urban Design Masterplan

The Bankstown Central masterplan captures a vision for a mixed use and green urban setting that provides active edges and pedestrian focused spaces where there are currently in active edges and structure carparks.

The masterplan presents a unique urban centre supported by public transport, complete streets, open space networks, multiple urban functions and amenities with potential for local identities and characters.

- T Bankstown Train Station
- M Bankstown Metro Station
- 1 Retained Retail Building
- 2 City Park
- 3 Event / Play Space
- 4 Plaza
- 5 Garden Boulevard
- 6 Jacobs Street Food Precinct
- 7 Pedestrian / Bus Shared Way
- 8 Bankstown Mews

# Public Open Space

The City Park and Garden Boulevard are new people spaces integrated into the public domain network of Bankstown CBD.



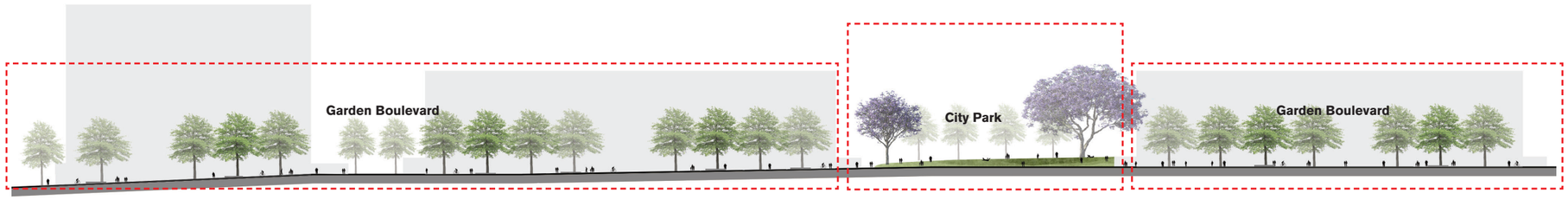
Indicative perspective of the Garden Boulevard and the City Park

## City Park and Garden Boulevard

The primary open spaces of the City Park and Garden Boulevard complement the pocket parks and squares in the Town Centre precinct and on the current bus interchange site.

The public domain is simple and flexible giving a strong civic character and timeless quality.

Events such as markets can be arranged along the Garden Boulevard moving to a community focus around the City Park.




Indicative A-A' Section of the Garden Boulevard and the City Park



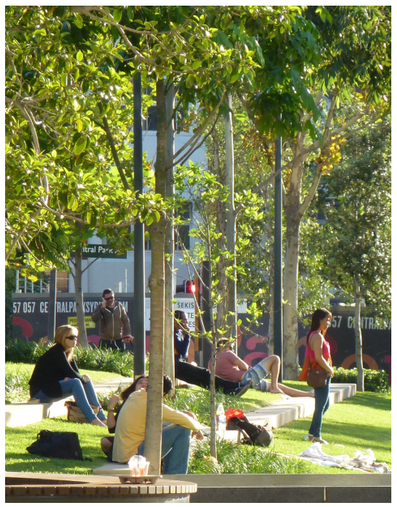
Wulaba Park, Waterloo

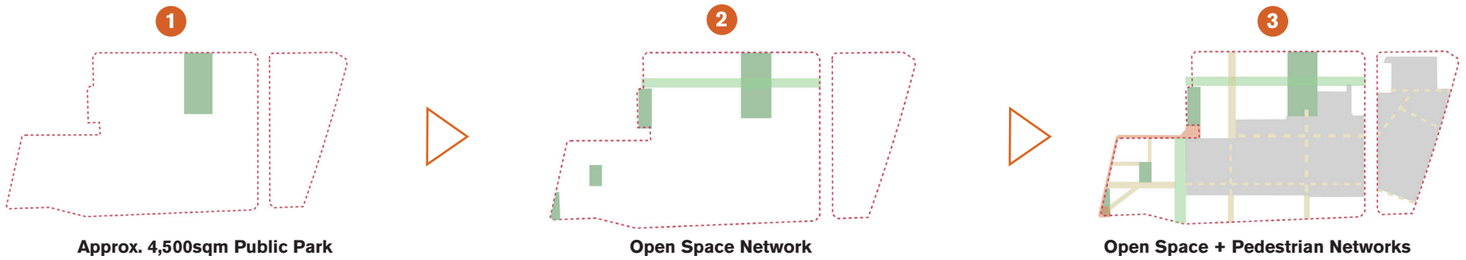


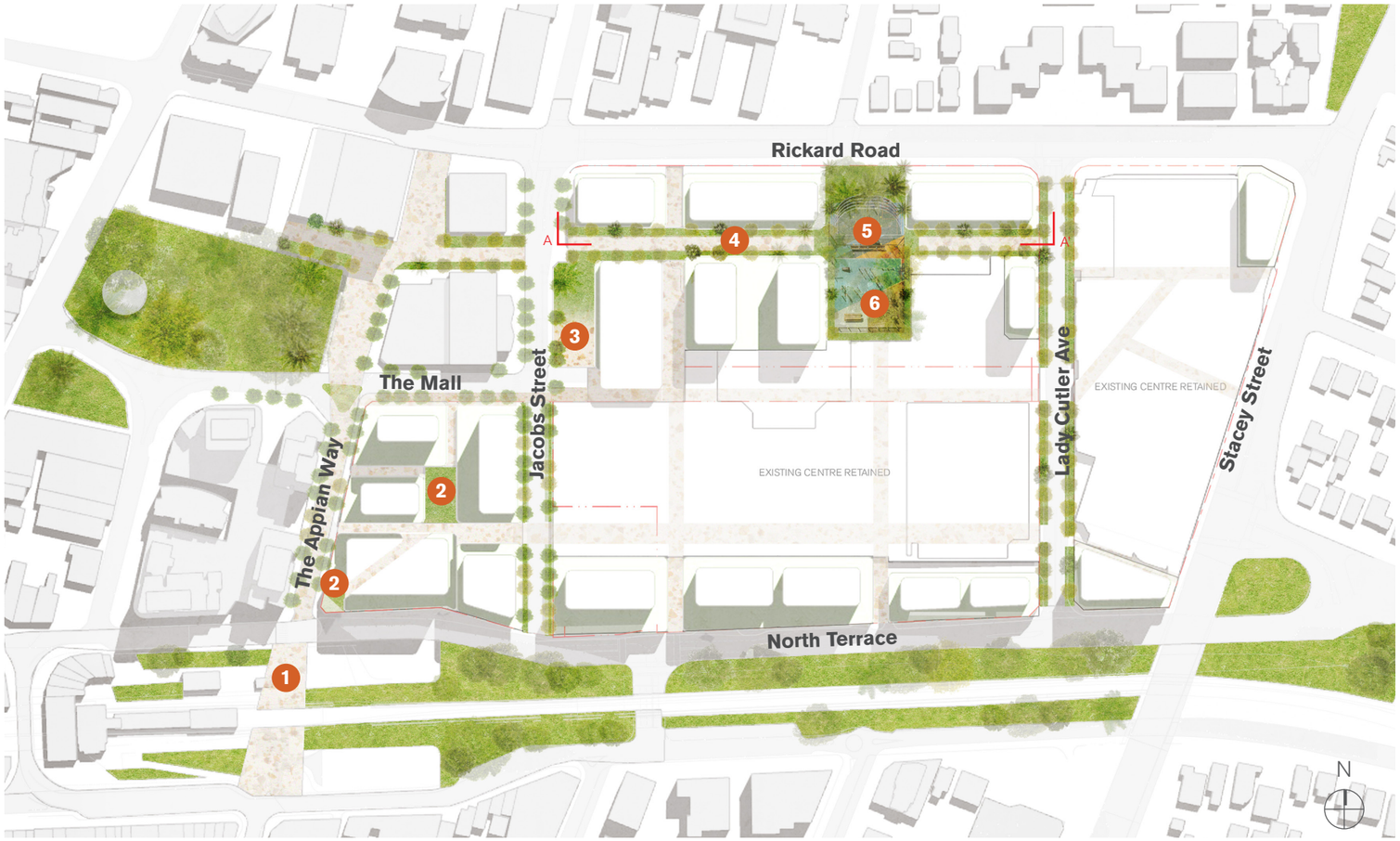
Chippendale Green, Central Park Sydney










Indicative Landscape Masterplan

1. Station Square
2. Plaza
3. Jacobs Street Food Precinct
4. Garden Boulevard
5. City Park
6. Event / Play Space

## Open Space Network

Providing a variety of open spaces including a city park, a playground, an urban plaza, a food precinct, a garden boulevard 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..

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



Indicative Aerial View of the City Park and the Garden Boulevard

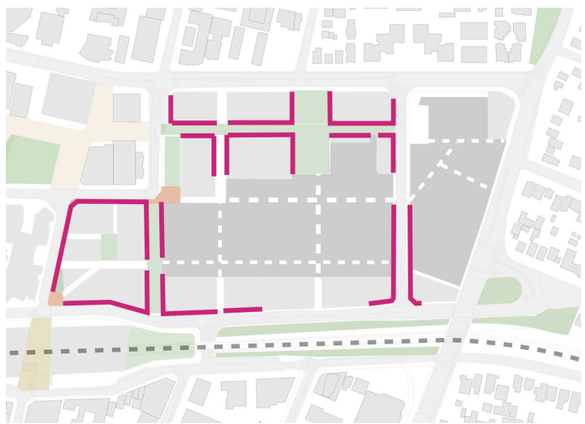
# Activation/ Parking Strategy

Urban renewal of Bankstown Central presents a signficant opportunity to prioritise pedestrian movement, revitalise streets, and enhance the balance and effectiveness of parking in the Bankstown CBD.

## Active Frontage

New active frontages are proposed for the Bankstown Central site to enhance the quality of the streetscape, improve the safety and amenity, and to improve the street life of the north-east quarter of Bankstown CBD.

The activation will focus on the town centre precinct and primarily along the boulevard and shared ways (Jacobs Street extension and Lady Cutler Ave) proposed in the masterplan.

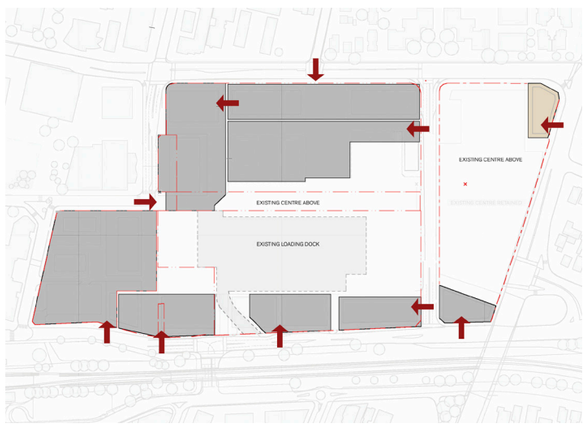


Active Frontage

## Parking Strategy

The preliminary parking strategies include providing on-street parking and balancing diverse traffic movement and parking needs for all users.

Two levels of basement car parking are assumed in the masterplan and will provide more parking spaces to respond to the new commercial and residential development. For detailed traffic and parking information refer to the specialist traffic consultant report.




Indicative New Car Parking (Basement)

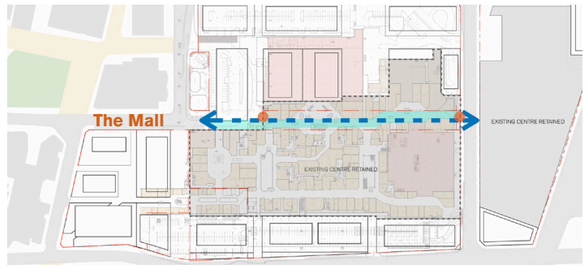
Indicative New Car Parking (Above Ground)

Access to the Car Parking

## Street Extension

To establish a fine grain urban pattern in the Bankstown CBD, two street extensions are proposed in the masterplan.

The extension of the Mall is a key east-west through site connection. It will be delivered as a mix of single and double height arcade spaces within the retained shopping centre. The arcade will be conceptually approached as a top light internal street.



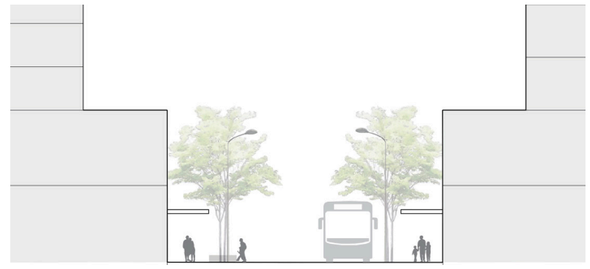

Arcade through the Retained Shopping Centre

Main Access

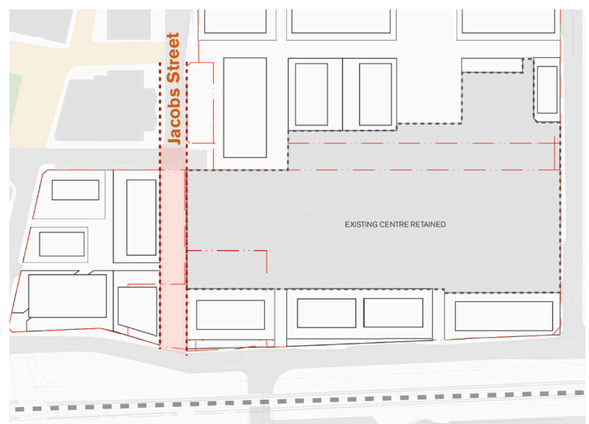


Potzdamer Platz Arkaden, Berlin, Germany

The extension of Jacobs Street as a major north-south link will facilitate the bus layover and provide a pedestrian friendly street in the site with significant street trees and street furnitures. The extension will align with the existing Jacobs Street and maintain an equivalent road reserve width.



Indicative Section of the Jacobs Street Extension




Indicative Jacobs Street Extension

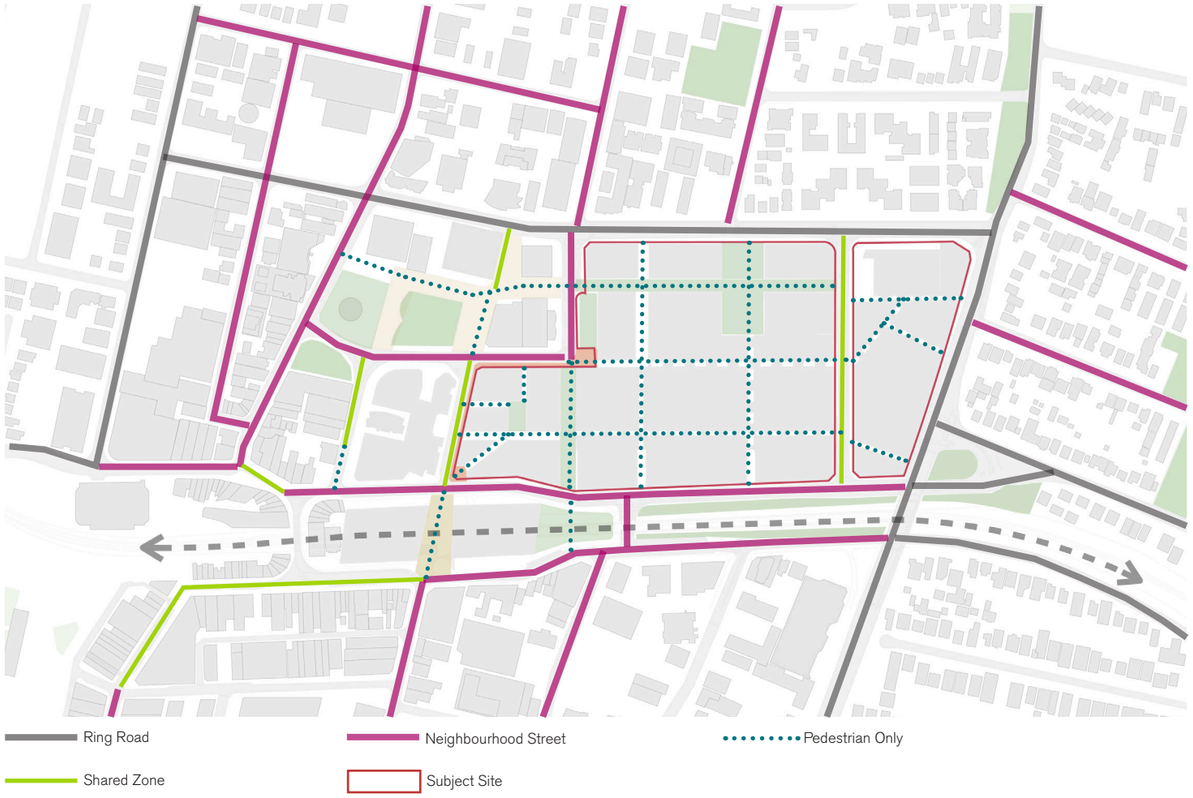
# Street Hierarchy / Public Transport

## Street Hierarchy

The masterplan incorporates the street hierarchy and traffic management principles of the City of Canterbury Bankstown urban design principles and complete streets plan for Bankstown Central.

Rickard Road and Stacey Street are key elements of the Ring Road system.

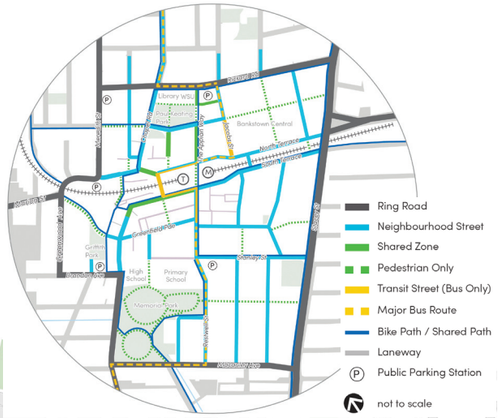
Local streets, shared streets, dedicated pedestrian streets and lanes connect to surrounding pedestrian networks. The new north to south pedestrian connections contribute to the revitalisation of the Bankstown CBD.



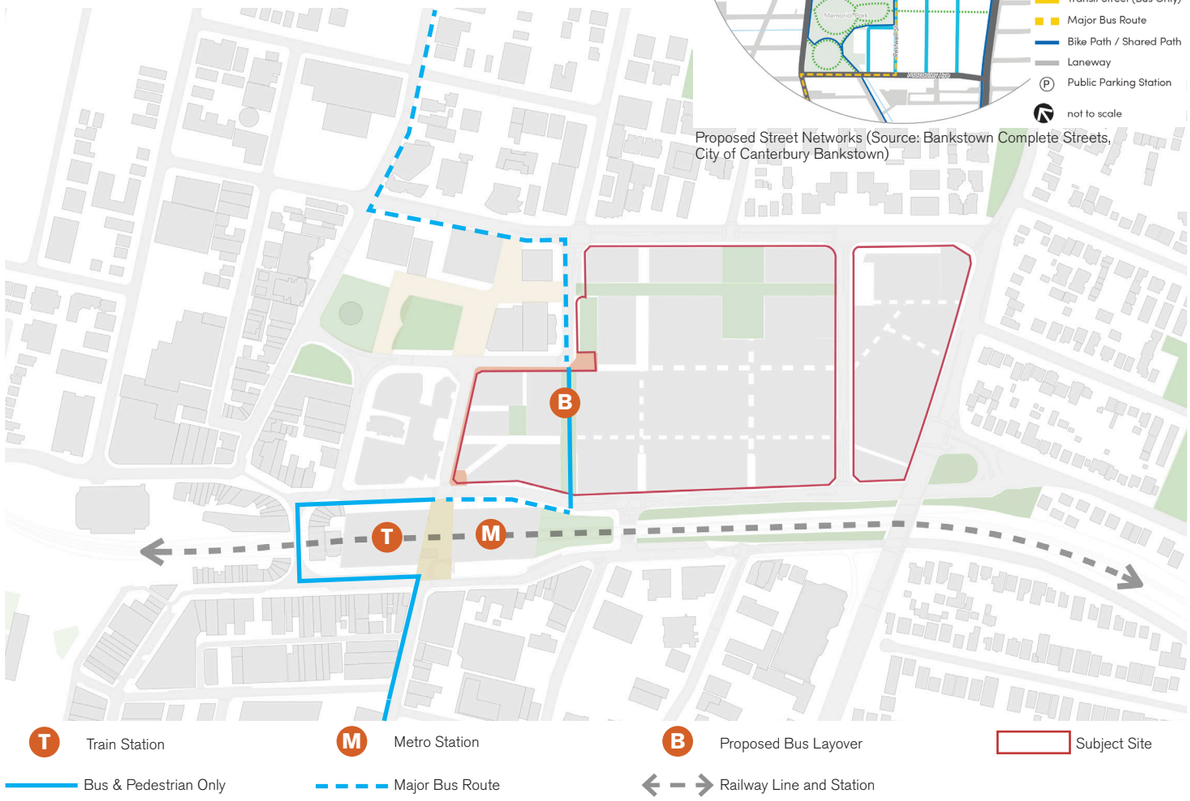

## Public Transport

The train and Metro will provide convenient railway services to the Bankstown and will integrate with the improvement of the bus service and the active transport.

The extension of Jacobs Street allows bus routes to be replanned with greater use of street side stops in place of the existing interchange configuration.




Proposed Street Networks (Source: Bankstown Complete Streets, City of Canterbury Bankstown)



# Built Form

The renewal of Bankstown Central and the enhancement of the public domain is enabled by increased building heights that allow the redistribution of floor space.

## Building Height

**Proposed maximum building height is the PANS-OPS height plane, RL 108.2M.**

Bankstown Central is currently characterised by low scale, very large floor plate retail buildings surrounded by surface and structured parking. The shared vision for the Bankstown CBD is for greater permeability, pedestrian amenity, open space and active edges.

The indicative masterplan shows that new street extensions, green pedestrian environments and mixed uses can be integrated with a reduced size shopping centre. The indicative masterplan redistributes the allowable floorspace into taller, separated buildings that can be modulated to mitigate environmental impacts to surrounding developments.

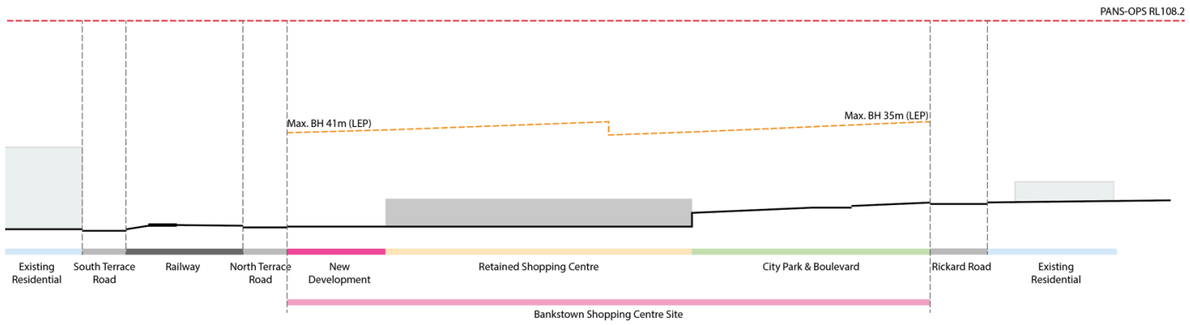
The Site is currently limited to 35m and 41m maximum building height controls in the LEP which would not allow the floor space distribution required to deliver the urban structure and public domain improvements.

The Bankstown Airport masterplan identifies the PANS-OPS limitation for the site at RL 108.2M.

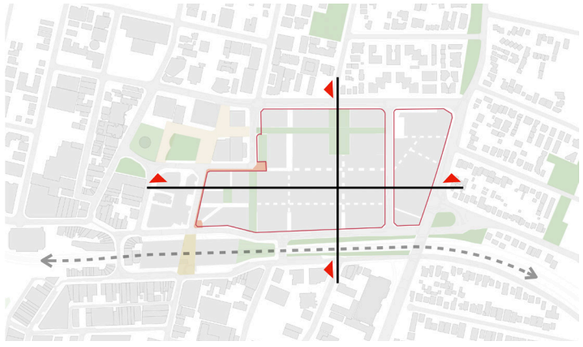
The adjacent future development in the Compass site and the new WSU campus, have proposed new development with building heights up to the PAN-OPS limitation. Consistent with the new urban character, a maximum building height of 108.2M is proposed for the Bankstown Central site.

The building height of each individual building will be investigated and modulated in the DA stage based on the consideration of the skyline and the shadow impact to neighbourhoods, the open space and the garden boulevard.

The principles of taller buildings closer to the station and along North Terrace with landmarks on the corners of the site are able to be incorporated in the building heights of the Bankstown Central masterplan.



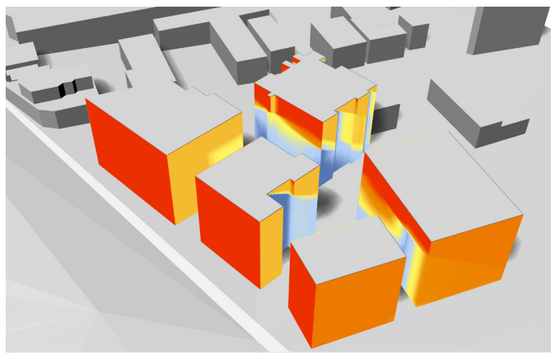

Indicative Section throught the site (from South to North)

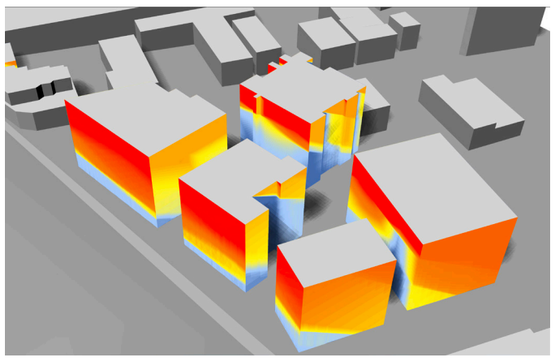


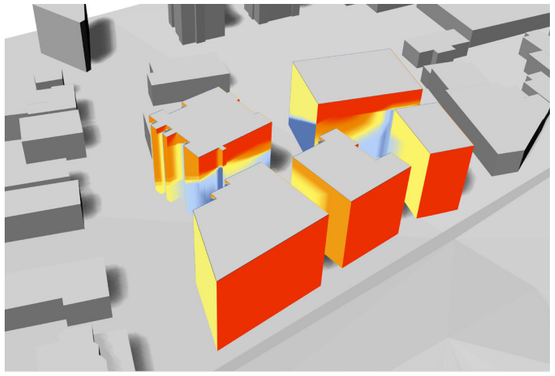



Indicative Section throught the site (from West to East)

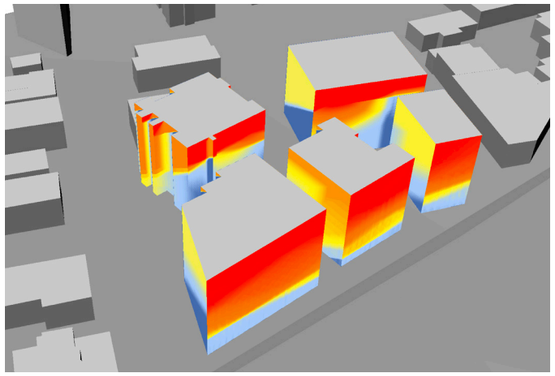
# Shadow Analysis







Existing Solar Access of the Southern Neighbourhood Building



Indicative Shadow Impact to the Southern Neighbourhood Building

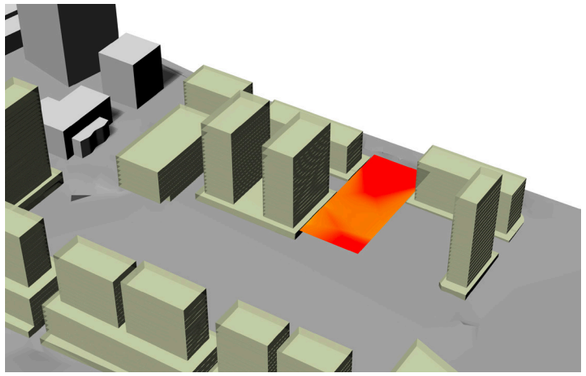
## Shadow Impact

Solar analysis has been undertaken to assess the environmental impacts of increased building heights and to mitigate any potential overshadowing to neighbouring residences and to maximise the sunlight hours to the public domain.

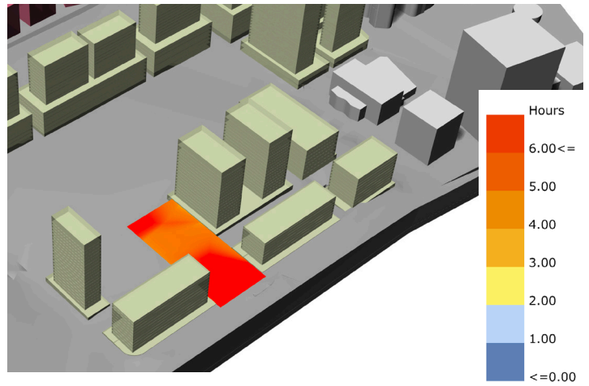
Scenarios with different building height modulation have been investigated under the maximum building height (the PANS-OPS) control and the FSR 3.5 target of the site. Higher building forms are concentrated in the Town Centre site and along the North Terrace, with landmark buildings on the North East, South East corner of the site.

Shadow analysis confirms that minimum (or greater) sunlight hours can be maintained to existing apartments to the south of Bankstown Central.

The shadow analysis demonstrates that the new open space proposed in 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.



Solar Access of the Proposed Open Space

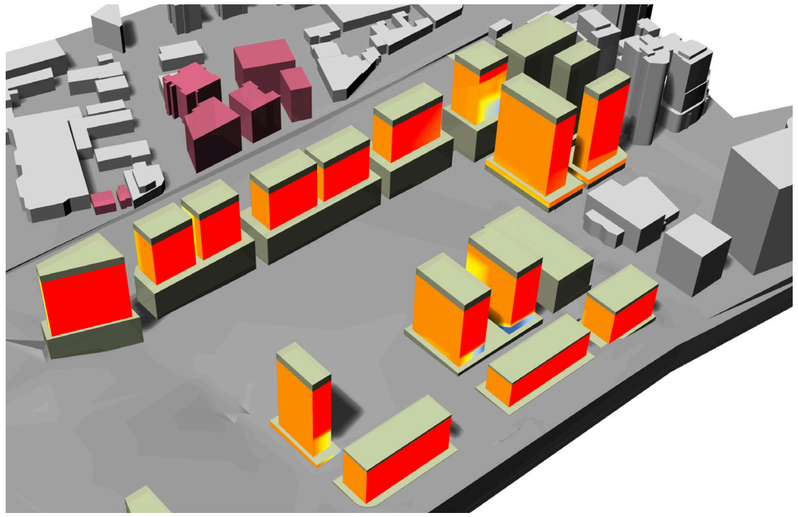


# Key ADG Compliance

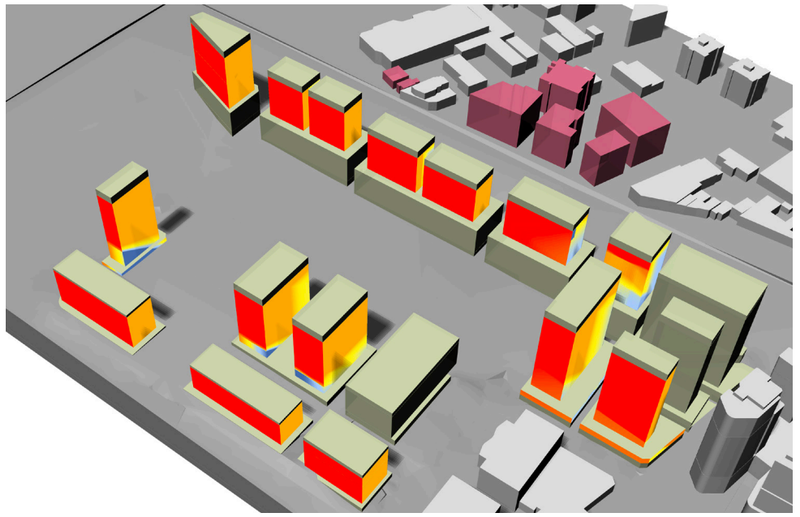
## The Apartment Design Guide sets out measurable criteria for apartment design with a focus on space standards and amenity.

The indicative masterplan aligns with the minimum requirements of the Apartment Design Guide [ADG] including building separation and orientation. The proposed massing is able to meet compliance in terms of solar access, natural ventilation and privacy.

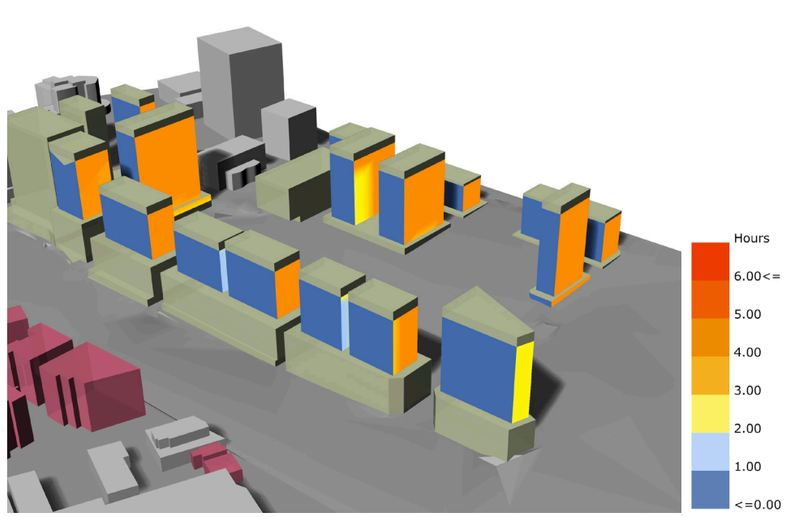
Most of the residential buildings in the indicative masterplan are oriented to face north with four east-west orientation buildings. The solar analysis heat maps indicate that the buildings have sufficient direct sunlight access with the north, east and west facades. The floor plans of each residential building will be developed in the DA stage to meet the solar access requirement of ADG.



Indicative Heat Map (View from North East)



Indicative Heat Map (View from North West)




Indicative Heat Map (View from South East)

# Planning Metrics

## Planning Metrics

| | | Area / Quantity |
|---|---|---|
| **Site Area** | | 113,920 sqm |
| **Overall GFA (including new GFA & Retained Shopping Centre GFA)** | | 395,415 sqm |
| **Overall FSR** | | 3.5:1 |
| **Employment** | **Commercial Office** | 105,996 sqm |
| | **Hotel** | 656 (+84 Serviced Apartments) rooms |
| | **Retail** | 15,293 sqm |
| | **Childcare** | 891 sqm |
| **Residential** | | 929 units |
| **Student Housing** | | 1664 beds |
| **New Public Open Space** | | 7,313 sqm |

Indicative Planning Metrics Table

# DCP Diagrams

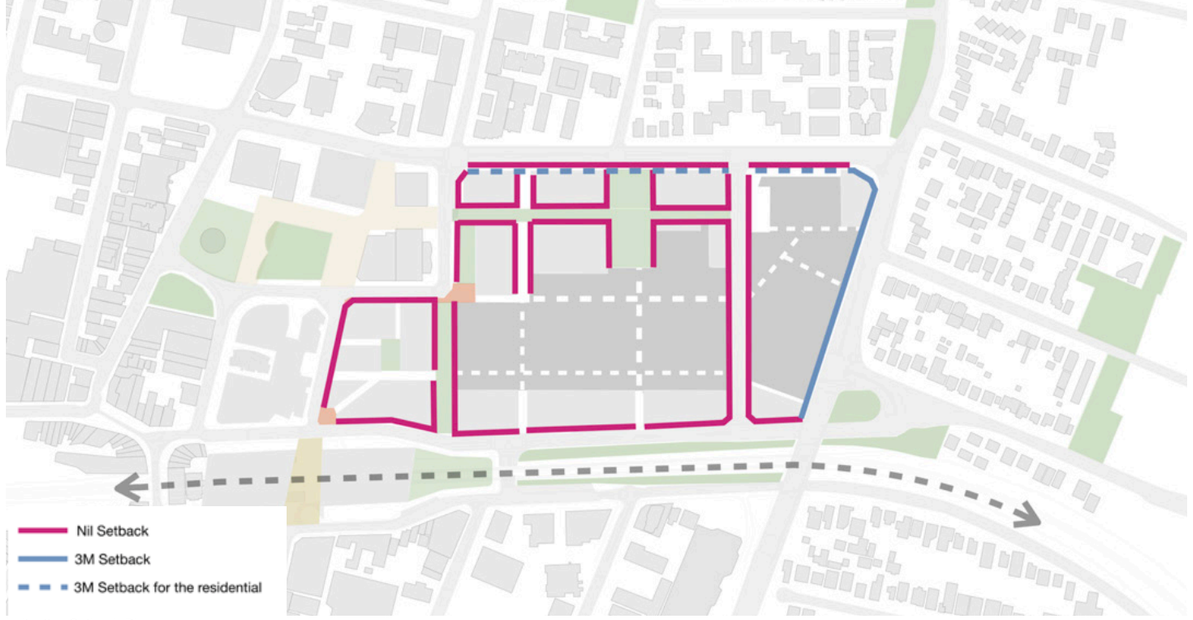
The Bankstown Central urban renewal will be defined and guided by development controls in relation to building height, setbacks, street walls and building separation for the quality and amenity of the urban environment.

## Setback & Street Wall

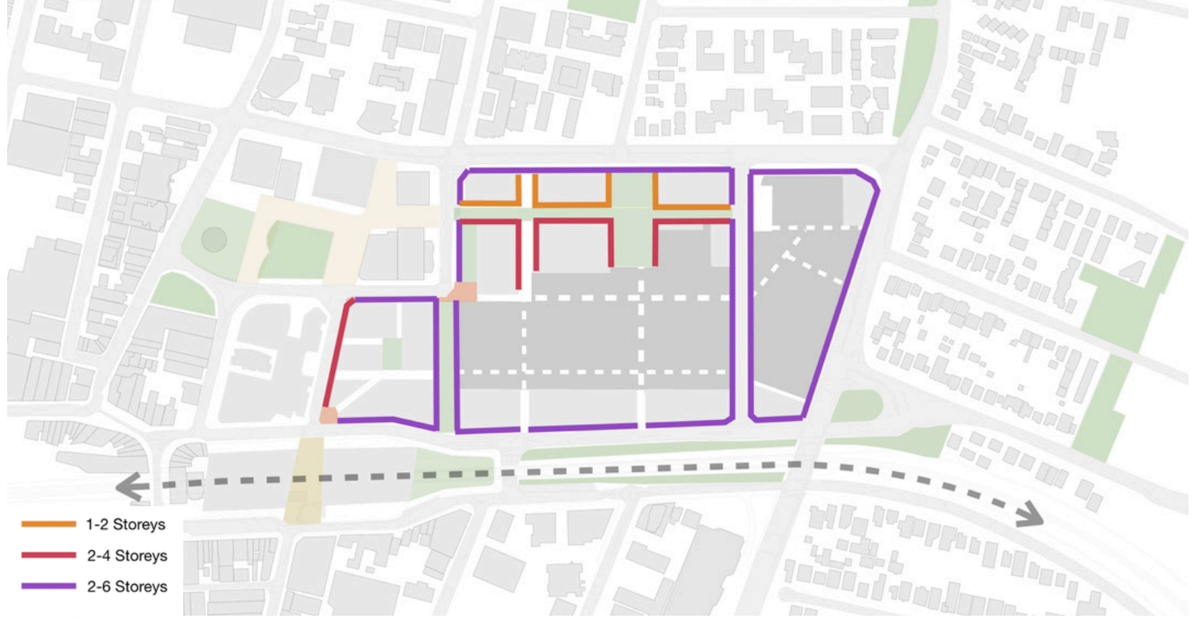
| Street | Setback | | Street Wall Height |
|---|---|---|---|
| | Primary Setback | Secondary Setback | |
| **The Appian Way** | Nil | 6-8m | 2-4 storeys |
| **Rickard Road** | Nil (Commercial) | 6-8m | 2-6 storeys |
| | 3m (Residential) | | |
| **North Terrace** | Nil | 6-8m | 2-6 storeys |
| **Garden Boulevard** | Nil | 8m | 2-4 storeys (South) |
| | | | 1-2 storeys (North) |
| **Jacobs Street** | Nil | 6-8m | 2-6 storeys |
| **The Mall** | Nil | 6-8m | 2-6 storeys |
| **Lady Cutler Ave** | Nil | 6-8m | 2-6 storeys |

## Building Separation

- 6M for commercial to commercial
- 9M for commercial to Hotel
- 12M for commercial to residential
- 12M for hotel to hotel
- 24M for residential to residential (including student housing)



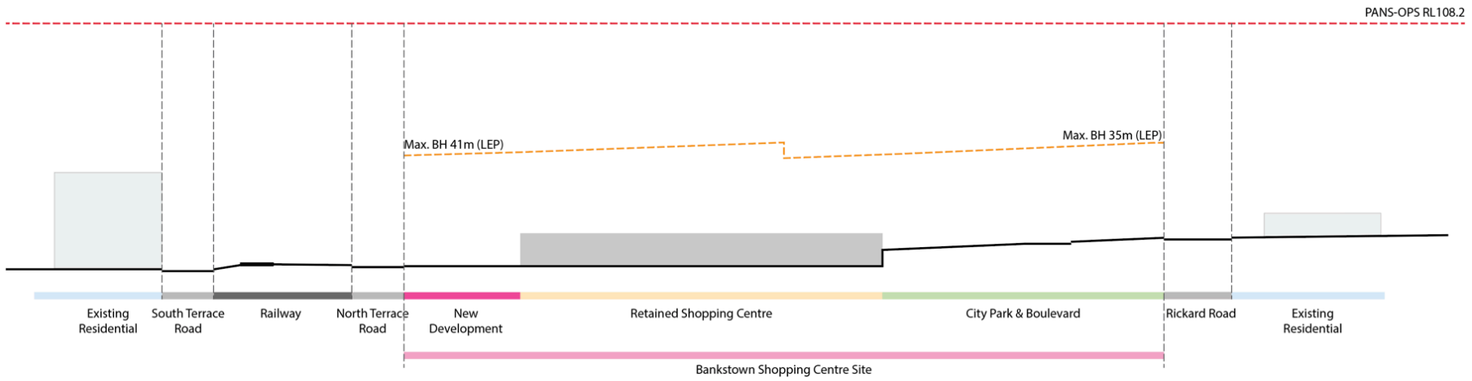

Indicative Setback Plan



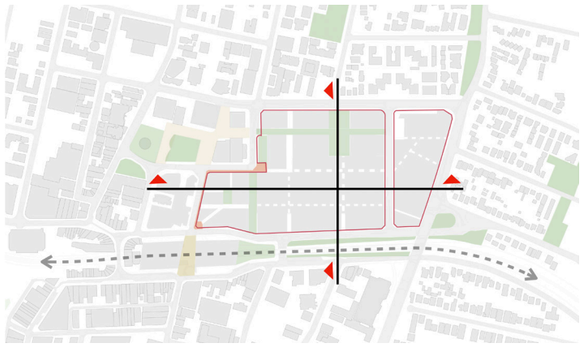

Indicative Street Wall Plan

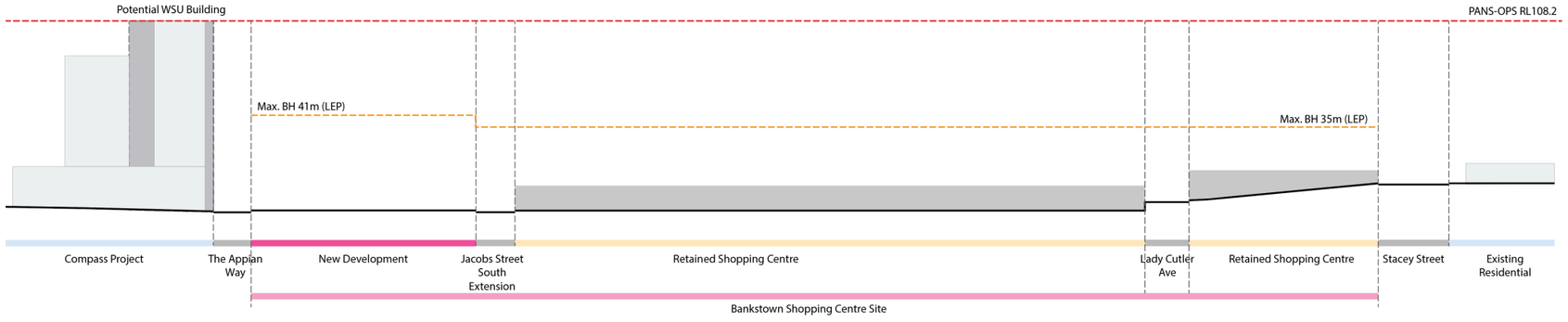
## Building Height Control

Informed by building height investigations, adjacent new developments and the future urban character of the Bankstown CBD, the maximum building height across the whole subject site is proposed to be the PANS-OPS (RL 108.2m).



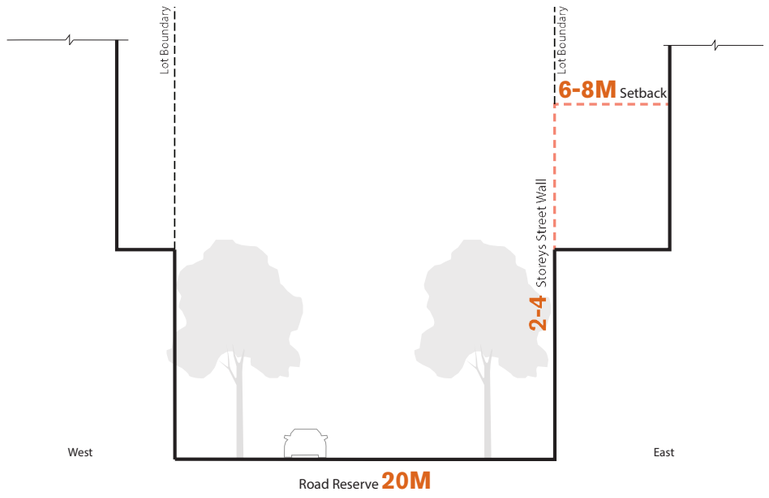

Indicative Section throught the site (from South to North)



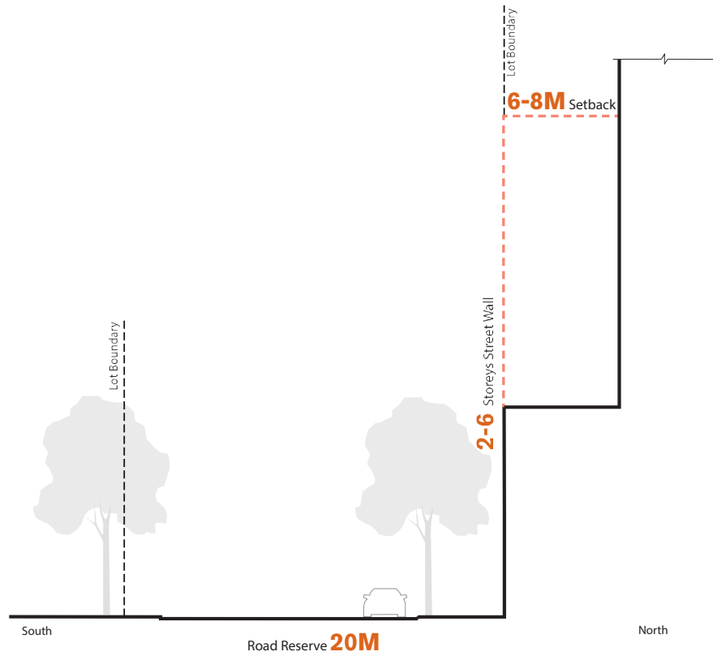



Indicative Section throught the site (from West to East)

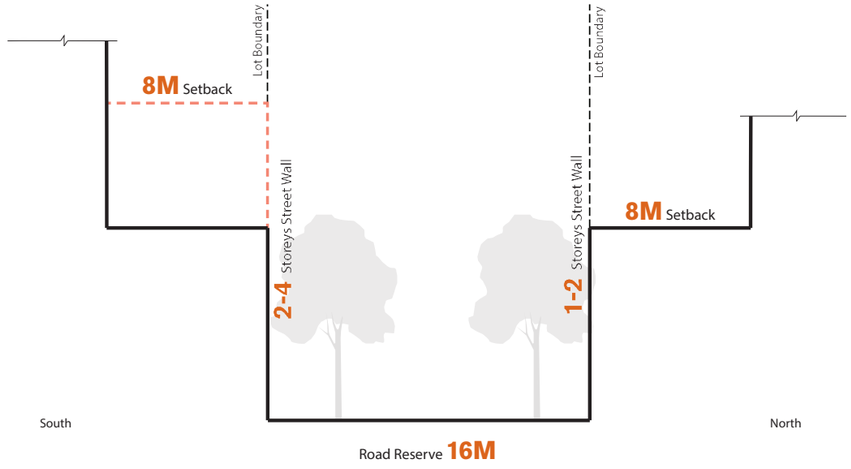
## Typical Street Section



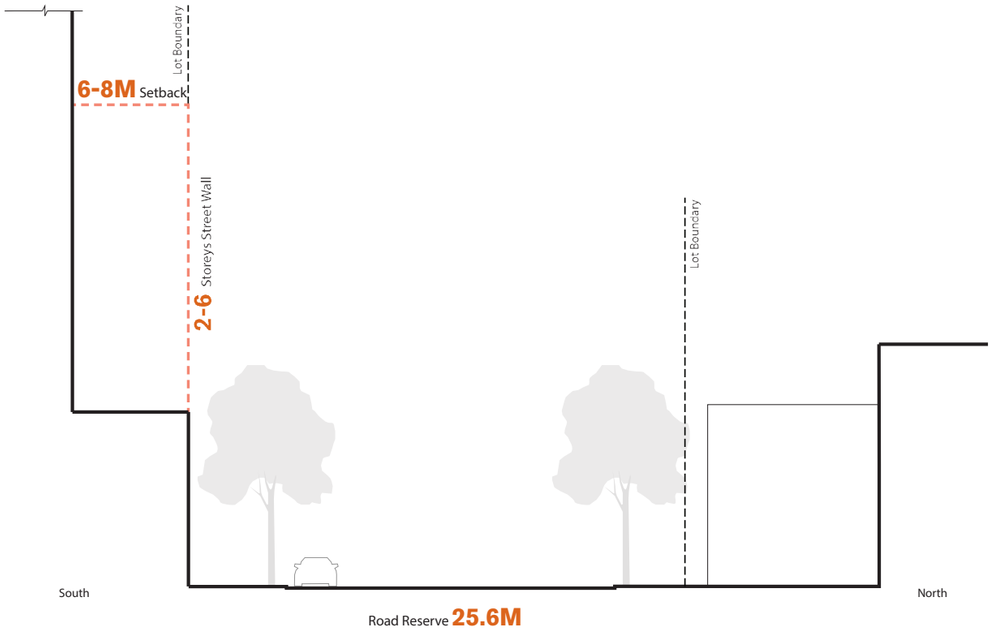

Section 1: The Appain Way



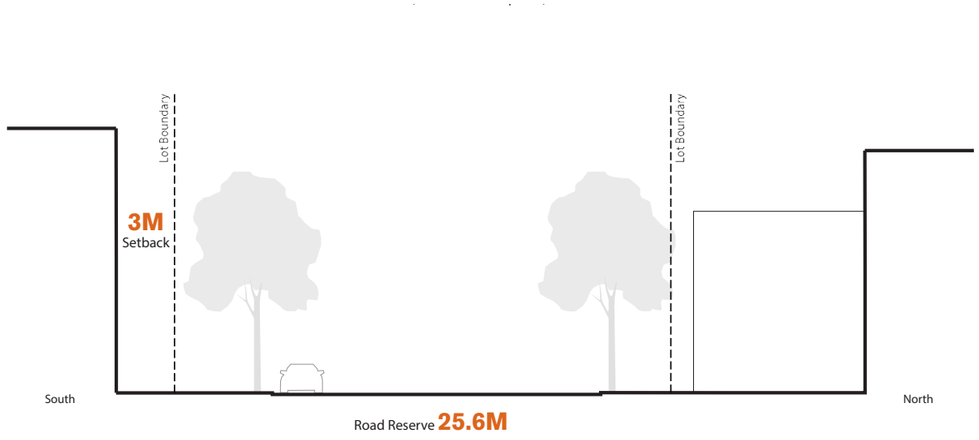

Section 2: North Terrace




Section 3: Boulevard




Section 5: Rickard Road (Option1-Mixed Use)




Section 6: Rickard Road (Option2-Residential)

fjmt

architecture
interiors
urban
landscape

Sydney
Melbourne
Oxford
London

VICINITY CENTRES

# TRANSPORT ASPECTS OF PLANNING PROPOSAL FOR PROPOSED MIXED USE DEVELOPMENT, BANKSTOWN CENTRAL SHOPPING CENTRE

DECEMBER 2019

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# 1. INTRODUCTION

1.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by Vicinity Centres to review the transport aspects of a planning proposal for mixed use development at Bankstown Central shopping centre on Stacey Street, Rickard Road and North Terrace at Bankstown. The site location is shown in Figure 1.

1.2 The existing centre provides some 81,000m$^2$ GLA and 3,300 parking spaces. It has frontage to, and vehicular access from, Stacey Street, Rickard Road, Jacobs Street, The Mall, The Appian Way, North Terrace and Lady Cutler Avenue.

1.3 The existing planning controls provide for a 3:1 floor space ratio (FSR) for the site and permit mixed use development. There are provisions to allow a bonus 0.5:1 FSR.

1.4 The planning proposal would provide for mixed use development, including retail, commercial, hotel, residential, student accommodation, serviced apartments and child care, with a FSR of 3.5:1. The planning proposal also seeks to amend the height controls for the site.

1.5 The Sydenham to Bankstown Urban Renewal Corridor Strategy has been released. Additionally, the Sydenham to Bankstown railway line is being upgraded and converted to metro as part of the Sydney Metro City and Southwest rail project.

1.6 The scale of development envisaged in the planning proposal would include some 18 buildings, largely around the perimeter of the site. The additional development would include some 110,000m$^2$ commercial, 1,800 rooms for student accommodation, 550 hotel rooms, 100 serviced apartments, 1,000 residential apartments and a child care centre. The existing retail uses on the site would reduce by some 7,000m$^2$. The redevelopment would provide improved connections to and from Bankstown station.

1.7 This report reviews the transport implications of the planning proposal through the following chapters:

- Chapter 2 - describing the existing conditions; and
- Chapter 3 - reviewing the transport implications of the planning proposal.

# 2. EXISTING CONDITIONS

## Site Location and Road Network

2.1 Bankstown Central shopping centre is north of the railway line within the Bankstown CBD and has frontage to Stacey Street, Rickard Road, North Terrace, Jacobs Street, The Mall, Lady Cutler Avenue and The Appian Way as shown in Figure 1. It is immediately north of the Bankstown railway line and Bankstown station.

2.2 The existing centre provides some 81,000m$^2$ GLA and some 3,300 parking spaces. Parking areas are provided north of the centre (between the centre and Rickard Road), south of the centre (the North Terrace car park) and on the eastern part of the site (east of Lady Cutler Avenue). Access to parking is provided from Stacey Street, Rickard Road, Lady Cutler Avenue, North Terrace, Jacobs Street and The Mall.

2.3 Surrounding land use in the Bankstown CBD includes commercial and retail development to the west and medium to higher density residential development to the north. Bankstown railway station is immediately south of the site. There is a railway underpass between North Terrace and South Terrace, adjacent to the site.

2.4 The road network in the vicinity of the site includes Stacey Street, Rickard Road, North Terrace, Wattle Street, Lady Cutler Avenue, Jacobs Street, Sir Joseph Banks Street, The Mall and The Appian Way.

2.5 Stacey Street forms part of a north-south arterial route, connecting Bankstown with Menai and Heathcote in the south and Silverwater and Carlingford in the north. Through Bankstown, Stacey Street generally provides a four lane undivided carriageway with two traffic lanes in each direction. It is elevated over the Bankstown Railway Line where it passes the centre. Clearways operate in peak periods. Stacey Street has signalised intersections with Greenacre Road, Rickard Road and the Wattle Street ramp, where it also provides signalised access to the shopping centre. These intersections provide additional lanes for turning traffic.

2.6 Rickard Road runs east-west on the northern side of the Bankstown CBD. It provides part of a ring road for the CBD. Rickard Road generally provides a four lane carriageway with two traffic lanes in each direction. It has signalised intersections with Jacobs Street, Sir Joseph Banks Street and Lady Cutler Avenue.

2.7 South of the site, North Terrace runs parallel to the railway line and passes beneath Stacey Street where it joins Wattle Street. North Terrace generally provides for one traffic lane in each direction, clear of intersections, with angle parking on its southern side. At its western end it is one-way westbound. It provides access to Bankstown railway station and bus interchange. Its intersection with Lady Cutler Avenue is controlled by traffic signals.

2.8 Lady Cutler Avenue links North Terrace with Rickard Road. Both intersections are controlled by traffic signals. Lady Cutler Avenue provides access to parking areas for the centre. It provides a four lane undivided carriageway with two traffic lanes in each direction. There is a signalised pedestrian crossing between the Lady Cutler car park and the centre.

2.9 Jacobs Street and Sir Joseph Banks Street provide local access into the CBD from the north. They generally provide for one traffic lane and one parking lane in each direction, clear of intersections. They provide access to commercial development close to the CBD and low to medium density residential development further north.

2.10 The Mall links Chapel Road with Jacobs Street. Between Fetherstone Street and The Appian Way, The Mall is one-way eastbound. This section of The Mall combines with The Appian Way, North Terrace and Fetherstone Street to provide one-way circulation around the block fronting these streets. These roads generally provide two traffic lanes and two parking lanes in the one-way sections.

2.11 The Appian Way is one way south from Rickard Road to The Mall, where it is closed. It provides access to parking in the civic precinct which includes Council offices, the Town Hall and Paul Keating Park.

Planning for the Area

2.12 The Sydenham to Bankstown Urban Renewal Corridor Strategy has been released. It identifies a potential additional 36,000 dwellings and 10,000 jobs in the corridor by 2036. For Bankstown, the strategy includes the following:

- Bankstown will continue to provide shops, jobs and community services for the wider corridor to support the District Centre's employment target;

- a potential station square will be the heart of Bankstown Station Precinct enhancing pedestrian activity and providing new north-south connections;

- future development around the station will provide a visual marker for Bankstown Station Precinct;

- Bankstown CBD will be renewed and modernised as it redevelops for increased jobs and homes.

2.13 The Bankstown Station Precinct Plan will include a new metro station and interchange. This work will be undertaken in association with the Sydenham to Bankstown railway line upgrade and conversion to metro as part of the Sydney Metro City and Southwest rail project.

2.14 This rail project will provide for 15 services per hour at peak times. Trains will stop at all stations and will connect, via the wider network, to Martin Place, Barangaroo, North Sydney, Chatswood and Macquarie Park. There will be interchange facilities with other rail services at Sydenham, Central and Martin Place.

2.15 In association with the Sydenham to Bankstown Urban Renewal Corridor Strategy, an Integrated Transport Strategy[1] has been prepared. The strategy "*recommends a range of transport initiatives that would be required to support the urban renewal corridor strategy while complementing the proposed Sydney Metro City and Southwest project. The recommended initiatives will improve accessibility locally and between the corridor and other major destinations at Sydney Olympic Park, Parramatta, Liverpool and Burwood.*"

2.16 The vision for the transport system includes the following:

[1] "Sydenham to Bankstown Urban Renewal Corridor Integrated Transport Strategy." Prepared by ARUP, 25 October, 2015.

- *Supporting urban renewal to provide more housing choice along the corridor and additional local travel opportunities*

- *Optimising the benefits of transport investment and the opportunity for travel behavior change arising from the proposed Sydney Metro City and Southwest project*

- *Developing an efficient transport system that is affordable and accommodates customer needs*

- *Encourage public and active transport for travel within and outside the corridor in keeping with the better connectivity and amenity in the urban environment*

- *Manage travel demand considering different reasons for travel to leverage existing and planned infrastructure*

2.17 The strategies and initiatives identified in the Integrated Transport Strategy to achieve this are as follows:

- *Supporting urban renewal by providing a range of improved travel choices and reducing reliance on private vehicles*

- *Providing connections for a permeable pedestrian network to support local movements and improving accessibility to town centres and public transport nodes. This would include infrastructure upgrades such as footpath improvements and new crossing points as well as the introduction of 40km/h speed limits and complementary design elements in high pedestrian activity areas*

- *Providing a high quality cycleway network that connects to key employment destinations, including the implementation of a regional cycleway adjacent to the existing rail corridor between Bankstown and Sydenham*

- *Supporting the introduction of the proposed Sydney Metro City & Southwest by providing multi-modal transport access to station precincts*

- *Providing an improved, more connected bus network which supports the growth of the corridor – including the introduction of new cross-regional bus services linking to the corridor to key destinations such as Sydney Olympic Park and Sydney Airport, and improving the quality of customer interchange especially at Bankstown, Campsie and Canterbury*

- *Retaining the functionality of the arterial road network for longer distance private vehicle and freight trips, including to support the introduction of WestConnex*

2.18 Specific measures identified in the report include the following:

- bus priority measures along existing Parramatta to Bankstown bus corridor, including Hume Highway, Chapel Road and Canterbury Road;

- new bus service connecting Bankstown with Macquarie park via Sydney Olympic Park;

- increased frequencies for bus routes feeding Sydney Metro City & Southwest stations, including routes 905, 907, 909 and 925 via Bankstown;

- introduce a shared bicycle/pedestrian path along the existing rail corridor between Bankstown and Sydenham;

- support councils within the Sydenham to Bankstown corridor in planning and delivering bicycle plans;

- include bicycle parking at Sydney Metro City & Southwest station precincts, and in new developments;

- include a requirement for a site travel plan to be prepared in new developments above a certain threshold;

- provide pedestrian-friendly design at metro stations, including wide footpaths and clear wayfinding;

- support councils within the Sydenham to Bankstown corridor in planning and delivering pedestrian access and mobility plans;

- provide bus priority measures and/or frequency enhancements on the bus route between Bankstown and Burwood;

- introduce light rail between Parramatta and Bankstown;

- widen Stacey Street to three lanes in each direction between Macauley Avenue and Hume Highway (this project is currently under construction);

- provide grade-separation at the Hume Highway/Stacey Street intersection;

- introduce Sydney Metro City & Southwest for high frequency rail services along the corridor;

- increase frequencies on the heavy rail line between Bankstown and Lidcombe to six per hour in peak periods and four per hour outside peak periods;

- reduce parking rates for commercial and industrial uses around public transport nodes;

- provide suitable treatments to reinforce the existing shared zones in Bankstown City Plaza;

- improve pedestrian accessibility between the southern end of the plaza and the railway station.

2.19 The planning proposal is consistent with the above infrastructure and transport measures to encourage and facilitate development within the corridor. The planning proposal therefore sits within the broader planning framework of the Sydenham to Bankstown Urban Renewal Corridor Strategy, Sydney Metro City and Southwest rail project and associated studies.

2.20 Council has prepared a Section 94A plan which includes measures to accommodate additional development in the area, including the Bankstown CBD.

Bankstown Complete Streets

2.21 The draft Bankstown Complete Streets document (April 2019) has been prepared by council as a CBD transport and place plan. It has been prepared as a masterplan to guide street and transport upgrades in Bankstown CBD, to cater for the expected increase in employment, students and residents over the next 20 years.

2.22 It presents a masterplan and concept design for streets in the CBD, which includes changes to parking controls, intersections, pedestrian and cycle arrangements, bus arrangements and priorities.

2.23 The masterplan is largely confined to existing public places (streets and other council owned land such as parks). However, it also relies on a number of measures being implemented on privately owned land, including Bankstown Central.

2.24 A ring road is identified for the CBD, to reduce traffic volumes on other CBD streets. The ring road would include Macauley Avenue, Chapel Road, Brandon Avenue, Greenwood Avenue, Marion Street, Meredith Street, Rickard Road and Stacey Street. To a large extent, these roads already function to provide a ring road for the CBD. Modifications to other roads, as identified in the masterplan, would likely increase traffic flows on the ring road system, including Rickard Road.

2.25 The masterplan identifies an extension of Jacobs Street to connect to North Terrace through the Bankstown Central site. Jacobs Street, including the proposed extension, and North Terrace, west of the extension, would form part of the major bus route through the CBD.

2.26 In association with the changes to bus operations, and to improve connectivity within the CBD, a number of roads close to the site are proposed to be converted to two-way, including The Mall, The Appian Way, Fetherstone Street and North Terrace (west of The Appian Way).

2.27 A number of measures are proposed on streets adjacent to the shopping centre, including:

- traffic signal upgrades at Rickard Road/Jacobs Street, Rickard Road/Sir Joseph Banks Street (including potential car park access to the shopping centre), Rickard Road/Lady Cutler Avenue, Lady Cutler Avenue pedestrian crossing and Lady Cutler Avenue/North Terrace. The upgrades at these intersections include pedestrian crossings on all approaches and phase changes to support the ring road and bus movements;

- new traffic signals at Jacobs Street/The Mall, The Mall/The Appian Way and North Terrace/Jacobs Street. These are proposed in association with the proposed Jacobs Street extension, to cater for bus and pedestrian movements;

- a new shared pedestrian/cycle path on the southern side of Rickard Road, adjacent to the centre;

- a new pedestrian bridge over the railway line at Lady Cutler Avenue;

- time-restricted parking (one hour) in North Terrace and Lady Cutler Avenue, adjacent to the centre, plus a drop-off zone in Lady Cutler Avenue; and

- removing the angle parking from the southern side of North Terrace and provide parallel parking on both sides.

2.28 A Traffic Modelling Assessment Report (prepared by GTA Consultants, 18 April 2019) was prepared in association with the complete streets masterplan. This report considers the following measures:

- upgrade to Stacey Street/Fairford Road;
- upgrade to Stacey Street/Greenacre Road;
- a roundabout at and closure of McDonald Lane;
- Stacey Street widened to three lanes in each direction;
- upgrade to Stacey Street/Hume Highway;
- opening Kitchener Parade/Rickard Road northern leg;
- The Appian Way made pedestrian only during peak hours and closure of Fetherstone Street to traffic;
- relocated interchange to new bus only link;
- closure of Olympic Parade from Marion Street;
- Bankstown City Plaza converted to pedestrian only link;
- traffic signals at Greenwood Avenue/Brandon Avenue and Stanley Street/McDonald Lane;
- changes to traffic signal phasing and cycle times;
- clearways at Greenwood Avenue and Brandon Avenue; and
- removing parking on Chapel Road southbound approaching Rickard Road, to provide two right turn lanes.

Public Transport

2.29 The shopping centre is adjacent to Bankstown Railway Station. Bankstown is on the Bankstown Line (Liverpool to City via Bankstown).

2.30 Services through Bankstown are every 15 minutes in each minutes in each direction. During weekday peak periods, services are more frequent.

2.31 Local bus services are provided by a number of operators. There are bus interchanges on the northern and southern sides of the railway line as well as an interchange at Centro Bankstown. Services include:

- route 905: Bankstown to Villawood and Fairfield;
- route 907: Bankstown to Parramatta;
- route 908: Bankstown to Merrylands;
- route 909: Bankstown to Parramatta;
- route 911: Bankstown to Auburn;
- route 913: Bankstown to Strathfield;
- route 922: East Hills to Bankstown;
- route 923: Panania to Bankstown;
- route 924: East Hills to Bankstown;
- route 925: East Hills to Lidcombe via Bankstown;
- route 926: Revesby Heights to Bankstown;
- route 939: Greenacre to Bankstown;
- route 940: Hurstville to Bankstown;
- route 941: Hurstville to Bankstown;
- route 944: Hurstville to Bankstown;
- route 945: Hurstville to Bankstown;
- route 946: Hurstville to Bankstown;
- route 962: Bankstown to Miranda and Cronulla;
- route M90: Liverpool to Burwood;
- route M91: Hurstville to Parramatta;
- route M92: Sutherland to Parramatta;

2.32 Overall, the site has good access to regular public transport services. As noted earlier, the Sydney Metro City and Southwest rail project will upgrade rail services to Bankstown. It will include a new station, pedestrian links and interchange. The planning proposal includes integration with the new metro station, including pedestrian links.

# 3. TRANSPORT REVIEW FOR PLANNING PROPOSAL

3.1 The planning proposal would provide for mixed use development, including retail, commercial, hotel, residential, student accommodation, serviced apartments and child care, with a FSR of 3.5:1. The planning proposal also seeks to amend the height controls for the site.

3.2 The scale of development envisaged in the planning proposal would include some 18 buildings, largely around the perimeter of the site. The additional development would include some 110,000m$^2$ commercial, 1,800 rooms for student accommodation, 550 hotel rooms, 100 serviced apartments, 1,000 residential apartments and a child care centre. The existing retail uses on the site would reduce by some 7,000m$^2$. The redevelopment would provide improved connections to and from Bankstown station.

3.3 Consistent with the planning for the new metro line and redevelopment of the Sydenham to Bankstown corridor, the proposed development will provide significant services, facilities and residential development in the CBD, close to other services and facilities, as well as existing and future public transport services. This means that traffic generation and the need to travel will be reduced. Employees and visitors will have the opportunity to use public transport when they travel.

3.4 This chapter reviews the implications of the planning proposal through the following sections:

- public transport, walking and cycling;
- site travel plan;

- parking provision;
- access, servicing and internal layout;
- traffic generation; and
- summary.

Public Transport, Walking and Cycling

3.5 As previously discussed, the site is adjacent to Bankstown railway station and bus interchanges. Rail services operate on a 15 minute headway in each direction. Numerous bus services provide links to surrounding areas.

3.6 The future new metro line, interchange and pedestrian connections between the metro station and Bankstown CBD will improve the accessibility of the both the CBD and public transport services. The planning proposal provides an opportunity to better integrate the town centre with these public transport services. Appropriate bicycle parking will be included in the redeveloped centre.

3.7 The planning proposal would provide for increased employment, retail and residential densities in the CBD and adjacent to public transport services. The proposal would therefore be consistent with the planning for the renewal of the Sydenham to Bankstown corridor. It will also satisfy the broader planning objectives of:

(a) improving accessibility to housing, employment and services by walking, cycling, and public transport;

(b) improving the choice of transport and reducing dependence solely on cars for travel purposes;

(c) moderating growth in the demand for travel and the distances travelled, especially by car; and

(d) supporting the efficient and viable operation of public transport services.

Site Travel Plan

3.8 To encourage travel modes other than private vehicle, it is proposed to adopt a travel demand management approach, through preparation of a site travel plan to meet the specific needs of the site, future employees, residents and visitors. The specific requirements and needs of the future employees and residents will be incorporated in the site travel plan to support the objectives of encouraging the use of public transport.

3.9 The principles of the site travel plan, to be developed in consultation with council, RMS, bus and rail operators and other stakeholders, will include the following:

- encourage the use of public transport, including bus services to and through Bankstown at the existing and future new interchanges;
- identify existing bus routes which stop adjacent and close to the site, including the location of bus stops and pedestrian crossings at signalised intersections;
- work with bus operators to improve services;
- encourage public transport by employees and visitors through the provision of information, maps and timetables in the site travel plan;

- raise awareness of health benefits of walking and cycling (including maps showing walking and cycling routes, including through and adjacent to the site);

- encourage cycling by providing safe and secure bicycle parking, including the provision of lockers and rails for employees, residents and shoppers;

- provide appropriate on-site parking provision, consistent with appropriate council/RMS controls and the objective of reducing traffic generation.

Parking Provision

3.10 At future development application stages, appropriate parking will be provided for the various components of the development.

3.11 Part B5 of the Bankstown Development Control Plan 2015 does not include parking requirements for shopping centres. For shops with more than 4,000m$^2$ GFA, the DCP indicates that appropriate parking should be determined based on parking surveys.

3.12 RMS surveys of the parking demands of large shopping centres (greater than 80,000m$^2$) have found peak demands in the range 3.5 to 3.6 spaces per 100m$^2$ GLA. By comparison, surveys of existing parking demands at the centre have found demands of 3.9 spaces per 100m$^2$.

3.13 For the mixed use components, including commercial, student accommodation, hotel, serviced apartments and child care centre, reduced rates of parking should be provided, compared to conventional commercial development, taking into account the excellent existing and future public transport services.

3.14 DCP 2015 includes a parking requirement of one space per dwelling, plus one space per five dwellings for visitors, for residential flat buildings in the B4 zone.

3.15 By comparison, the RMS guidelines include the following parking rates for high density residential development:

- 0.4 – 0.6 spaces per one bedroom apartment;
- 0.7 – 0.9 spaces per two bedroom apartment;
- 1.2 – 1.4 spaces per three bedroom apartment; and
- one space per five to seven apartments for visitors.

3.16 In future development applications, appropriate parking will be provided, with reference to the above rates, and the site's location in the Bankstown CBD, adjacent to excellent existing and future public transport services.

Access, Servicing and Internal Layout

3.17 Access to the shopping centre and the new mixed use buildings would continue to be provided from Stacey Street, Rickard Road, North Terrace, Lady Cutler Avenue, Jacobs Street and The Mall. New access would be provided from The Appian Way. Internally, improved connections would be made between the retail car parks, so that vehicles can circulate on-site without exiting to the adjacent road network. The internal connections would link the retail parking areas on the site and would include connections between upper parking levels across Lady Cutler Avenue.

3.18 Pedestrian access would be provided from the above streets. The development would include provision for through site connections, to better connect to the station, surrounding areas and other services and facilities in the CBD.

3.19 Access to and from the car parks would be controlled. The details of the proposed access arrangements would be provided in future development applications.

3.20 Access to and from residential buildings would be provided from within the site, or from new locations on the external road network.

3.21 The majority of service vehicles would continue to access the site from North Terrace, to the basement level loading docks.

3.22 Parking and circulation areas will be designed, at the development application stages, in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking, Part 2: Off-street commercial vehicle facilities and Part 6: Off-street parking for people with disabilities), AS 2890.1:2004, AS 2890.2 – 2002 and AS 2890.6:2009.

Traffic Generation

3.23 Traffic generated by development envisaged in the planning proposal will have its greatest effects during weekday afternoon and Saturday peak periods when it combines with other traffic on the surrounding road network.

3.24 Being located within the CBD, and with reduced rates of parking, the commercial component would have a likely traffic generation of some 0.3 vehicles per hour per 100m$^2$ at peak times. This is comparable to other town centre and CBD locations.

3.25 Based on RMS surveys, the residential apartments would have a generation of some 0.15 vehicles per hour per apartment two-way at peak times.

3.26 The student accommodation, hotel and serviced apartments would have a lower traffic generation than the residential; some 0.1 vehicles per hour. The child care centre would have a generation of some 0.7 vehicles per hour per place, based on RMS surveys.

3.27 The retail development on the site would reduce by some 7,000m$^2$. The retail uses have a traffic generation of some four vehicles per hour per 100m$^2$ at peak times.

3.28 Taking into account the reduced retail development, the scale of development envisaged in the planning proposal would result in an increase of some 500 vehicles per hour two-way at peak times. Spread between multiple access points, across a number of street frontages, its effects in any location would be modest.

3.29 In association with other measures identified in the Bankstown CBD Complete Streets masterplan, consideration could also be given to the following measures, to improve the operation of CBD intersections:

- providing additional capacity on the northern leg of the Jacobs Street/Rickard Road intersection by marking two lanes for a greater approach distance;
- providing additional capacity at the Stacey Street/Wattle Street intersection at the shopping centre exit; and
- lengthening the left turn lane into Rickard Road for northbound traffic on Stacey Street.

3.30 As previously noted, the widening of Stacey Street to six lanes is currently occurring. This will improve the capacity of the Stacey Street intersections.

3.31 Council's Section 94A plan includes the following works:

- streetscape works within The Mall, The Appian Way, Chapel Road, North Terrace, South Terrace and Rickard Road;
- new footpath construction along Jacobs Street;
- cycle facilities and footpath/cycleway connections into and around Bankstown CBD;
- upgrade pedestrian facilities near Chapel Street and The Mall;
- upgrade crossings/intersections at Railway Station precinct;
- upgrade pedestrian crossing at North Terrace near The Appian Way;
- upgrade traffic management and facilities at The Appian Way;
- upgrade pedestrian access and facilities at Jacobs Street and The Mall;
- upgrade pedestrian facilities at the intersection of Lady Cutler Avenue and North Terrace; and
- upgrade traffic management at the intersection of The Mall and The Appian Way.

3.32 At the appropriate stage in the planning process, the development will make appropriate contributions towards these works under the Section 94A plan.

Summary

3.33 In summary, the main points relating to the transport implications of the planning proposal are as follows:

i) the planning proposal is for a FSR of 3.5:1 and amended height controls, to accommodate a mixed use development including retail, commercial, hotel, residential, student accommodation, serviced apartments and child care;

ii) the planning proposal is consistent with planning for Bankstown under the Sydenham to Bankstown Urban Renewal Corridor Strategy and the Sydney Metro City and Southwest rail project;

iii) the planning proposal provides for improved connections to and greater integration with the new Bankstown Metro station;

iv) the Complete Streets masterplan has been prepared by council to guide street and transport upgrades in Bankstown CBD, to cater for the expected increase in employment, students and residents over the next 20 years;

v) a series of transport and infrastructure works has been identified in these planning studies to accommodate and facilitate development within the Sydenham to Bankstown corridor and CBD;

vi) a site travel plan will be prepared for the development;

vii) appropriate parking will be provided as part of future development applications, consistent with the site's location in the Bankstown CBD and the objective of reducing traffic generation;

viii) access, servicing and layout arrangements will be provided in accordance with AS 2890.1:2004 and AS 2890.2 – 2002 as part of future development applications;

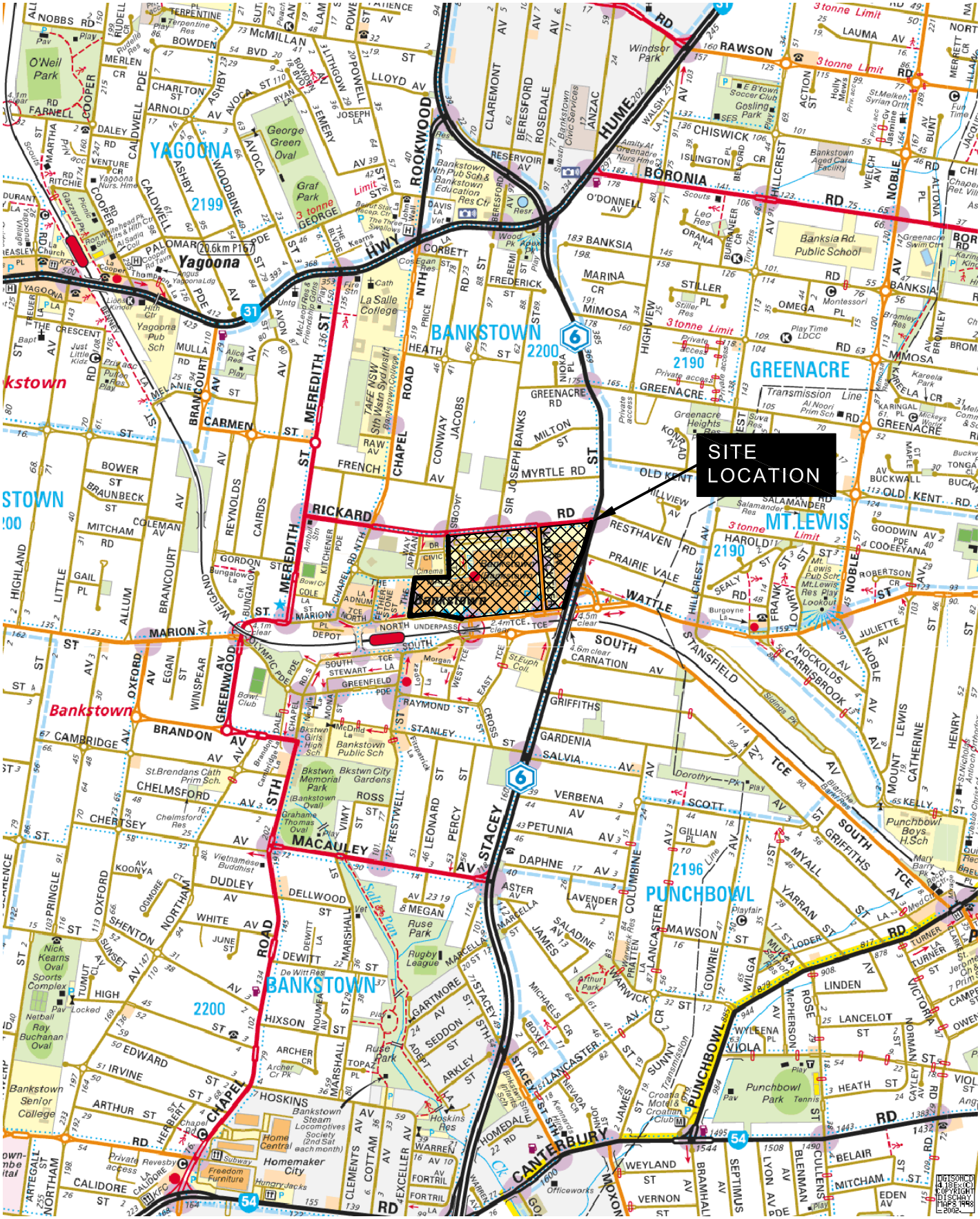
ix) the scale of development envisaged in the planning proposal would result in relatively modest traffic increases on the surrounding road network, with modest traffic effects;

x) to improve the capacity of CBD intersections consideration could be given to:

- providing additional capacity on the northern leg of the Jacobs Street/Rickard Road intersection;
- providing additional capacity at the shopping centre exit at the Stacey Street/Wattle Street intersection; and
- lengthening the left turn lane into Rickard Road for northbound traffic on Stacey Street;

xi) council's section 94A plan also includes a series of improvements to accommodate development in the town centre; and

xii) at the appropriate stage in the planning process, the development will make appropriate contributions under the Section 94A plan.


SITE LOCATION
BANKSTOWN
2200
YAGOONA
2199
GREENACRE
2190
MT.LEWIS
2190
PUNCHBOWL
2196
BORONIA
BANKSIA
MIMOSA
MARINA
FREDERICK
CORBETT
RICKARD
MYRTLE RD
OLD KENT
RESTHAVEN
PRAIRIE VALE
WATTLE
STANSFIELD
CARNATION
GRIFFITHS
GARDENIA
SALVIA
VERBENA
PETUNIA
DAPHNE
MACAULEY
STACEY
CANTERBURY
HOMEDALE
HOSKINS
MEREDITH
CHAPEL
ROOKWOOD
HUME
RAWSON
CHISWICK
ISLINGTON
O'DONNELL
MARION
CARMEN
BRANCOURT
BRANDON
CAMBRIDGE
CHELMSFORD
DUDLEY
DELLWOOD
DEWITT
WHITE
HIGH
IRVINE
EDWARD
ARTHUR
CALIDORE
WEYLAND
VERNON
BELAIR
MITCHAM
EDEN
LINDEN
LANCELOT
VIOLA
WYLEENA
MAWSON
SCOTT
KELLY
PUNCHBOWL
Punchbowl Boys H.Sch
Punchbowl Park
Bankstown Sports Club
Bankstown Central
Bankstown Public School
Bankstown Senior College
La Salle College
Banksia Rd. Public School
Banksia Montessori
Bankstown Aged Care Facility
Bankstown Nth Pub Sch & Bankstown Education Res Ctr
Bankstown Steam Locomotives Society
Homemaker City
Hungry Jacks
Freedom Furniture
Nick Kearns Oval Sports Complex
Ray Buchanan Oval
George Green Oval
Graf Park
Ruse Park
Rugby League
Bankstown Memorial Park
Bankstown Bkstwn City Gardens
Bankstown Girls High Sch
St.Brendans Cath Prim Sch.
Yagoona Pub Sch
Yagoona Nurs. Hme
Yagoona Ldg
Bankstown Civic Services
Bankstown Aged Care Facility
Bankstown Nth Pub Sch & Bankstown Education Res Ctr
Bankstown Public School
Bankstown Senior College
Punchbowl Boys H.Sch
Punchbowl Park
Bankstown Sports Club
Bankstown Central

# Aeronautical Impact Assessment

# Planning Proposal
# Bankstown Central
# NSW.

Client

## Vicinity Centres

LB00356

Final V1

20 December 2019

Landrum & Brown Worldwide (Aust) Pty Ltd, 2019

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| 001 | Draft report for submission to Client | PWW | 7 November 2019 |
| Final V1 | Final report following client comments | PWW | 20 December 2019 |
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# 1 Introduction

## 1.1 The Development

Vicinity Centres has tasked Landrum & Brown Worldwide (Australia) Pty Ltd to prepare an Aeronautical Impact Assessment (AIA) to support a Planning Proposal for the Bankstown Central redevelopment project in Bankstown's CBD.

The redevelopment of the site comprises several buildings up to a maximum height of 107.08 m AHD and is located just to the north of Bankstown Railway Station. The site is bounded by North Terrace, Stacey Street, Rickard Road, Jacobs Street and The Appian Way in Bankstown.




**Figure 1: Site Location (Source: Vicinity Centres)**




**Figure 2: Proposed development location in relation to Bankstown Airport and Sydney Airport (Google Earth)**

This report considers the likely impact of the redevelopment upon aviation activities in the area, especially Bankstown Airport and outlines the steps necessary to gain approval from The Department of Infrastructure, Transport, Regional Development and Cities for any infringement of Prescribed Airspace at airports in the vicinity of the site.

# 2 Prescribed Airspace

## 2.1 Overview

The Airports (Protection of Airspace Regulations) 1996 specifies volumes of Prescribed Airspace related to Federally leased airports such as Sydney Airport and Bankstown Airport that protect them from uncontrolled obstacle growth that may have an adverse impact upon flight safety or the regularity of flight operations at those airports.

Prescribed Airspace for an airport is the airspace above any facet of the Obstacle Limitation Surfaces (OLS) or the PANS OPS (Procedures for Air Navigation Services – Aircraft Operations) surfaces for an airport, or the Radar Terrain Clearance Chart (RTCC) protection surfaces.

The OLS are conceptual surfaces associated with runways that are designed to protect aircraft operations from unrestricted obstacle growth.

The OLS comprises:

- outer horizontal surface (OHS);
- conical surface;
- inner horizontal surface (IHS);
- approach surface for each runway;
- inner approach surface for each runway;
- transitional surface for each runway;
- inner transitional surface;
- baulked landing surface; and
- take-off climb surface.

The outer segments of the OLS for airports with Type B, 3D instrument approaches, such as Sydney Airport, extend to 15 km from the airport's Aerodrome Reference Point (ARP). Airports such as Bankstown have OLS extending to 4 km from the ARP, however Bankstown has designated an OHS for future Master Planning purposes. The future surfaces must be considered.

The PANS OPS surfaces are designed beneath instrument approach and departure flight paths with a prescribed minimum obstacle clearance above the obstacles or terrain. They provide an obstacle free flight path to enable safe and efficient aircraft operations in Instrument Meteorological Conditions (IMC) during which flight crews cannot necessarily see the ground or obstacles and they must rely upon aircraft instrumentation to determine their position in relation to navigation aids and runways.

The RTCC provides Air Traffic Control (ATC) with a minimum safe altitude above terrain and obstacles, above which they can provide surveillance services to aircraft in the area around major airports. A protection surface below the useable heights restricts obstacle growth.

Infringement by a building or crane into Prescribed Airspace requires the approval of the aerodrome operator, the Civil Aviation Safety Authority (CASA), and the Department of Infrastructure, Transport, Regional Development and Cities (DITRDC) where the airport is on federally leased land.

Permanent infringement of PANS OPS or RTCC protection surfaces are not supported by the aviation authorities, however, temporary "controlled activities" up to a duration of 3 months may be able to be approved subject to support from the airport, Airservices Australia and CASA being provided to DITRDC. If the infringement is shown to impact on aviation safety or regularity of aircraft operations, it is unlikely to be approved.

## 2.2 PANS OPS Surfaces

Bankstown and Sydney Airports' PANS OPS surfaces were assessed in detail for this proposed redevelopment.

Other airports including RAAF Richmond and Camden Airport have PANS OPS surfaces related to a 25 nm Minimum Safe Altitude (MSA) over the redevelopment site but they are in excess of 300 m AHD so are not relevant to the content of this report.

Western Sydney Airport, which is not planned to be operational until approximately 2027 will also have 25 nm MSA PANS OPS surfaces over the redevelopment site that will be higher than 300 m AHD.

### 2.2.1 Bankstown Airport

The detailed assessment of Bankstown Airport's PANS OPS surfaces showed 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.

The proposed building at a maximum height of 107.08 m AHD will not infringe the PANS OPS surfaces at Bankstown Airport.

In order to improve the likelihood of gaining aviation authority approval for the redevelopment, a concise management plan for the construction cranes will be required prior to submittal of an application to Bankstown Airport. Any crane activity above 108.2 m should be limited to a maximum duration of 3 months.

### 2.2.2 Sydney Airport

A detailed assessment of Sydney Airport's PANS OPS surfaces showed that the lowest PANS OPS surface above the building site is related to the 25 nm MSA with a minimum altitude of 340 m AHD.

The proposed building at a maximum height of 107.08 m AHD will not infringe the PANS OPS surfaces at Sydney Airport.

## 2.3 Obstacle Limitation Surfaces

Obstacle limitation surfaces extend to a maximum distance of 15 km from the Aerodrome Reference Point (ARP) of relevant airports.

The redevelopment site is located within Sydney Airport's OLS and Bankstown Airport's OLS.

### 2.3.1 Bankstown Airport

The redevelopment site is located within the Inner Horizontal Surface (IHS) and the Conical Surface of the Bankstown Airport OLS.

The IHS is at a height of 51 m AHD.

The Conical Surface rises from 51 m at the edge of the IHS to 72 m at the intersection of Rickard Rd and Stacy St as shown on Figure 4.

The proposed building at a maximum height of 107.08 m AHD

- will infringe the OLS Inner Horizontal Surface; and
- will infringe the OLS Conical Surface.

An application to Bankstown Airport must be made in order to gain approval from DITRDC for this building project.

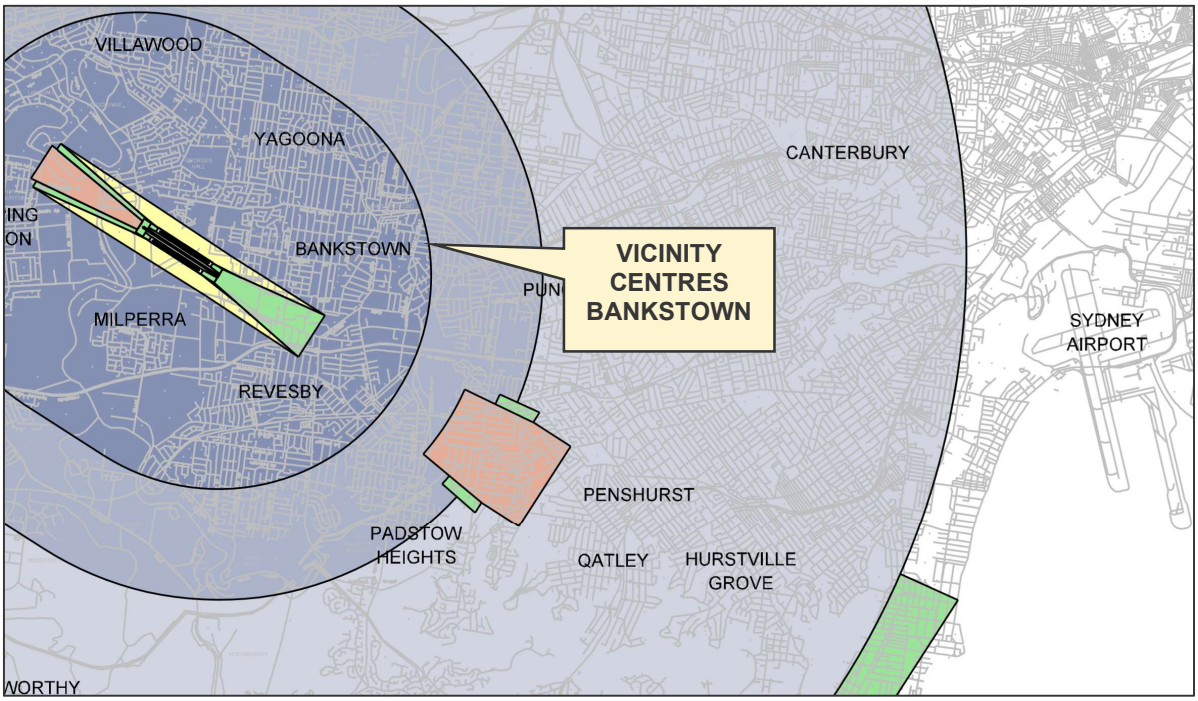



**Figure 3: Development Location in relation to Bankstown Airport OLS (Sydney Metro Airports Master Plan 2014)**




**Figure 4: Development Location in relation to Bankstown and Sydney Airport OLS**

### 2.3.2 Sydney Airport

The development site is located within the Outer Horizontal Surface (OHS) of the Sydney Airport OLS. The Sydney Airport OHS is at a height of 156 m AHD.

The proposed building at a maximum height of 107.8 m AHD will not infringe the OLS Outer Horizontal Surface.

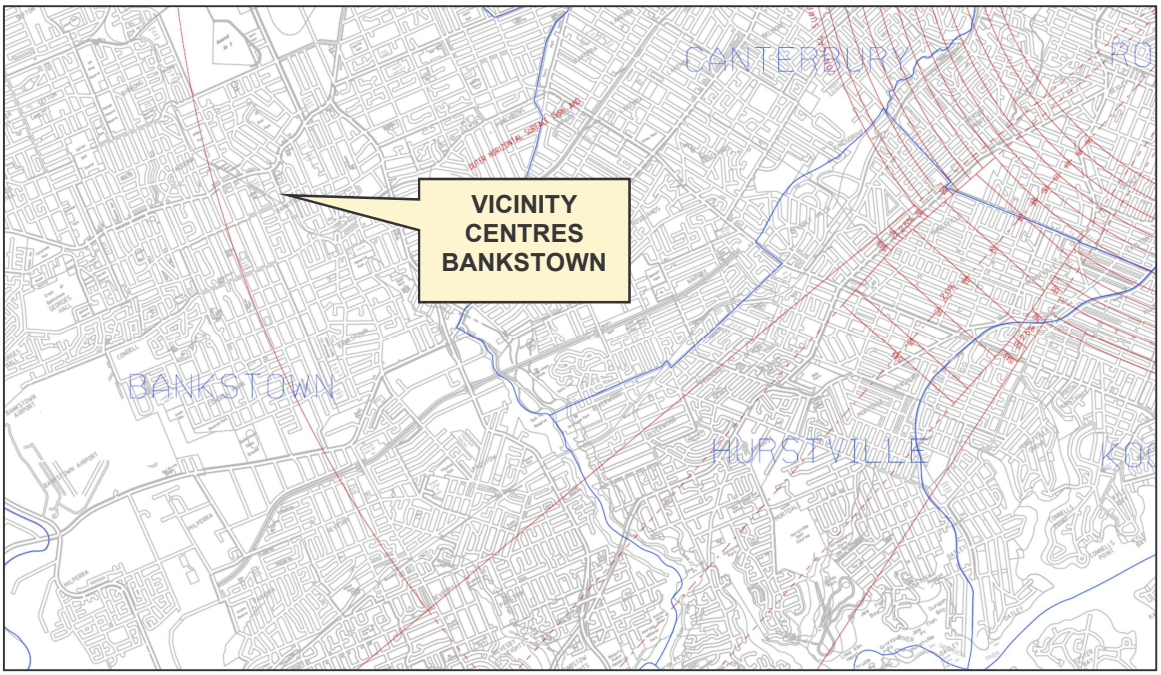



**Figure 5: Development Location in relation to Sydney Airport OLS and Regional Development on 20 March 2015**

## 2.4 Aeronautical Study and Safety Case for OLS Infringement

As part of this assessment, an aeronautical study has been conducted to demonstrate that the proposed building to a maximum height of 107.08 m AHD would not adversely affect safety or significantly affect the regularity of operations of aircraft as per ICAO Annex 14, Aerodrome Design and Operations requirements.

As noted above, the proposed building will infringe the Bankstown Airport IHS of 51 m AHD by 56.08 The purpose of the IHS, as described in ICAO standards, is to restrict obstacle growth in the vicinity of airports and to protect the obstacle clearance of aircraft circling the airport in less than visual flight conditions prior to landing.

When the OLS surfaces were initially established, instrument approaches were generally only provided to one runway at the relevant airport and aircraft were not equipped for straight-in approaches with vertical guidance other than via the Instrument Landing System (ILS). A circling approach to a runway other than to the runway to which an instrument approach was designed was usually conducted when local weather conditions, such as wind velocity or visibility, made a landing on the instrument approach runway unsuitable.

A study by the Flight Safety Foundation[1] Approach-and-Landing-Accident Reduction (ALAR) Taskforce found that circling approaches were a major causation factor in a majority of aircraft accidents in the vicinity of airports. The ICAO Assembly Resolution A33-16 Global Aviation Safety Plan (GASP) recognised the need to prevent Controlled Flight Into Terrain (CFIT) accidents by implementing a worldwide program whereby National Aviation Authorities provided a straight-in instrument approach with vertical guidance to each runway used by airline aircraft. In Australia, this program is almost complete with the introduction of Baro-VNAV approaches at all certified and registered airports at which regular passenger transport aircraft operate.

[1] Flight Safety Foundation ALAR Briefing Note 5.1

The promulgation of straight-in instrument approaches has reduced the requirement to restrict obstacle growth in areas where aircraft now do not operate due to the reduction in the frequency of circling approaches. ICAO has acknowledged the limitations imposed by the current OLS layout and has formed the OLS TASK FORCE[2] to review, update and align the OLS surfaces with the PANS OPS surfaces. In completing this work, ICAO recognises the economic balance required between terrestrial infrastructure requirements of growing cities and efficiency and safety of flight operations.

At Bankstown Airport, only Runway 11C is provided with a straight-in approach with vertical guidance, so in a strong north wind IFR aircraft arriving in IMC would need to conduct a circling approach to Runway 29C.

Aircraft conducting an IFR Circling approach are limited to the following minimum altitudes in the vicinity of the proposed Bankstown Central development site. See section 2.4.2 for a detailed assessment that shows that the IFR Circling areas are not infringed.

- CAT A/B – 650 ft – PANS OPS surface height 355 ft/**108.2 m** AHD
- CAT C - 840 ft – PANS OPS surface height 446 ft/135.9 m AHD.

With the building height and crane activity proposed at a maximum elevation of 107.08 m AHD, the IFR Circling areas are not infringed.

### 2.4.1 Infringement of the Inner Horizontal Surface – ICAO Document References

ICAO Airport Services Manual Part 6 - Control of Obstacles states in Para 1.2.2.4:

> *In assessing the operational effect of proposed new construction, tall structures would not be of immediate significance if they are proposed to be located in:*
>
> *a) An area already substantially obstructed by terrain or existing structures of equivalent height.*
>
> *b) An area which would be safely avoided by prescribed procedures associated with navigational guidance where appropriate.*

The IHS can be infringed in accordance with the recommendations of ICAO Doc Annex 14 Volume 1, Aerodrome Design and Operations, Para 4.2.20, which states:

> *New objects or extensions of existing objects should not be permitted above the Conical Surface and the Inner Horizontal Surface except when, in the opinion of the appropriate authority, an object would be shielded by an existing immovable object, or after an aeronautical study it is determined that the object would not adversely affect safety or significantly affect the regularity of operations of aeroplanes.*

### 2.4.2 Examination of Circling Approaches

The proposed building development, at the maximum height of 107.08 m AHD, was examined to confirm that there would be no changes required to the published circling minimum altitudes.

The development site is located underneath the CAT A/B and CAT C IFR circling areas for Bankstown Airport.

The aircraft category (CAT) depends on aircraft performance parameters and is published in the ICAO PANS OPS document.

The Minimum Descent Altitudes (MDA) published for circling approaches at Bankstown Airport, when an accurate QNH is available are:

- CAT A and B aircraft: 650 feet (198.1 m) AMSL, and
- CAT C aircraft: 840 feet (256 metres) AMSL.

The circling area limits from the runway thresholds, and Minimum Obstacle Clearance (MOC) for circling approaches are published in the PANS OPS document, as follows:

---

[2] https://www.icao.int/SAM/Documents/2016-SUPLIM/RPEAGA7_NI_04_Apéndice%20B_Obstacle%20Surfaces-%20the%20Concept-%20draft-%20OLSTF-5%20Final%20with%20comments.pdf

- CAT A and B: Area radius 4.9 kilometres, MOC 295 feet (90 metres), and
- CAT C: Area radius 7.85 kilometres, MOC 394 feet (120 metres).

The MOC is the prescribed margin above obstacles or terrain in the PANS OPS segment of an instrument approach procedure that determines the Minimum Descent Altitude (MDA) for the procedure.

Note: The Aeronautical Information Publication (AIP) publishes all distances in nautical miles, and altitudes in feet for instrument flight procedures. Displays to pilots are in the same format. The MDA box is shaded which allows pilots to reduce the shown MDA by 100ft if they are in receipt of an accurate QNH, this usually occurs when ATC are on duty.

**Table 2** depicts the applicable circling area protection surface height and the clearance (in green) or infringement (in red) of the building on each surface.

| Aircraft Category (CAT) | Height of PANS OPS Surface | Result for building height of 107.08 m AHD |
|---|---|---|
| **A and B** | 108.2 m | 11 m Clearance |
| **C** | 135.9 m | 28.8 m Clearance |

**Table 1: Circling Area PANS OPS heights**

### 2.4.3 Aeronautical Study Conclusion

The proposed development would be unlikely to have a significant impact upon flight operations at Bankstown Airport as its maximum height does not infringe the IFR Circling Area MDA.

This aeronautical study will need to be included in any application to the aviation authorities for approval of the activity.

## 2.5 Radar Terrain Clearance Chart

The protection surface height for the RTCC above the development site is 152 m AHD.

At a maximum height of 108.08 m the proposed building will not infringe the RTCC protection surface.

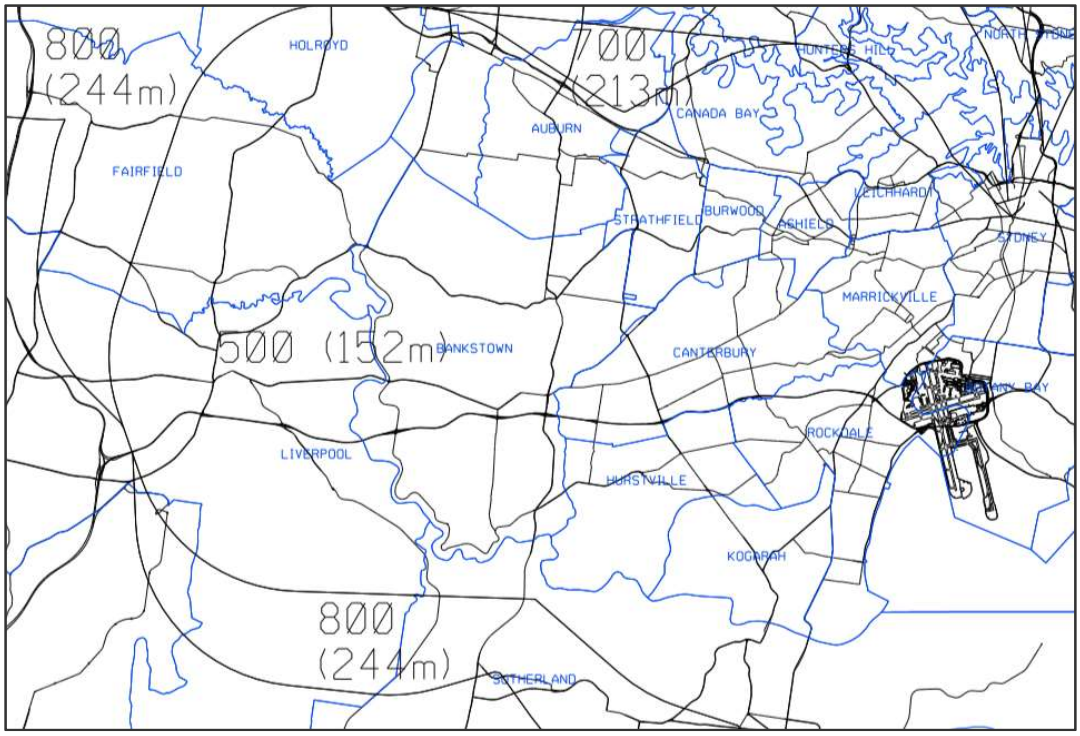



**Figure 6: Sydney RTCC (SACL Airspace Protection web site)**

# 3 ATC Surveillance System Performance

ATC rely on surveillance systems to safely and efficiently control aircraft operations in the vicinity of Sydney Airport and the other airports in the Sydney Basin.

Buildings and/or terrain that infringe radar clearance planes have the potential to cause signal shadows in areas where ATC need to provide a surveillance service or advisory service to aircraft.

This assessment identified two radars in relative proximity to the development site: the Sydney Airport Terminal Area Radar (TAR), and the Cecil Park TAR.

The presence of multiple surveillance systems that support each other will reduce the potential of shadow effects.

The proposed development, at a height of 107.08 m AHD, will not infringe the Sydney Airport TAR clearance plane or the Cecil Park TAR clearance plane.

Construction cranes are not considered to have an impact on the performance of ATC surveillance equipment.

Airservices Australia will assess any likely impact that the proposed development may have on the Sydney Airport TAR, or other surveillance systems such as ADS-B, along with any mitigating effect of the other installations.

| Surveillance System | Distance from development | Antenna Elevation (AHD) | Clearance Plane Elevation at development site Distance x Tan 0.5° + TAR elevation | Result for development height of 107.08 m AHD |
|---|---|---|---|---|
| **Sydney Airport TAR** | 13700 m | 38.2 m | 157.8 m | 50.72 m Clearance |
| **Cecil Park TAR** | 19090 m | 200.5 m | 367.1 m | 260.02 m Clearance |

**Table 2: Impact of development on ATC Surveillance System Performance**

# 4 Navigation Aid Performance

There are navigation aids installed at Bankstown Airport and Sydney Airport, including ILS, GBAS, NDB and DME.

The Building Restricted Areas (BRA) describes a sensitive zone that exists to a radius of 3000 m from the navigation aid antenna sites. The building development limitations within the BRA is specified in the Airservices Australia document Navigation Aid Building Restricted Areas and Siting Guidance AEI-7.1613 Issue 2.

The development site is located more than 3 km from any navigation aid and is therefore outside of all BRA for all navigation aids in the Sydney area and therefore should not have an impact upon their operation.

# 5 Roof Top Exhaust Plumes

Exhaust plumes in excess of 4.3 m/s which exist in either OLS or PANS OPS surfaces can create sufficient turbulence to upset the stability of aircraft during take-off and landing operations.

Part 139 of the Civil Aviation Safety Regulations 1988 (CASR 1988) provides that CASA may determine that a gaseous efflux having a velocity in excess of 4.3 m/s is, or will be, a hazard to aircraft operations because of the velocity of the efflux.

Should any roof top exhaust plume rise in excess of 4.3 m/s infringe any of the above mentioned OLS or PANS OPS surfaces, they must be referred to CASA for their assessment of risk to aircraft operations.

# 6 Cranes

Should any construction cranes be required above the lowest PANS OPS height of 108.2 m AHD and therefore infringe any Prescribed Airspace, an application to Bankstown Airport will need to be made.

Cranes that infringe Prescribed Airspace may only be able to be approved up to a maximum duration of 3 months if in the opinion of the aviation authorities, safety standards are not affected.

# 7 Conclusion

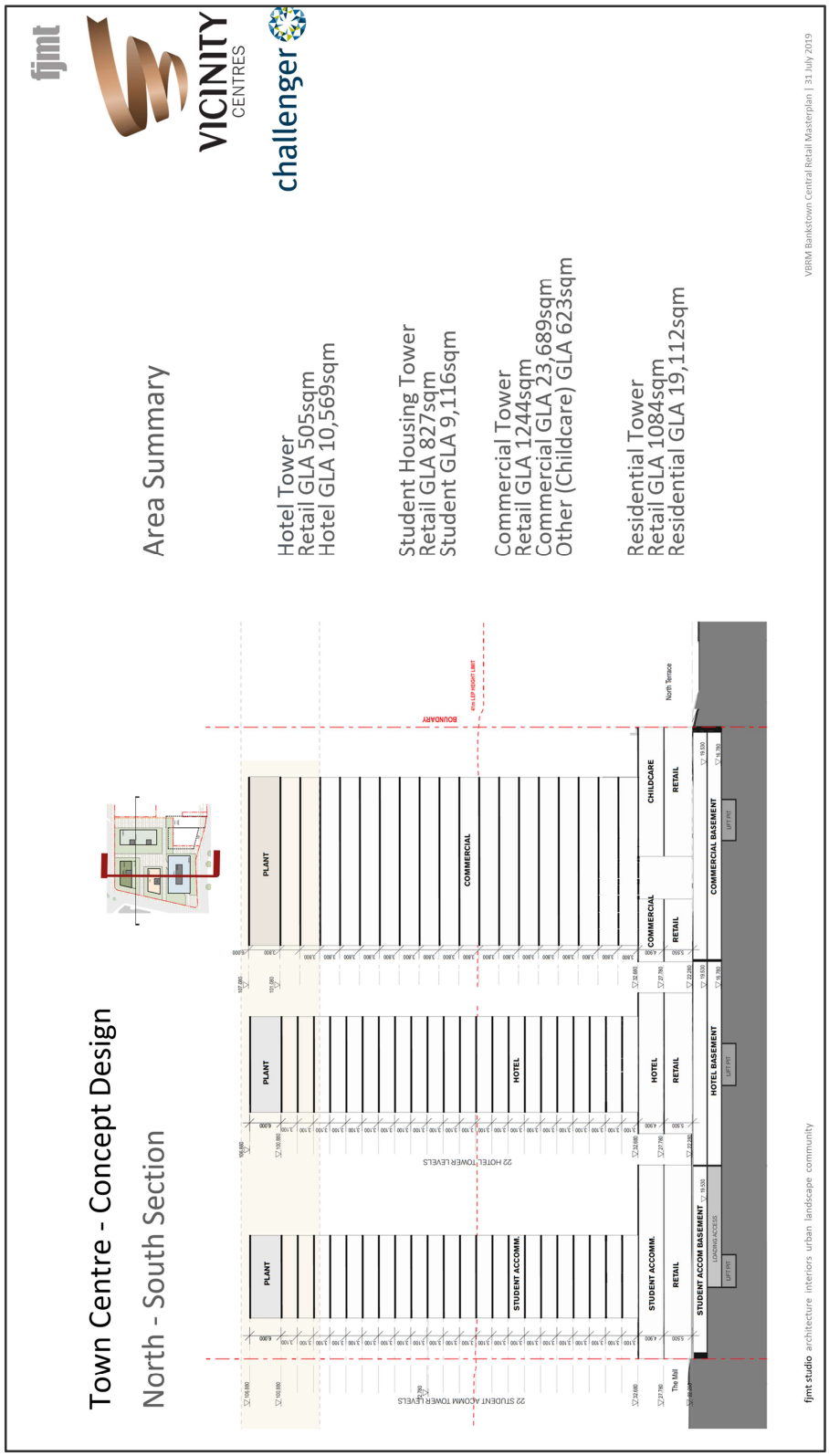
The Bankstown Central planning redevelopment proposal, with a building to a maximum height of 107.08 m AHD:

- will infringe the Inner Horizontal Surface of the OLS for Bankstown Airport;
- will not infringe the PANS OPS surfaces for Bankstown Airport;
- will not infringe Sydney Airport's OLS or PANS OPS surfaces;
- will not infringe the PANS OPS surfaces for any other airport in the vicinity;
- will not infringe any BRA for navigation aids at Sydney Airport;
- will not infringe the Sydney TAR or the Cecil Park TAR clearance plane; and
- will not infringe the RTCC protection surface above the site.

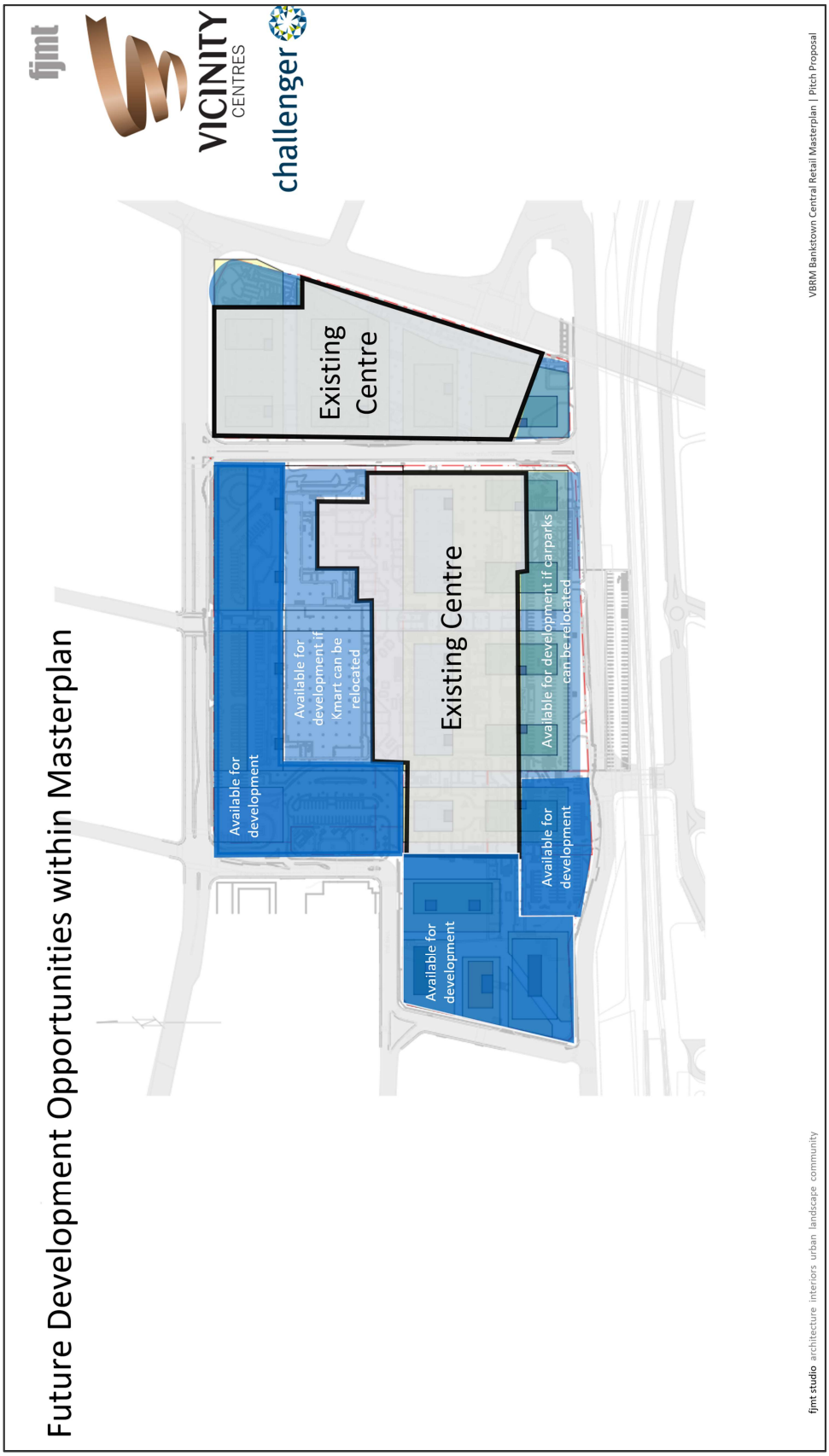
Based on the information provided throughout this report, the infringements to the Bankstown Airport OLS is unlikely to be considered to adversely affect aviation safety or regularity of flight operations and approval for the building is likely to be achieved.

It will be necessary to gain approval for the infringement of the Bankstown OLS via an application to Bankstown Airport.

# Appendix A – Building Height and Site Layout Diagrams




**North- South Section Elevation**
**Source: Vicinity Centre/ FJMT Studio**




**Site Layout**
**Source: Vicinity Centres/FJMT Studio**

# Appendix B – Assessment Methodology

In preparing aeronautical impact assessments associated with airport safeguarding and protection, it is necessary to observe the requirements of the relevant aviation authorities including:

- The Department of Infrastructure, Regional Development and Cities (DIRDC);
- The Civil Aviation Safety Authority of Australia (CASA);
- Airservices Australia (ASA);
- Airport Operators; and
- Department of Defence where appropriate.

The *Airports Act 1996* and *Airports (Protection of Airspace) Regulations 1996* prescribes the volumes of airspace surrounding Federally Leased Airports that protect aircraft operations into those airports, in order to ensure the safety and regularity of airline and other flight operations.

Sydney Airport's Prescribed Airspace comprises:

- Obstacle Limitation Surfaces (OLS) that restrict obstacle growth in the vicinity of takeoff and landing paths; and
- PANS OPS surfaces that provide a buffer between flight paths and terrain or obstacles.

Relevant Acts and Regulations applicable to developments near airports and air traffic routes were referenced during this assessment.

The major relevant documents include:

- The Airports Act 1996, Airports (Protection of Airspace) Regulations 1996;
- Civil Aviation Safety Regulation (CASR) Part 139 Manual of Standards – Aerodromes;
- Aeronautical Information Publication (AIP);
- Airservices Australia's Airways Engineering Instruction – Navigation Aid Building Restricted Areas and Siting Guidance (BRA);
- International Civil Aviation Organisation (ICAO) DOC 8168 Procedures for Air Navigation – Aircraft Operations (PANS OPS).

A Glossary of Aeronautical Terms and Abbreviations is shown at Appendix C.

# Appendix C – Glossary of Aeronautical Terms and Abbreviations

To facilitate the understanding of aviation terminology used in this report, the following is a glossary of terms and acronyms that are commonly used in aeronautical impact assessments and similar aeronautical studies.

**AC** (Advisory Circulars) are issued by CASA and are intended to provide recommendations and guidance to illustrate a means, but not necessarily the only means, of complying with the *Regulations*.

**Aeronautical study** is a tool used to review aerodrome and airspace processes and procedures to ensure that safety criteria are appropriate.

**AIPs** (Aeronautical Information Publications) are publications promulgated to provide operators with aeronautical information of a lasting character essential to air navigation. They contain details of regulations, procedures and other information pertinent to flying and operation of aircraft. In Australia, AIP is issued by Airservices Australia on behalf of CASA.

**Air routes** exist between navigation aid equipped aerodromes or waypoints to facilitate the regular and safe flow of aircraft operating under IFR.

**Airservices Australia** is the Australian government-owned corporation providing safe and environmentally sound air traffic management and related airside services to the aviation industry.

**Altitude** is the vertical distance of a level, a point or an object, considered as a point, measured from mean sea level.

**ATC** (Air Traffic Control) service is a service provided for the purpose of:

a. preventing collisions:
    1. between aircraft; and
    2. on the manoeuvring area between aircraft and obstructions; and
b. expediting and maintaining an orderly flow of air traffic.

**CASA (**Civil Aviation Safety Authority) is the Australian government authority responsible under the *Civil Aviation Act 1988* for developing and promulgating appropriate, clear and concise aviation safety standards. As Australia is a signatory to the ICAO *Chicago Convention,* CASA adopts the standards and recommended practices established by ICAO, except where a difference has been notified.

**CASR** (Civil Aviation Safety Regulations) are promulgated by CASA and establish the regulatory framework *(Regulations)* within which all service providers must operate.

***Civil Aviation Act 1988*** (the Act) establishes the CASA with functions relating to civil aviation, in particular the safety of civil aviation and for related purposes.

**ICAO** (International Civil Aviation Organization) is an agency of the United Nations which codifies the principles and techniques of international air navigation and fosters the planning and development of international air transport to ensure safe and orderly growth. The ICAO Council adopts standards and recommended practices concerning air navigation, its infrastructure, flight inspection, prevention of unlawful interference, and facilitation of border-crossing procedures for international civil aviation. In addition, the ICAO defines the protocols for air accident investigation followed by transport safety authorities in countries signatory to the Convention on International Civil Aviation, commonly known as the *Chicago Convention*. Australia is a signatory to the *Chicago Convention.*

**IFR** (Instrument Flight Rules) are rules applicable to the conduct of flight under IMC. IFR are established to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments in the flight deck, and navigation is accomplished by reference to electronic signals. It is also referred to as, “a term used by pilots and controllers to indicate the type of flight plan an aircraft is flying,” such as an IFR or VFR flight plan. Pilots must hold IFR qualifications and aircraft must be suitably equipped with appropriate instruments and navigation aids to enable flight in IMC.

**IMC** (Instrument Meteorological Conditions) are meteorological conditions expressed in terms of visibility, distance from cloud and ceiling, less than the minimum specified for visual meteorological conditions.

**LSALT** (Lowest Safe Altitudes) are published for each low level air route segment. Their purpose is to allow pilots of aircraft that suffer a system failure to descend to the LSALT to ensure terrain or obstacle clearance in IMC where the pilot cannot see the terrain or obstacles due to cloud or poor visibility conditions. It is an

altitude that is at least 1,000 feet above any obstacle or terrain within a defined safety buffer region around a particular route that a pilot might fly.

**MDA** (Minimum Descent Altitude) is the lowest altitude that can be used during a non-precision approach in IMC. Flight below the MDA reduces the clearance above obstacles and is not permitted in IMC.

**MOS** (Manual of Standards) comprises specifications (Standards) prescribed by CASA, of uniform application, determined to be necessary for the safety of air navigation.

**NOTAMs** (Notices to Airmen) are notices issued by the NOTAM office containing information or instruction concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to persons concerned with flight operations.

**Obstacles.** All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extend above a defined surface intended to protect aircraft in flight.

**OLS (**Obstacle Limitation Surfaces) are a series of planes associated with each runway at an aerodrome that defines the desirable limits to which objects may project into the airspace around the aerodrome so that aircraft operations may be conducted safely.

**PANS OPS** (Procedures for Air Navigation Services - Aircraft Operations) is an Air Traffic Control term denominating rules for designing instrument approach and departure procedures. Such procedures are used to allow aircraft to land and take off under Instrument Meteorological Conditions (IMC) or Instrument Flight Rules (IFR). ICAO document 8168-OPS/611 (volumes 1 and 2) outlines the principles for airspace protection and procedure design which all ICAO signatory states must adhere to. The regulatory material surrounding PANS OPS may vary from country to country.

**PANS OPS Surfaces.** Similar to an Obstacle Limitation Surface, the PANS OPS protection surfaces are imaginary surfaces in space which guarantee the aircraft a certain minimum obstacle clearance. These surfaces may be used as a tool for local governments in assessing building development. Where buildings may (under certain circumstances) be permitted to infringe the OLS, they cannot be permitted to infringe any PANS OPS surface, because the purpose of these surfaces is to guarantee pilots operating under IMC an obstacle free descent path for a given approach.

**Prescribed airspace** is an airspace specified in, or ascertained in accordance with, the Regulations, where it is in the interests of the safety, efficiency or regularity of existing or future air transport operations into or out of an airport for the airspace to be protected. The prescribed airspace for an airport is the airspace above any part of either an OLS or a PANS OPS surface for the airport and airspace declared in a declaration relating to the airport.

**Radar Terrain Clearance Chart (RTCC)** is a chart that provides air traffic controllers with the lowest usable altitude that they can vector an aircraft using prescribed surveillance procedures within controlled airspace. There is a protection surface below this usable altitude which is shown in airport master plans.

**Regulations** (Civil Aviation Safety Regulations)

**VFR** (Visual Flight Rules) are rules applicable to the conduct of flight under VMC. VFR allow a pilot to operate an aircraft in weather conditions generally clear enough to allow the pilot to maintain visual contact with the terrain and to see where the aircraft is going. Specifically, the weather must be better than basic VFR weather minima. If the weather is worse than VFR minima, pilots are required to use instrument flight rules. Pilots must be specifically qualified and aircraft specifically equipped to enable flight in IMC,

**VMC** (Visual Meteorological Conditions) are meteorological conditions expressed in terms of visibility, distance from cloud and ceiling, equal or better than specified minima.

# Abbreviations

Abbreviations used in this report, and the meanings assigned to them for the purposes of this report are detailed in the following table.

| Abbreviation | Meaning |
|---|---|
| AC | Advisory Circular (documents that support CAR 1998) |
| ACFT | Aircraft |
| AD | Aerodrome |
| ADS-B | Automatic Dependent Surveillance - Broadcast |
| AHD | Australian Height Datum |
| AIP | Aeronautical Information Publication |
| Airports Act | Airports Act 1996, as amended |
| AIS | Aeronautical Information Service |
| ALT | Altitude |
| AMSL | Above Mean Sea Level |
| APARs | Airports (Protection of Airspace) Regulations, 1996 as amended |
| ARP | Aerodrome Reference Point |
| AsA | Airservices Australia |
| ATC | Air Traffic Control(ler) |
| ATM | Air Traffic Management |
| BARO-VNAV | Barometric Vertical Navigation |
| BRA | Building Restricted Area |
| CAO | Civil Aviation Order |
| CAR | Civil Aviation Regulation |
| CASA | Civil Aviation Safety Authority |
| CASR | Civil Aviation Safety Regulation |
| Cat | Category |
| DAP | Departure and Approach Procedures (charts published by AsA) |
| DER | Departure End of (the) Runway |
| DME | Distance Measuring Equipment |
| Doc nn | ICAO Document Number nn |
| DITRDC | Department of Infrastructure, Transport, Regional Development and Cities |
| ELEV | Elevation (above mean sea level) |
| ENE | East North East |
| ERSA | Enroute Supplement Australia |
| FAF | Final Approach Fix |
| FAP | Final Approach Point |
| FAS | Final Approach Surface of a BARO-VNAV approach |

| Abbreviation | Meaning |
|---|---|
| ft | feet |
| GBAS | Ground Based Augmentation System (satellite precision landing system) |
| GNSS | Global Navigation Satellite System |
| GP | Glide Path |
| IAS | Indicated Airspeed |
| ICAO | International Civil Aviation Organisation |
| IHS | Inner Horizontal Surface, an Obstacle Limitation Surface |
| ILS | Instrument Landing System |
| ISA | International Standard Atmosphere |
| km | kilometres |
| kt | Knot (one nautical mile per hour) |
| LAT | Latitude |
| LOC | Localizer |
| LONG | Longitude |
| LNAV | Lateral Navigation criteria |
| m | metres |
| MAPt | Missed Approach Point |
| MDA | Minimum Descent Altitude |
| MGA94 | Map Grid Australia 1994 |
| MOC | Minimum Obstacle Clearance |
| MOS | Manual of Standards, published by CASA |
| MSA | Minimum Sector Altitude |
| MVA | Minimum Vector Altitude |
| NASAG | National Airports Safeguarding Advisory Group |
| NDB | Non Directional Beacon |
| NE | North East |
| NM | Nautical Mile (= 1.852 km) |
| nnDME | Distance from the DME (in nautical miles) |
| NNE | North North East |
| NOTAM | NOtice to AirMen |
| OAS | Obstacle Assessment Surface |
| OCA | Obstacle Clearance Altitude |
| OCH | Obstacle Clearance Height |
| OHS | Outer Horizontal Surface |
| OIS | Obstacle Identification Surface |
| OLS | Obstacle Limitation Surface |
| PANS OPS | Procedures for Air Navigation Services – Aircraft Operations, ICAO Doc 8168 |

| Abbreviation | Meaning |
|---|---|
| PBN | Performance Based Navigation |
| PRM | Precision Runway Monitor |
| QNH | An altimeter setting relative to height above mean sea level |
| REF | Reference |
| RL | Relative Level |
| RNAV | aRea NAVigation |
| RNP | Required Navigation Performance |
| RPA | Rules and Practices for Aerodromes<br>— replaced by the MOS Part 139 — Aerodromes |
| RPT | Regular Public Transport |
| RTCC | Radar Terrain Clearance Chart |
| RWY | Runway |
| SFC | Surface |
| SID | Standard Instrument Departure |
| SOC | Start Of Climb |
| STAR | STandard ARrival |
| SGHAT | Solar Glare Hazard Analysis Tool |
| TAR | Terminal Approach Radar |
| TAS | True Air Speed |
| THR | Threshold (Runway) |
| TNA | Turn Altitude |
| TODA | Take-Off Distance Available |
| VNAV | Vertical Navigation criteria |
| $V_n$ | aircraft critical Velocity reference |
| VOR | Very high frequency Omni directional Range |
| WAC | World Aeronautical Chart |



# COMMUNITY NEEDS ASSESSMENT

# BANKSTOWN CENTRAL

Vicinity Centres

URBIS

19 DECEMBER 2019

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# 1. INTRODUCTION

# ABOUT THIS STUDY

## BACKGROUND AND NEED FOR THIS STUDY

Urbis has been engaged by Vicinity Centres to undertake a Community Needs Assessment to inform a planning proposal at Bankstown Central. The planning proposal seeks to redevelop the site for a range of uses which may include commercial office space, student accommodation, hotel rooms and residential apartments. This assessment provides a high level overview of the potential social infrastructure that will be required to meet the needs of the incoming population.

Ensuring a sufficient supply of social infrastructure is particularly critical in growth areas like Bankstown CBD. Social infrastructure plays an important role in the health and wellbeing of a community and helps to foster social cohesion.

Given the site's location and current role in the community, Bankstown Central is well positioned to utilise and expand on the current social infrastructure network.

## SCOPE AND METHODOLOGY

For the purpose of this report, social infrastructure includes community facilities (centres and halls), libraries, cultural facilities (e.g. arts centres, theatres), education, childcare, health services (hospitals), open space and recreation.

This assessment included the following tasks:

- Policy review of state and local strategic documents to understand the local context and directions for social infrastructure needs
- Analysis of ABS census data to understand the demographics of the current and incoming population
- Mapping of existing social infrastructure within 2km of the site
- Consultation with Council's Social Infrastructure Planner
- Assessment of the proposal's future demand for social infrastructure
- Development of recommendations to inform the planning proposal.



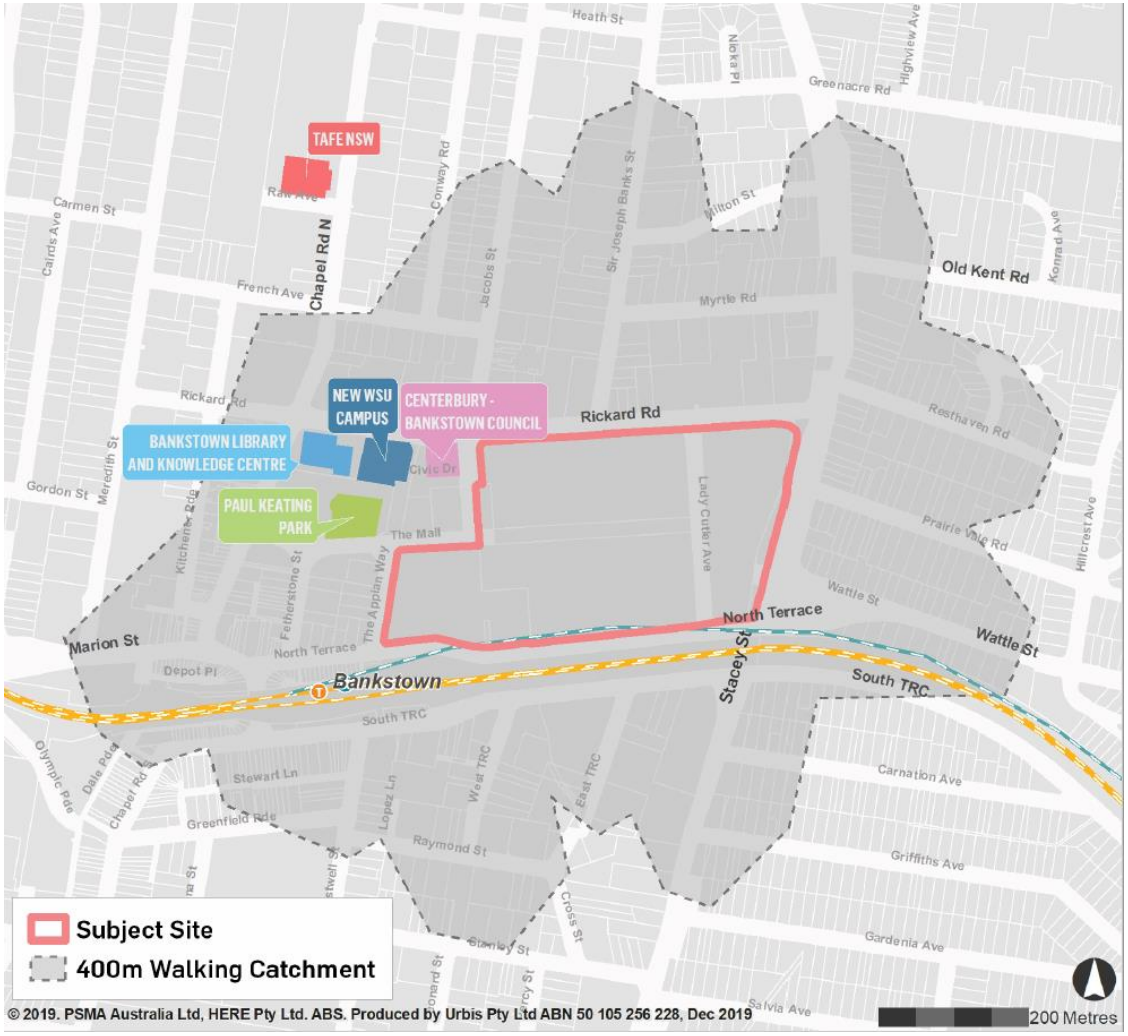
# CONTEXT

## BANKSTOWN CBD

Bankstown Central is one of the largest shopping centres in South West Sydney, containing over 230 speciality stores and major retail tenants. It's also a significant meeting place for the community, being located in the heart of the CBD and next to key community assets including Council Chambers, Bankstown Library and Knowledge Centre and Paul Keating Park.

Bankstown CBD is changing and undergoing a period of significant growth. The Greater Sydney Commission's *South West District Plan (2018)* identifies Bankstown CBD as a Strategic Centre to help support population growth and achieve the vision of a 30 minute city. The construction of the new Western Sydney University Campus and Sydney Southwest Metro Line (Sydenham to Bankstown) will generate increased residential development, employment opportunities and greater commercial investment in Bankstown.

This assessment recognises that Bankstown CBD will play a key role in supporting this growth and as a Strategic Centre will not only cater to the needs of the local community but also of the wider region.

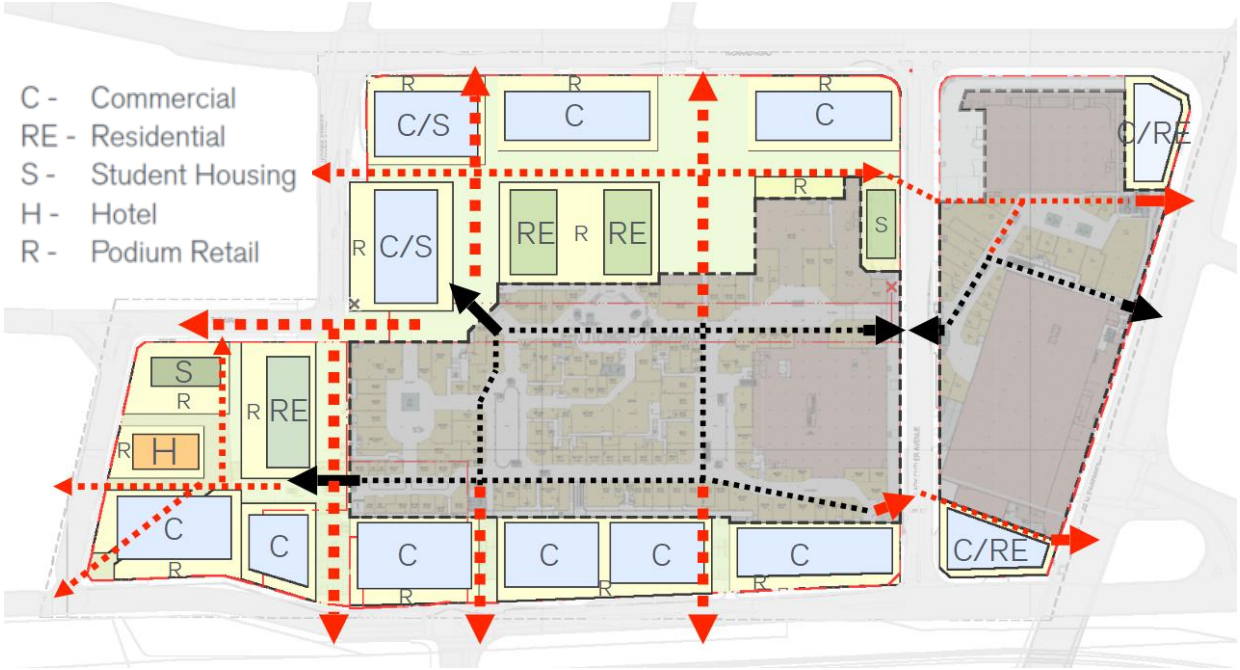


# MASTERPLAN CONCEPT

## PROPOSED SITE LAYOUT

A concept masterplan has been prepared to support the planning proposal on site. The masterplan sets out a range of potential future uses and building typologies to inform the proposed height and floor space ratio controls. The masterplan concept contemplates the development of 18 towers across the site over a 30 year staged development. The towers would include a mix of commercial office space, hotel, student accommodation and residential.

The masterplan would involve the reconfiguration of the existing bus interchange and shopping layout to accommodate the proposed additions. It also involves the provision of 11,604.7 sqm of open space and public domain works, including a city park, garden boulevard, through site links and an urban plaza, which will be available to both residents and visitors. The open space scheme is shown overleaf.




Proposed site layout. Source: FJMT

| Land use | Assumed Gross Floor Area (GFA) | Total units |
|---|---|---|
| Commercial | 105,996 sqm | N/A |
| Retail | 15,293 sqm | N/A |
| Student housing | 59,976 sqm | 1,664 student beds |
| Hotel | 29,298 sqm | 656 hotel rooms |
| Serviced apartments | 6,485 sqm | 84 units |
| Residential | 86,418 sqm | 929 units |

# MASTERPLAN CONCEPT – OPEN SPACE LAYOUT




Bankstown Central Masterplan. Source: FJMT

Legend

- A City Park
- B Garden Boulevard
- C Urban Plaza
- D Jacobs Street Food Plaza
- E Jacobs Street Extention
- F Lady Cutler Avenue Pedestrian Avenue
- 1 Amphitheatre
- 2 Stage
- 3 Adventure Play (Sculptural)
- 4 Community Lawn
- 5 Passive Recreation - Seating Pods, Work Stations
- 6 Water Play and Seating
- 7 Green Streets Shared Pedestrian / Cycle Path
- 8 Pedestrian Laneways
- 9 Market Lawn
- 10 Pedestrian Crossing
- 11 Covered Food + Beverage Outdoor Dining
- 12 New Metro Station
- 13 New Metro Plaza
- Existing Trees to be Retained
- +25.0 Levels
- Railway Corridor

NOTE: All streets are aligned with the City of Canterbury Bankstown 'Complete Streets' Strategy.

# APPROACH

## ASSESSING COMMUNITY NEEDS

This study has taken a leading practice approach to identifying community needs for Bankstown Central including:

- Understanding the existing provision of social infrastructure and identifying key gaps in existing provision
- Identifying the demographic characteristics of the current community and the likely demographic characteristics of the future population to understand future needs and demands for social infrastructure
- Understanding the site context including the unique features and characteristics of the area. This includes understanding the role of Bankstown CBD and current plans or strategies that may have implications for this study
- Understanding leading practice principles and benchmarks and applying these appropriately to the site.

Planning for higher density areas also requires a focus on quality over quantity, particularly when it comes to open space planning. In higher density environments, where land costs drive strong land efficiency, there needs to be an increased focus on ensuring a high quality of open space provision and a focus on maximising connections to and from existing open space networks. While a certain quantum of open space is required, it is the quality of that space that is most important in a higher density context.

Quality is determined by both good design, quality of materials used and management which allows more benefit to be gained from relatively efficient spaces. Similarly for community and cultural facilities, higher density environments require facility models that maximise floorspace and focus on being well located, high quality with flexible spaces and multipurpose uses.

While standards and benchmarks are a useful reference, they do not consider many of the factors needed to develop a nuanced assessment of community need requirements and rarely reflect the complexities for planning for growth in established areas. Council's *Community Needs Analysis (2019)* recognises that social infrastructure planning needs to expand beyond numeric benchmarks and look to more creative, flexible and realistic ways to assess and deliver facilities.

Where standards are used in contemporary urban renewal practice, they are used mostly as a reference or checking point, rather than the sole driver for the quantity of social infrastructure provision. Recommendations for this study have taken a wholistic approach to understanding needs and tested this against contemporary benchmarks.



# 2. DOCUMENT AND DATA REVIEW

# DOCUMENT REVIEW

To inform this assessment, a document review was undertaken of relevant state and local strategies to understand existing needs and provision of social infrastructure across the LGA. This included a review of the following documents:

- Greater Sydney Commission, South District Plan (2018)
- Government Architect Draft Open Space and Recreation Guide (2018)
- Canterbury – Bankstown 2028 CBCity Community Strategic Plan (2018)
- Canterbury – Bankstown Local Strategic Planning Statement (LSPS) Connective City 2036 (2019)
- Canterbury – Bankstown Community Needs Analysis (2019)
- Canterbury – Bankstown Creative City Strategic Plan 2019 – 29 (2019)
- Canterbury – Bankstown Playgrounds and Play Spaces Strategic Plan (2019)
- Bankstown Complete Streets Action Plan (2019)
- Bankstown Open Space Strategic Plan 2022 (2014)

## KEY FINDINGS

Key findings from this review, as it relates to the proposal, are provided below and overleaf. Below summarises plans for Bankstown CBD in terms of urban transformation and increasing density. The following page provides a high level overview of community needs identified through the document review.

### Proposed plans for Bankstown CBD

Bankstown CBD is undergoing a period of urban transformation. The *South West District Plan (2019)* notes the CBD should encourage the development of new lifestyles and entertainment uses to activate streets, grow the night time economy and enhance the quality of facilities. Key urban developments for the CBD include:

- *Complete Streets Strategy*: aims to increase pedestrian and cycling connections to improve safety and support liveability outcomes. The Appian Way, North Terrace, South Terrace and Bankstown Central Carpark are all targeted for improvement under this strategy.

- Potential upgrades and new connections to major civic spaces, including Paul Keating Park, Memorial Oval and Bankstown City, as part of wider developments in the city. Council's *Playground and Play Spaces Strategic Plan* aims to upgrade Paul Keating Park to broaden the diversity and ability of the play offering and to provide sufficient shade.

### Planning for increased density

As the population grows, high density living will become more prominent within the LGA. Council's *Community Needs Analysis* acknowledges high density living can increase the risk of social isolation, loneliness and disconnection. Providing 'third spaces' where people can socialise and participate in recreation outside of their homes will therefore be important in high density neighbourhoods.

The *Community Needs Analysis* also recognises innovative solutions are required to deliver social infrastructure in high density neighbourhoods. This could include Council utilising property opportunities and delivering collaborative solutions with stakeholders, service providers and communities.



## Demand for cultural and creative space

Canterbury – Bankstown is one of the most diverse and multicultural communities in NSW. Council's *Community Strategic Plan* recognises residents would like to see more cultural programs and celebrations throughout the LGA to reflect the community.

To help build on this, Council's *Creative City Strategy* aims to:

- Deliver creative outcomes (e.g. public art) as part of any urban renewal, master planning process or planning proposal.
- Investigate opportunities for a new showcase space in Bankstown to enhance creative visibility and access.
- Encourage day and time movement by enhancing paths with public art, lighting and creative trails.



## Open space and recreation needs

Bankstown CBD currently has a low provision of open space, with limited variety. There are limited opportunities for new open spaces in the LGA due to declining land availability.

To help combat this, Council's *Community Needs Analysis* calls for a reimagining of public spaces which may include breakout spaces for exercise, art, performance and introduce nature into busy areas. Bankstown's *Open Space Strategy* also recognises this deficit and recommends Council investigate opportunities to create new pocket parks and a community garden in the CBD to help meet demand. While Council's *Playgrounds and Play Spaces Strategy* notes there is room to improve existing playgrounds to increase the diversity of play and provide better shade options.

The Government Architect provides guidelines on open space provision in high density areas. This is explained further in Chapter 4.



## Planning for community facilities

Historical community facility provision in the LGA has resulted in the provision of small centres and halls. These facilities are generally underutilised or require upgrades to meet contemporary provision.

As the population grows, Council's *Community Needs Analysis* recognises there is a need to provide larger multipurpose facilities which are integrated with other services. Changing living patterns is likely to create a demand for new spaces, such as 'community loungerooms' or 'makerspaces' which can facilitate informal gathering or working from home. Older facilities in the LGA currently don't support these uses.

Due to the diverse population, community facilities will also need to be inclusive and culturally sensitive to encourage the social and civic participation of all residents.



## Healthy lifestyles and facility needs

Planning for healthy communities is an essential part of any urban development. Council's *Community Strategic Plan* has a key aim to facilitate a healthy and active city. This is to be achieved by promoting life long learning, healthy eating and active lifestyles. The development of pedestrian and cycling connections to major sites throughout the CBD will be a key driver in creating a healthier city.

In regards to heath facilities, Council's *Local Strategic Planning Statement (LSPS)* plans to create a formalised health precinct around the existing Bankstown – Lidcombe Hospital and Canterbury Bankstown Hospital. The NSW Government has committed $25 million to redevelop the Bankstown – Lidcombe emergency department to expand capacity in line with population growth.

# EXISTING COMMUNITY PROFILE

Australian Bureau of Statistics (ABS) census data from 2016 and population projections from the Department of Planning, Environment and Industry were analysed to identify the demographic characteristics of Bankstown suburb. The analysis showed that Bankstown is a young, diverse population and will experience considerable population growth

## 2016 BANKSTOWN SUBURB

Bankstown has **a young adult population.** The median age is 32 years and 26% of people are aged 20 – 34 years

The suburb is **culturally and linguistic diverse**. Over 60% of people were born overseas and 82% speak a language other than English at home.

**Medium density living** is the norm in Bankstown. Over half (56%) of the population live in a flat or apartment, compared to 26% of the LGA.

Bankstown includes some **disadvantaged communities.** It in the lowest 20% of NSW suburbs for socio-economic disadvantage and advantage. **Unemployment levels are also high** (11%).

## CANTERBURY – BANKSTOWN LGA: 2016 – 2036 POPULATION

The LGA will have **strong population growth**, increasing by 40% over the next 20 years (2036).

The **population will age**, with the highest growth (86%) forecasted for people over 75 years.

However, the LGA will still be **dominated by a young adult population**, with 20% of the 2036 population aged 20 – 34 years. **Young adults will concentrate in the CBD** (84% growth), attracted to the area's transport connections and housing types.

The LGA has a well-established community but will continue to be a **hotspot for migration.** Migrants have generally been attracted to the LGA's established communities, affordable housing and access to transit and jobs*.

*Source: Council's Demographic Study 2019*

# LIKELY FUTURE COMMUNITY PROFILE

The proposal will create a new high-density living community Bankstown. To help understand the needs of this population, it's important to consider the types of people who may be living here.

As many apartment buildings were still under construction in Greater Western Sydney at the last Census (August 2016), there is limited data to accurately reflect the profile of people moving into new, high-density complexes. However, a study by the *City Futures Research Centre* at UNSW compared the characteristics of people living in multi-unit residential development across Greater Sydney with the Greater Sydney residential population. This was based on 2011 Census data. The study identified typical characteristics associated with these communities that may provide insight into the likely demographics of the future community.

These are:

- A high proportion of young adults aged 20 – 34 years, both as renters and first home buyers
- A reasonably high proportion of older people aged 65+
- High proportions of lone person and couple only households
- A high proportion of residents born overseas, with a particularly high proportion born on the Asian continent
- A lower proportion of owner occupiers
- Lower proportions of school aged children and adolescents living in apartments.

While apartments are generally characterised by a relatively smaller proportion of households comprising families with children (especially older children), there is a significantly higher proportion (than the Greater Sydney average) of apartments in some western and south-western areas of Sydney that are occupied by families with children. This is associated with apartments providing the most affordable form of accommodation for families with low incomes. There is also an increasing acceptance of apartment living as an option for families. In this context, the proportion of families with children living in higher density areas is likely to be higher than would have been the case in the past.

Given the inclusion of student housing in this development and the construction of the new Western Sydney University Campus and Sydney Southwest Metro Line, the future community is also likely to be largely made up of students and young professionals. It is expected the incoming population will be remain very culturally diverse as new arrivals will be attracted to the LGA's established communities, affordable housing and access to transit and jobs.

# SUMMARY FINDINGS: DOCUMENT AND DATA REVIEW

## KEY IMPLICATIONS: DOCUMENT AND DATA REVIEW

Based on the document review, the key implications for the site are:

- There is a need for **greater pedestrian and cycling connections** throughout the CBD to support healthy city outcomes and improve street safety. Walkability could be enhanced with shade, public art and lighting.
- There is a need to deliver **more cultural and creative space** in the CBD to reflect the diversity of the community and Bankstown as a destination city. Council aim to deliver creative outcomes as part of any planning proposal and are investigating opportunities for a new showcase space in the CBD.
- There is an existing **deficit of open space** in Bankstown CBD. With declining land availability for new open space areas, there is a need to deliver innovative solutions and to re-imagine public spaces e.g. breakout spaces that cater for exercise, community gardens, introducing nature into the urban environment.
- The incoming population is likely to be **culturally diverse** and consist of a high proportion of **students, young professionals, children aged 0-4** as well as some people **over the age of 65 years**.
- A highly diverse community will likely see greater demand for **inclusive and accessible** spaces that celebrates the community and helps foster social cohesion and **promote social interaction**

Higher density living and changing living/working patterns will likely create a demand for different types of community spaces including:

- **community lounge room spaces** which facilitate informal gatherings and are seen as an extension of the home.
- co-working/start-up hubs/maker spaces to **support emerging businesses**, people working from home and to decrease the existing pressure on libraries
- community spaces which **integrate technology** such as Wi-Fi access, charging points or work stations (e.g. to enable working from home)
- demand for **high quality open space** which is accessible and supports recreation and social interaction

# 3. EXISTING SOCIAL INFRASTRUCTURE

# EXISTING SOCIAL INFRASTRUCTURE ASSESSMENT

## METHODOLOGY

This assessment mapped all social infrastructure within 400m (walking distance) and a 2km radius from the site to understand the existing level of provision and supply. These maps are provided in the following pages and included the following social infrastructure:

- Community and cultural facilities (including libraries)
- Open space and recreational facilities
- Education and childcare facilities

The analysis on the following pages was also supplemented by consultation with Council's Social Infrastructure Team to better understand the current utilisation, demand and future plans for these facilities.

This study doesn't include mapping of existing health facilities as the closest services (Bankstown – Lidcombe Hospital and Canterbury Bankstown Hospital), are located just outside the study areas (approximately 2.3km and 5.6km from the site respectively). While health facilities are not mapped, Chapter 4 includes an analysis of the demand for health facilities generated by the proposal.



Bankstown Arts Centre. Image source: cbcity.nsw.gov.au/arts-centre



Paul Keating Park. Image source: www.haveyoursay.cbcity.nsw.gov.au/paul-keating-park-master-plan-2020-2040

# COMMUNITY AND CULTURAL FACILITIES

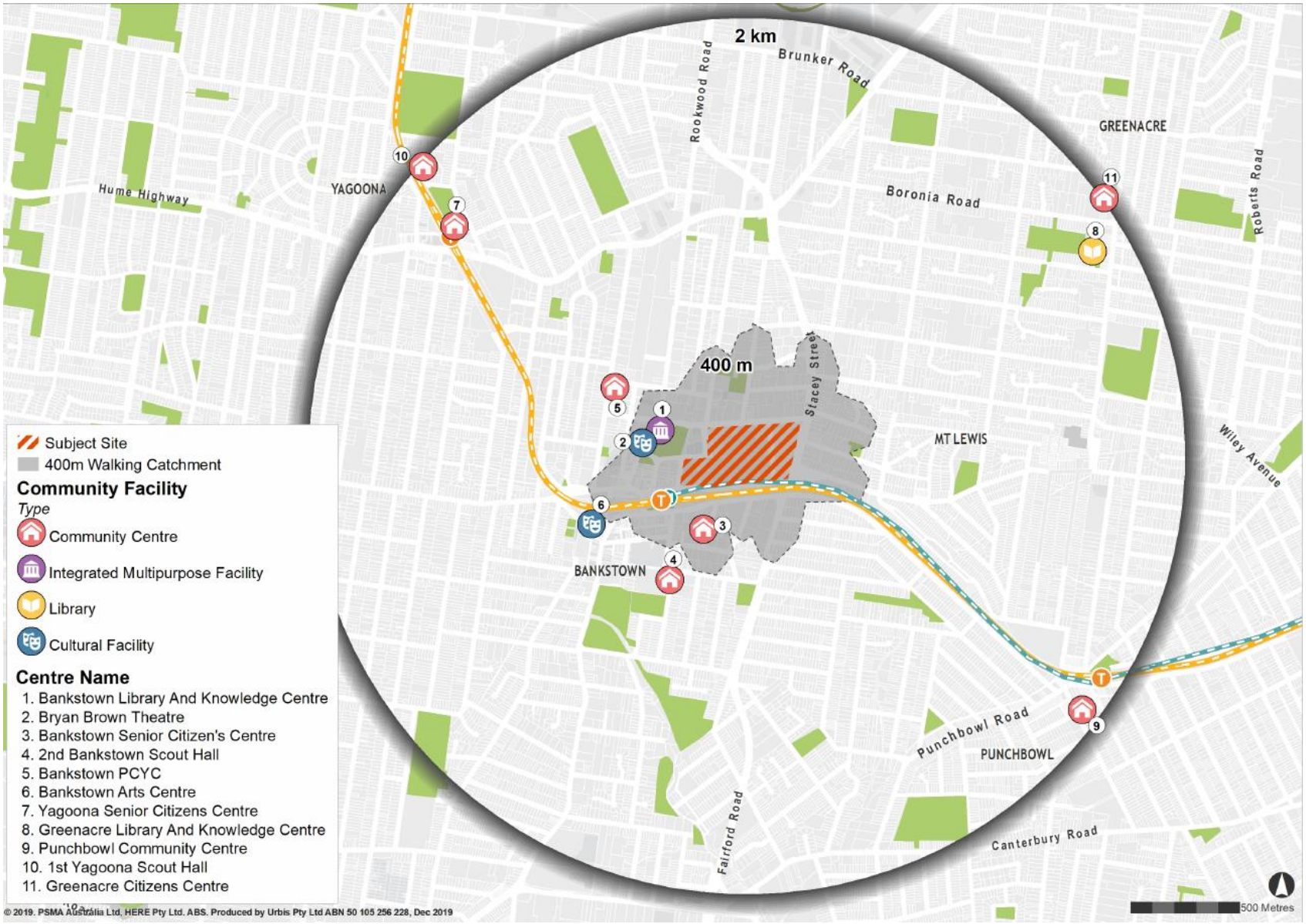
## EXISTING PROVISION

- The site has good access to community facility space, being within walking distance (400m) to three facilities and within 2km of 11 others.
- Bankstown Library and Knowledge Hub is Council's only integrated multipurpose community facility and is within walking distance to the site. The hub was designed support the growing community and integrates a range of community and cultural uses including a library, the Bryan Brown theatre, multi-purpose conference/meeting rooms, IT lab and café.
- With the exception of Punchbowl Community Centre, the other identified facilities are generally older, specialised spaces with limited multi-purpose functionality. While Bankstown Scout Hall is within walking distance of the site, like most scout halls, it is generally not available for public hire and has limited capacity.
- Bankstown Arts Centre is also a key cultural facility in the CBD. The arts centre is managed by Council and provides tenant spaces for artists, creative organisations as well as a for-hire theatre and rehearsal studio.
- Council are currently investigating a space in the CBD to include a showcase space (creative space/gallery/studio) to help meet demand. This space should not duplicate the current service provided by the arts centre, but aim to increase the diversity and provision of cultural offerings.
- Council have indicated a master planning process is underway for Paul Keating Park. There may be an opportunity to incorporate creative spaces and elements as part of this process to help meet demand.
- Consultation with Council indicates there is a demand for spaces to pray within the CBD as well as community facilities with larger capacities (i.e. greater than 150 people). It is expected these larger facilities could be delivered through partnerships with schools or private providers in collaboration with Council.



**Excluding Bankstown Library and Knowledge Centre, most facilities are older spaces with limited multi-purpose functionality. Council have identified a need for more cultural and creative spaces within the CBD, particularly as part of all new masterplans and planning proposals.**

# EXISTING COMMUNITY AND CULTURAL FACILITIES



# OPEN SPACE AND RECREATION

## EXISTING PROVISION

- There is no existing open space on site. There is approximately 3ha of open space within walking distance (400m) and 59ha within 2km. The *Bankstown Open Space Strategic Plan* identifies there is an existing deficit of open space across the Bankstown CBD with a limited range of park settings and types.
- Paul Keating Park and Bankstown City Gardens are the most significant open space areas in the CBD. The site is within walking distance to Paul Keating Park which is identified as a local park. The park lies at the civic heart of the CBD and provides a large, grassed open space area for various uses including community gatherings, events or as a place to relax for workers and visitors.
- Council have indicated a masterplan process is underway for Paul Keating Park, which could see the park incorporate cultural and creative spaces. Council's *Playground and Play Spaces Strategic Plan* also recommends upgrading Paul Keating Park to provide a level 2 playground. This would involve replacing the existing playground, broadening the diversity and ability of the play offering and providing sufficient shade.
- Bankstown City Gardens, which is co-located with Bankstown Oval, contains a range of embellishments to support passive and active play, including an inclusive playground. Council's playground strategy aims to increase this to a level 1 playground, by creating a unique play space destination that is shaded and caters for different ages and abilities.
- Most of the recreational facilities identified are located to the south of Bankstown station. The current recreational facilities are diverse, ranging from sports fields, lawn bowls, two indoor sports centres and an aquatic club.
- Open space to the north of the station is generally disconnected, with limited cycling or pedestrian connections to major sites. Consultation with Council indicates there is a need to provide better access to active open spaces to help address the high rates of childhood obesity. Creating improved pedestrian and cycling connections through the CBD is also a key outcome of Council's *Complete Streets Action Plan.*



**Open space provision is low in Bankstown. There is a need to provide greater cycling and pedestrian connections to major sites and open space areas throughout the CBD to help enhance liveability and health outcomes.**

# EXISTING OPEN SPACE AND RECREATION FACILITIES



# EDUCATION AND CHILDCARE

## EXISTING PROVISION

- The site has good access to primary and secondary educational facilities. There is one combined primary and secondary school located within walking distance from the site – St. Euphemia College. Within a 2km radius of the site there are 14 primary schools, 5 secondary schools and 2 combined primary and secondary schools.
- NSW Schools Infrastructure data indicates that most of the public primary and secondary schools within a 2km radius have experienced growth in enrolments from 2004 and 2018.
- Bankstown Public School and Bankstown Girls High School were the only public schools with a minimal decline (29 and 78 places respectively) in enrolment rates from 2004 to 2018.
- There are planned upgrades to Bankstown North Public School to provide additional permanent teaching spaces and cater for future student enrolment growth. The project is currently in design phase, with expected commencement in 2021.
- Yagoona Public School is currently in construction phase to complete upgrades including 16 new permanent teaching spaces and a new administration block. The last stages of work are being completed over the 2019-2020 school holidays.
- Bankstown TAFE is within walking distance of the site and provides tertiary vocational education and training. The new WSU Bankstown Campus will also be located within walking distance of the site, planned for opening in 2022.
- There is 891sqm of childcare proposed for the site. There are seven facilities within walking distance of the site and 34 within a 2km radius.
- A desktop review of the existing childcare facilities shows that 13 facilities have vacancies (on most days of the week and across most age groups), seven facilities have very limited vacancies (one day of the week and limited age groups) and 11 facilities have no vacancies with a waiting period of 1 month to a year. The other 10 facilities did not have vacancy information.
- Of the seven childcare facilities within walking distance of the site only one of the facilities have current vacancies. The other six facilities have very limited or no vacancies.
- There are approximately 1,300 approved places within a 2km radius of the site*

**based on information available from 31/41 facilities*

**Education and childcare provision is high in Bankstown. Generally, schools have experienced enrolment growth over the past decade and approximately half of the childcare facilities have current vacancies.**

# EXISTING EDUCATION FACILITIES



# EXISTING CHILDCARE



# SUMMARY OF FINDINGS: EXISTING PROVISION

## KEY IMPLICATIONS: EXISTING PROVISION

Based on the analysis of the existing provision of social infrastructure, the key implications for the proposal are:

- The site is within walking distance to Council's only integrated multipurpose hub (Bankstown Library and Knowledge Hub). However, the remainder of community facilities are generally older, specialised spaces with limited multi-purpose functionality. There is demand for larger facilities (i.e. greater than 150 person capacity) which could be delivered through partnerships or collaboration with Council.
- According to Council's Creative City Strategic Plan, Council are investigating opportunities for a showcase space (i.e. gallery/studio/workshop space) in Bankstown to enhance creative visibility and access to creative spaces.
- Consultation with Council indicates there is a high demand for culturally sensitive spaces such as spaces to pray in the CBD.
- There is an existing low provision of open space in the CBD. Consultation with Council indicates Paul Keating Park is undergoing a master planning process which will embellish the area and could incorporate cultural and creative spaces.
- Open space around the site is generally disconnected with limited pedestrian or cycling connections to major sites. Council have indicated a need to provide better access to active open spaces to improve liveability outcomes and help address high rates of childhood obesity.
- The site generally has good access to educational facilities, with 21 schools in 2km. Most schools have experienced enrolment growth in the past 14 years, with planned upgrades to Bankstown North Public School and Yagoona Public School to increase enrolment capacity.
- The site has good access to child care facilities, with 41 located in a 2km radius. Only one of the seven facilities located within walking distance from the site have current vacancies, however there are many facilities located within a 2km radius that have vacancies for most of the week.

# 4. IDENTIFYING FUTURE NEED

# POPULATION PROJECTIONS

To assess community need, it is important to understand the number of people the proposal will introduce into an area and the likely age profile of the incoming population. To accurately forecast the potential size of the future population, the average household size for higher density dwellings in Bankstown North Statistical Area Level 2 (SA2) has been applied using ABS Census data (shown in the table below). Bankstown North SA2 has been selected as it includes a high proportion of dwellings that were either flats or apartments (64%) and is the ABS Census Small Area in which the site is located.

Applying the average household size of 2.7 people per household, the proposal is likely to generate a residential population of **2,508 people.** The inclusion of 1,664 student beds would generate an additional 1,664 people, bringing the total projected population to **4,172 people**.

| Population type | Land use | Total units | Assumed household size | Projected population |
|---|---|---|---|---|
| Residential population | Residential | 929 units | 2.7 people per household | 2,508 residents |
| | Student housing | 1,664 student beds | 1 student per bed | 1,664 students |
| Worker and visitor population | Hotel | 656 hotel rooms | N/A | 954 guests per night* |
| | Serviced apartments | 84 units | N/A | |
| | Commercial | 105,996 sqm | N/A | 8,437 additional workers |

**Based on Bankstown Central Strategic Economic Positioning Paper prepared by Urbis*

**Likely age profile**

For the purposes of benchmarking, a likely age profile has been developed for the total incoming residential population (**2,508 residents**). This profile has been developed from applying the current age breakdown of the local community (Bankstown North SA2) to the incoming population. For the purposes of this assessment, the student population (1,664) is considered to reside in the 19 – 25 year age bracket.

| Age brackets | 2016 Bankstown North SA2 | Likely incoming residential population |
|---|---|---|
| 0 – 4 years | 9.4% | 236 people |
| 5 – 12 years | 10.5% | 263 people |
| 13 – 18 years | 6.2% | 155 people |
| 19 – 25 years | 10.6% | 266 people + 1,664 students |
| 26 – 60 years | 47.7% | 1,196 people |
| 60 years and over | 15.6% | 391 people |

# WORKER AND VISITOR POPULATION

The development is projected to include a worker population of approximately 8,437 people. This is a significant employment population that will also need to be factored into planning for social infrastructure, particularly in its design and inclusions. Examples of design features that encourage interaction and collaboration for worker and student populations include:

- Spaces to meet socially before and after work and during lunch breaks
- Places to undertake physical fitness activities (including end of trip facilities)
- Quiet meditative areas to enjoy during breaks
- Facilities that support childcare provision near places of work including before and after school care, and vacation care

One consideration in identifying future worker generated demand for social infrastructure is understanding the potentially different patterns of usage between worker and residential populations. While the nature of services like child care will be subject to high (and simultaneous) demand from both worker and residential populations, demand for community assets like open space and community centre space may be different. Worker populations will require access to community facilities, open space and recreation facilities during weekdays, particularly at lunch times, and possibly immediately prior to and after work. Residential demand, while also occurring pre and post-work on weekdays will also be significantly focused on weekends when worker demand is lower.

The inclusion of a hotel and serviced apartments will also increase demand for open space and recreational opportunities by visitors, particularly good pedestrian networks that connect visitors to major sites around the CBD and to transport links.

This study recommends that the development consider the recreation needs of the worker and visitor population by ensuring social infrastructure is designed to both residents and non-residents through quality design and accessible spaces. As it is likely that both the worker and residential populations will contribute to the demand for childcare, this study has adopted the City of Sydney standard for childcare as 1 place per 75 workers. This is discussed further in this assessment.

# LIKELY FUTURE NEEDS

## COMMUNITY AND CULTURAL FACILITIES

The Bankstown Library and Knowledge Hub, a large integrated multipurpose community facility, is within walking distance to the site and will help meet the needs the incoming population by providing good access to community meeting space and library facilities. With the exception of Punchbowl Community Centre, the other community facilities in close proximity to the site (within 2km) are generally older, specialised spaces with limited multi-purpose functionality.

Given the higher density style of development proposed for this site and associated smaller dwellings, this development is likely to contribute to demand for informal gathering spaces, 'community lounge room spaces' and spaces in which people can connect with others. The large student population is also likely to increase pressure on study spaces and library facilities.

Using a community facility benchmark of 80sqm/1,000 people adopted by several Councils including City of Parramatta, Hornsby Shire Council, Ku-ring-gai Council, Blacktown City Council and the City of Ryde, this proposal with an estimated population of 4,172 people is likely to generate demand for approximately 330sqm of community and cultural facility space. NSW State Library population and service based calculator would suggest around an additional 175sqm for library space (using a calculation of 42sqm/1,000 people). Using these standards, this development is likely to generate demand for approximately 500sqm of community and cultural facility space.

This is also supported by the benchmarks provided in the *Canterbury – Bankstown Community Needs Analysis (2019)* of between 3 to 4 local community facilities for every 20,000 – 30,000 people (or 1 for every 5,000 – 7,500 people) with a minimum size of 400sqm.

According to Council's *Creative City Strategic Plan,* Council are investigating opportunities for a showcase space (i.e. gallery/studio/workshop space) in Bankstown to enhance creative visibility and access to creative spaces. Consultation with Council confirmed that they are open to discussions around the location of this facility. Currently Council are investigating the inclusion of this type of space in the master plan for Paul Keating Park.

Council's Creative City Strategic Plan also includes a commitment to delivering creative outcomes as part of any planning proposal, which may include spaces for community and creative activities, or public art installations, led by advice from Council's Arts & Culture Reference Group.



# LIKELY FUTURE NEEDS

## OPEN SPACE AND RECREATION FACILITIES

Access to open space for both active and passive leisure and recreation pursuits is regarded as critical to physical and mental wellbeing and is seen as a key component of a healthy and sustainable community.

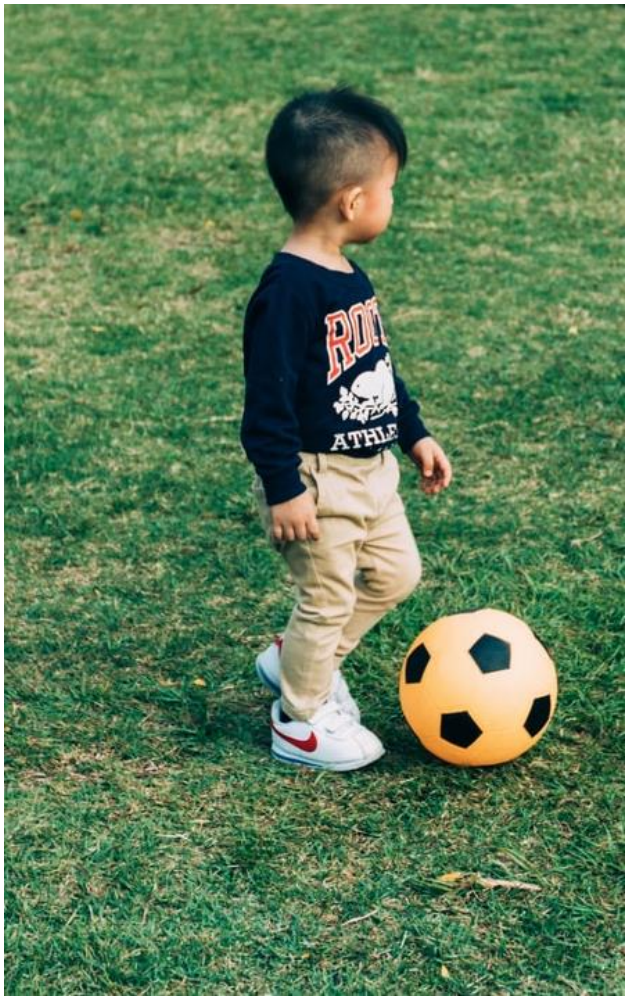
There is an existing shortfall of open space in the Bankstown CBD which will increase with the incoming population. Bankstown's *Open Space Strategy* recognises this deficit and recommends Council investigate opportunities to create new pocket parks and a community garden in the CBD to help meet demand. While Council's *Playgrounds and Play Spaces Strategy* notes there is room to improve existing playgrounds to increase the diversity of play and provide better shade options. Consultation with Council indicates that Paul Keating Park and Griffiths Park are currently undergoing a masterplanning process. This is likely to help improve the quality and diversity of open space in the CBD and will help meet the needs of the incoming population.

However, with an increase in smaller dwellings and an associated lack of private open space there is an increased need for the incoming population to have easy access to high quality parks for passive recreation, physical activity, play, social get-togethers and private celebrations. There is also a recognised need for more pedestrian and cycling connections throughout the CBD to support population growth and create linkage opportunities to major sites. There is approximately 3ha of open space within walking distance (400m) and 59ha within 2km. However, open space to the north of the station is generally disconnected, with limited cycling or pedestrian connections to major sites. Ensuring good connections to these existing open spaces will be critical to ensuring good health outcomes for the future community.

Council has also noted the need to ensure new developments promote healthy, active living to try and mitigate increasing rates of obesity, particularly in children. Council's *Community Strategic Plan* has a key aim to facilitate a healthy and active city. This is to be achieved by promoting life-long learning, healthy eating and active lifestyles. The development of pedestrian and cycling connections to major sites throughout the CBD will be a key driver in creating a healthier city as will incorporating spaces that promote active living such as exercise areas and all abilities playgrounds.

While there is no agreed approach to determining the amount of open space required in new developments, leading practice now favours a principles based approach based on performance outcomes. Spatial standards such as the 2.83ha/1,000 people are no longer considered an effective approach and often do not provide feasible recommendations in high density settings. Application of a standard like this to a high density development may not be useful or necessarily provide good community outcomes. A balanced approach is required as too much open space could have negative impacts, including the need for taller buildings or higher housing costs to achieve viability.

The NSW Government Architect's (GANSW) *Draft Open Space for Recreation Guide* provides a set of performance outcomes that identify the range of recreation opportunities to be provided and the characteristics of an acceptable solution to cater for recreation needs in open space. These and other benchmarks are outlined on the following page.



# LIKELY FUTURE NEEDS

## OPEN SPACE AND RECREATION FACILITIES

The *Draft Open Space for Recreation Guide* describes the performance criteria used to assess the open space network and emphasises consideration of design elements such as accessibility, the provision of a network of interconnected spaces and the provision of high quality open spaces that accommodate a diverse range of uses.

Key directions from the Guide that should be used to guide open space planning for Bankstown Central include:

- Desirable minimum size of a local parks in high density areas to be 1,500sqm
- For a high-density neighbourhood, residents must be within:
  - A 2–3 minute walk / 200m walking distance to a local park
  - Within 20 minute walk / 2 km to any district park district-level open space area that provides a range of activities (2ha+) and within 20 minute / 2km to district level organised sport and recreation spaces
  - A maximum of 30 minutes travel time on public transport or by vehicle to regional open space (5ha+)
  - 10 minutes walking or 800m (400m preference for high density areas) to linear open space
- Quantity of open space should be considered in terms of the number of opportunities available for active and passive recreation. A variety of spaces should be provided to cater to different demands and age groups.

Council have also recommended the inclusion of a new open space within this development of between 3,000 – 5,000sqm. The current masterplan includes provision for a 4,700 sqm City Park which will be accessible to both residents and visitors.

In addition to the criteria outlined in the GANSW's Guide, a benchmark study into open space provision in higher density areas in the Sydney area shows open space provision in recent higher density developments is around 14% - 30% of land area (see table below). Previous Department of Planning guidelines (now Department of Planning, Industry and Environment) were between 9 – 15 % of land area.

For the Bankstown Central development it will be critical that best practice principles around accessibility, minimum size requirements and diversity of spaces take priority when designing for open space. As a general benchmark, a percentage of land area between approximately 10 – 15% is appropriate given its CBD location.

| Development | Development parcel area | No. units approx. | Open space area | Percentage of land area |
|---|---|---|---|---|
| **Jacksons Landing, Pyrmont** | 11.7ha | 1,350 | 3.2ha | 27% |
| **Rhodes West** | 43ha | 5,287 | 7.87ha | 18% |
| **Victoria Park, Zetland** | 25ha | 2,500 | 3.5ha | 14% |
| **Wentworth Point UAP** | 18.1ha | 2,300 | 2.59ha | 14% |
| **Previous DPIE guidelines* (2010)** | | | | 9% -15% |

*The Previous DPIE Guidelines suggest 9% of land area for local and district open space and 15% when regional level space is added.

# LIKELY FUTURE NEEDS

## CHILDCARE

The site has good access to child care facilities, with 41 located in a 2km radius. Only one of the seven facilities located within walking distance from the site have current vacancies, however there are many facilities located within a 2km radius that have vacancies for 4-5 days.

The standard typically used for the provision of childcare centres is 1 place per 3 children aged 0 to 4 years old (based on 2016 ABS Census data). This includes centre-based long day care aimed primarily at 0 to 4 year olds conducted in a purpose built and licenced child care centre. Childcare may also include pre-schools for 3 to 5 year olds, which only operates during school hours. This study has also adopted the City of Sydney benchmark of 1 place per 75 workers.

- The Department of Planning, Industry and Environment's *Draft Child Care Planning Guideline 2017* provides advice on floorspace requirements for all new child care centres in NSW. The typical total site area required for a child care centre with 100 spaces is 2,363sqm inclusive of parking, landscaping, toilets, administration areas etc. Key elements of this calculation include a rate of 7sqm of unencumbered outdoor space per child and 3.25sqm of main activity space per child.

There are several different forms of childcare and activities for young children, including long daycare, family daycare, pre-school, occasional care and playgroups. It's not appropriate at this stage of the planning process to try to anticipate need for the various types of services. Instead, leading practice encourages planning of multi-purpose childcare centres, which can adapt as precise needs are identified or provide a mix of services.

Based on the likely age profile, there will be approximately 236 children aged 0 to 4 year living on site. Based on benchmarks, this equates to an approximate demand for 79 places. In addition, the worker population is likely to create a demand for approximately 112 places. Assuming that a contemporary childcare centre can provide for between 90 to 120 childcare places, this equates to the need for 2 new childcare centres.

It's not necessary that precise requirements for childcare are identified at this stage of the project as childcare centres are a permitted use within residential areas and do not require land to be designated at the master planning stage. Planning for childcare centres will also need to address the need for out of school hours care for primary school aged children. Such need is usually met through multi-purpose childcare centres, through before and after school programs co-located with schools or through out of school care programs in community centres. This planning can only occur as the population moves in and demand can be assessed



# LIKELY FUTURE NEEDS

## HEALTH FACILITIES

The site is in close proximity to both Bankstown – Lidcombe Hospitals and Canterbury Bankstown Hospitals (2.3km and 5.6km respectively). The NSW Government has committed $25 million to redevelop the Bankstown – Lidcombe emergency department to expand capacity in line with population growth. These services will likely meet the need for acute care services of the new community. Consultation with the Western Sydney Local Health District (WSLHD) is recommended as part of the continual planning for the site to assess any future health needs.

Council's LSPS also plans for a concentration of health precincts around the existing Bankstown – Lidcombe Hospitals and Canterbury Bankstown Hospitals. The support services in these health precincts will also be able to provide services that aren't so acute.

Based on a national benchmark of one general practitioner per 1,000 people, the development may also be able to support up to 5 general practitioners. Some of the need for general practitioners may be absorbed by existing GP practices, but there is also likely to be demand for additional medical services. Assuming that contemporary medical practices employ a minimum of four GPs, it is estimated the development could support at least one new medical practice.

The provision of medical practices in most new developments is largely left to market forces once demand can be demonstrated. Medical services in Bankstown Central will be provided by private sector providers, as demand develops.

## EDUCATION

To determine what education facilities might be required for Bankstown Central, this study has considered the likely age profile of the future population and assessed this against the maximum government school enrolment numbers outlined in the School Infrastructure NSW (SINSW) document *Mixed-Use Developments: School Design Requirements – A Guide for the Development Sector.*

Assuming around 10.5% of the future population are of primary school age (5-12 years) and 6.2% of the population are of high school age (13-18 years), the redevelopment is likely to include around 263 primary school age children and 155 high school age children.

Maximum government school enrolment numbers as outlined in the SINSW Guide include:

- Primary school maximum: 1,000 students
- Secondary school maximum: 2,000 students.

This suggests a new primary or secondary school will not be required onsite. Discussions are recommended to be held with the NSW Department of Education as part of the continual planning for the site to assess any further educational needs.

# 5. RECOMMENDATIONS

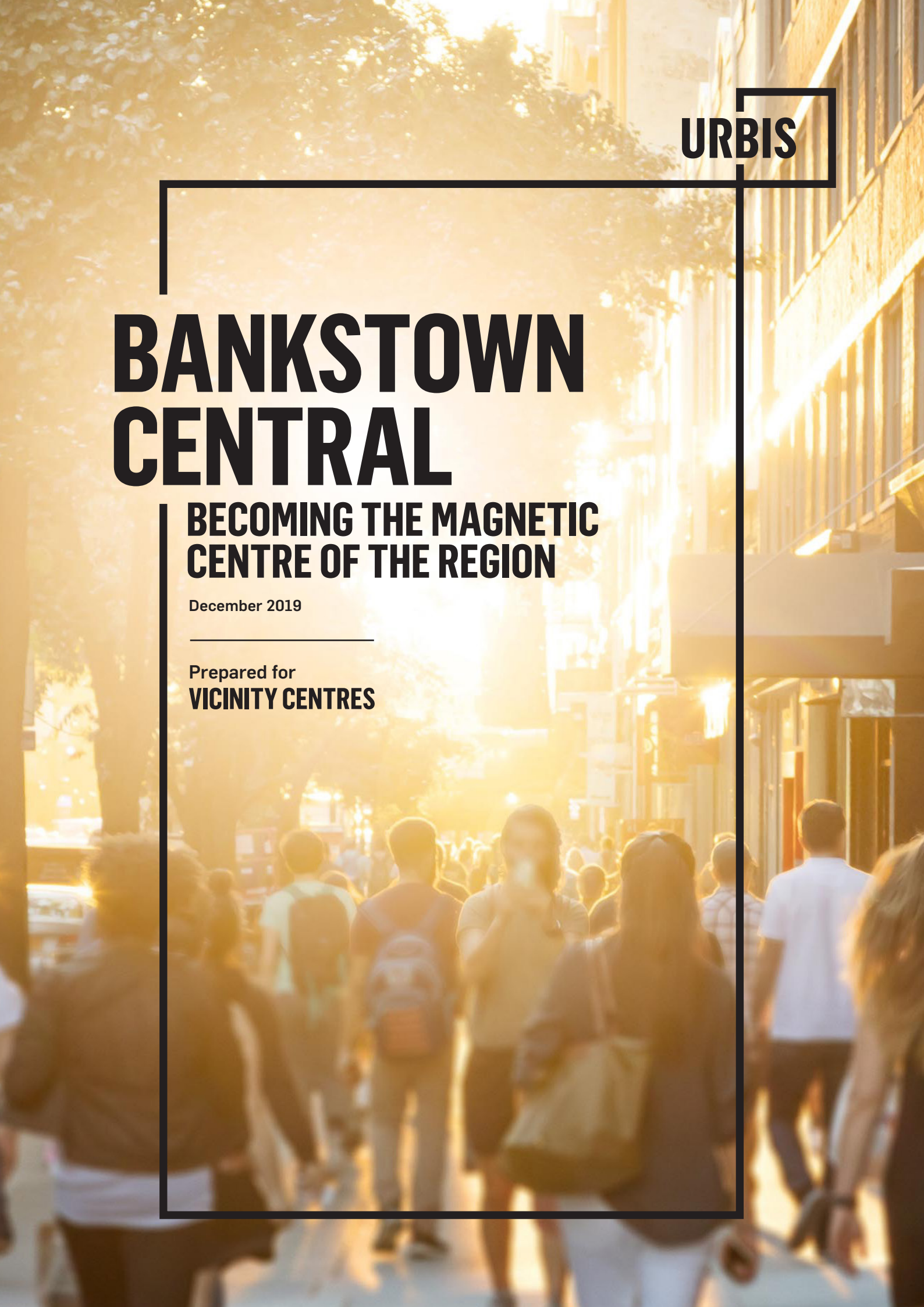
# RECOMMENDATIONS

## SOCIAL INFRASTRUCTURE RECOMMENDATIONS FOR BANKSTOWN CENTRAL

| Infrastructure type | Recommendation |
|---|---|
| **Community and cultural facilities** | • There are opportunities for this development to locate a creative 'showcase space' of around 500sqm within its master plan or to contribute to the development of this type of space off site (in the form of a monetary contribution to the equivalent of a facility around 500sqm). There are also opportunities to contribute to the upgrade of other existing facilities (to the equivalent of a facility of around 500sqm) to help meet needs generated by this development. |
| **Open space and recreation** | • For the Bankstown Central development it will be critical that best practice principles around accessibility, minimum size requirements and diversity of spaces take priority when designing for open space including:<br>• Minimum size of a local parks in high density areas to be 1,500sqm<br>• Residents need to be within 200m walking distance to a local park and within 2 km to any district-level open space area that provides a range of activities (2ha+) and within 2km to district level organised sport and recreation spaces<br>• Residents need to be within 400m to linear open space<br>• As a general benchmark, a percentage of land area between approximately 10 – 15% is appropriate given its CBD location. The current masterplan includes a total of 11,604sqm of open space which equates to approximately 10% of land area. |
| **Education** | • Based on benchmarks from School Infrastructure NSW (SINSW) *Mixed-Use Developments: School Design Requirements – A Guide for the Development Sector*, the proposal is unlikely to generate demand for an additional primary or high school.<br>• Discussions with NSW Department of Education are recommended as part of the ongoing planning for the site to asses any further educational needs. |
| **Childcare** | • The site has good access to child care facilities, with 41 facilities located in a 2km radius. Only one of the seven facilities located within walking distance from the site have current vacancies, however there are many facilities located within a 2km radius that have vacancies for 4-5 days.<br>• Based on benchmarks, the incoming residential population is likely to generate demand for approximately 79 places and the worker population is expected to generate demand for approximately 112 places.<br>• Based on this demand, the proposal could support an additional larger child care centre on site. The current masterplan includes provision of 891sqm for a childcare centre.<br>• However, the provision of child care is also dependent on the market and capacity of surrounding centres. As such it is expected additional provision can be left to market forces once demand can be demonstrated as the proposal progresses. |
| **Health facilities** | • Bankstown – Lidcombe Hospitals and Canterbury Bankstown Hospitals will likely meet the need for acute care services of the new community. Support services surrounding these hospitals will also be able to provide services that aren't so acute.<br>• Based on a national benchmark of one general practitioner per 1,000 people, the development may also be able to support up to 5 general practitioners. It is estimated the development could support at least one new medical practice, however the provision of medical practices in new developments is largely left to market forces once demand can be demonstrated. |

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# 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

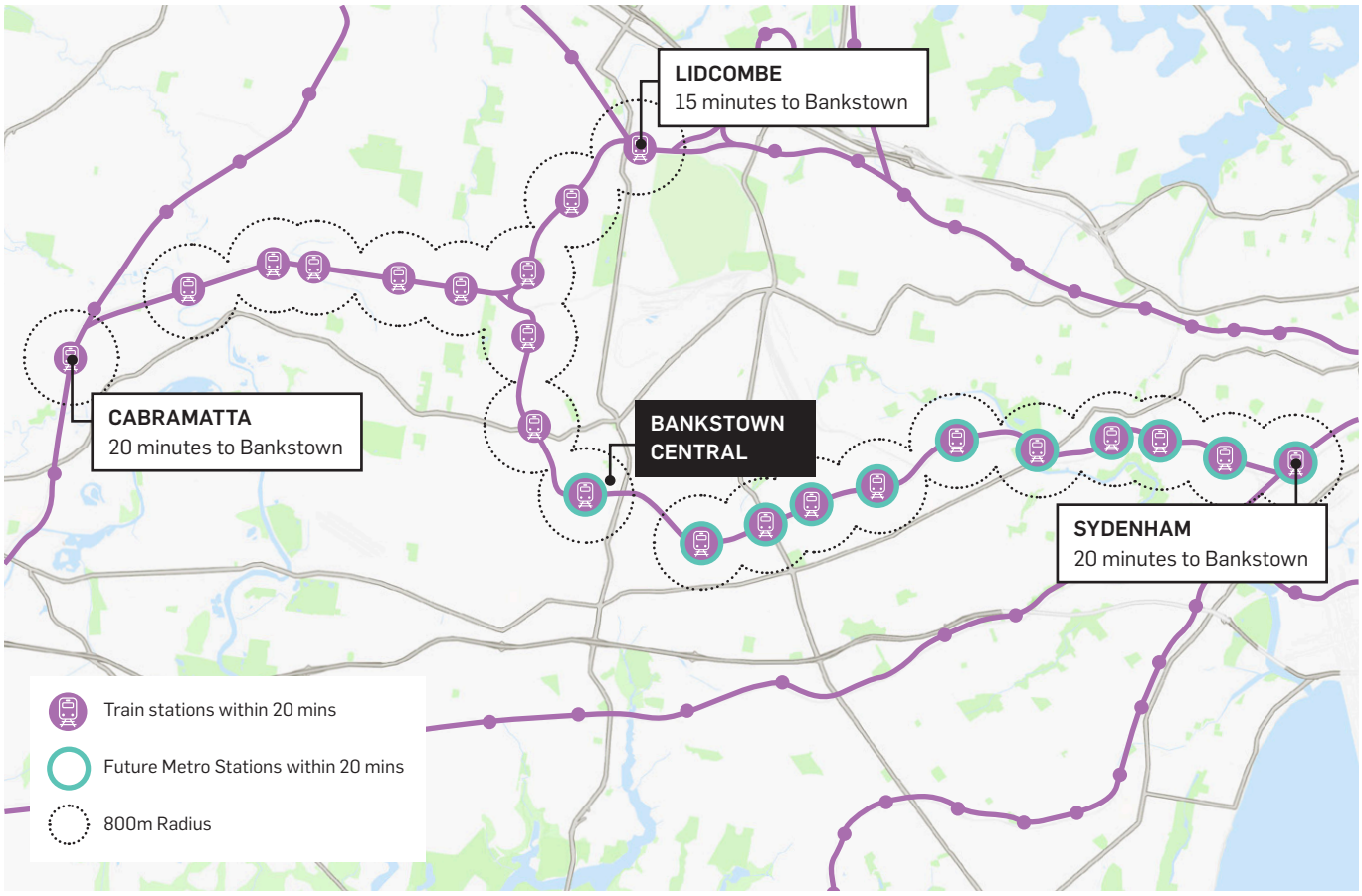
Increasing apartment provision diversifies the housing mix in Canterbury-Bankstown and the range of price point options available to residents.

# 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.




**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*

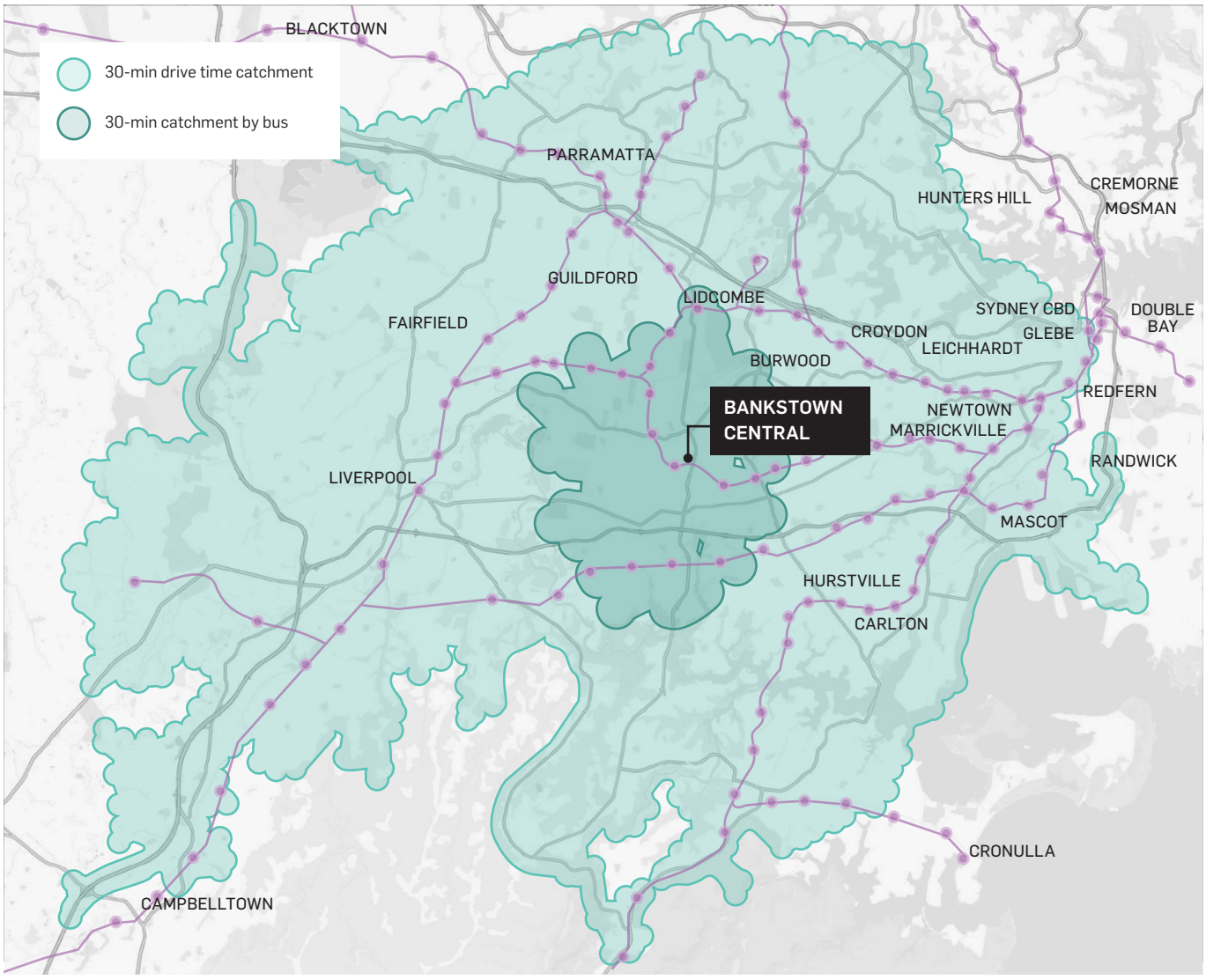
To measure 30-minute access by public transport, Urbis estimated the number of future jobs and residents within walking distance of the stations on the map opposite, based on Transport for NSW population and employment projections.

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.**

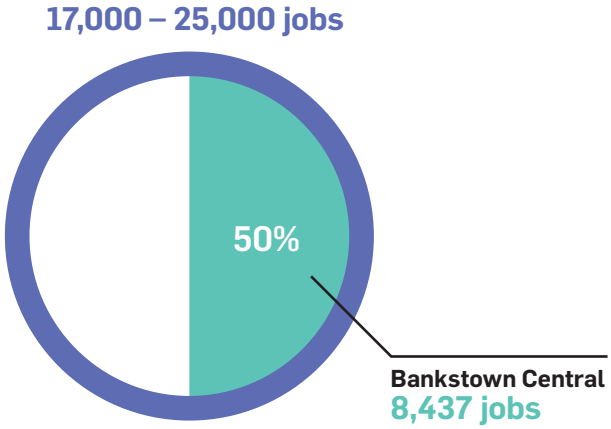


# 04 DELIVERING JOB TARGETS FOR BANKSTOWN

**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**




**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

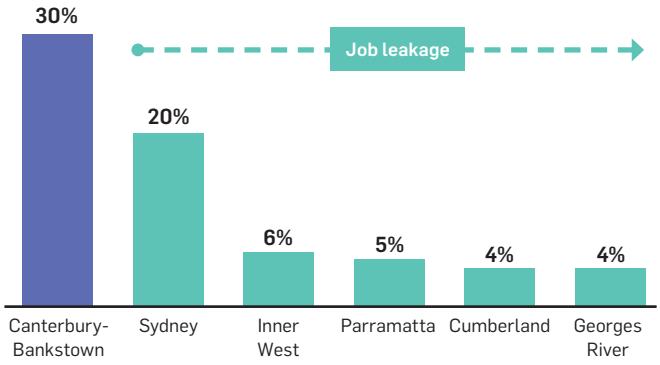
**Most Canterbury-Bankstown LGA resident workers leave their home LGA to go to work. Chart 2 below shows that only 30% of Canterbury-Bankstown LGA resident workers work within the LGA.**

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.**

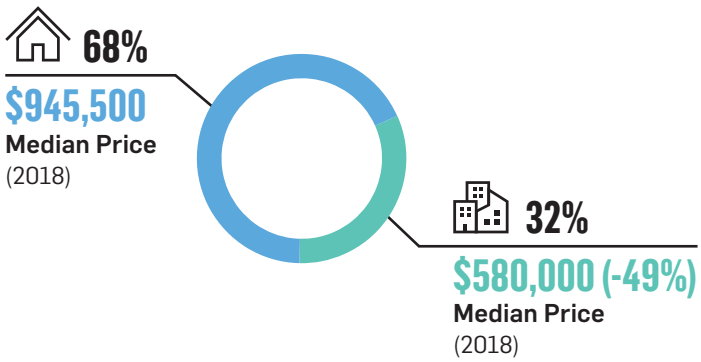
*Note:*
*1. Refer to Section 9 of this report for a breakdown of this estimate of future on-site population and retail spending.*

# 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






## 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.

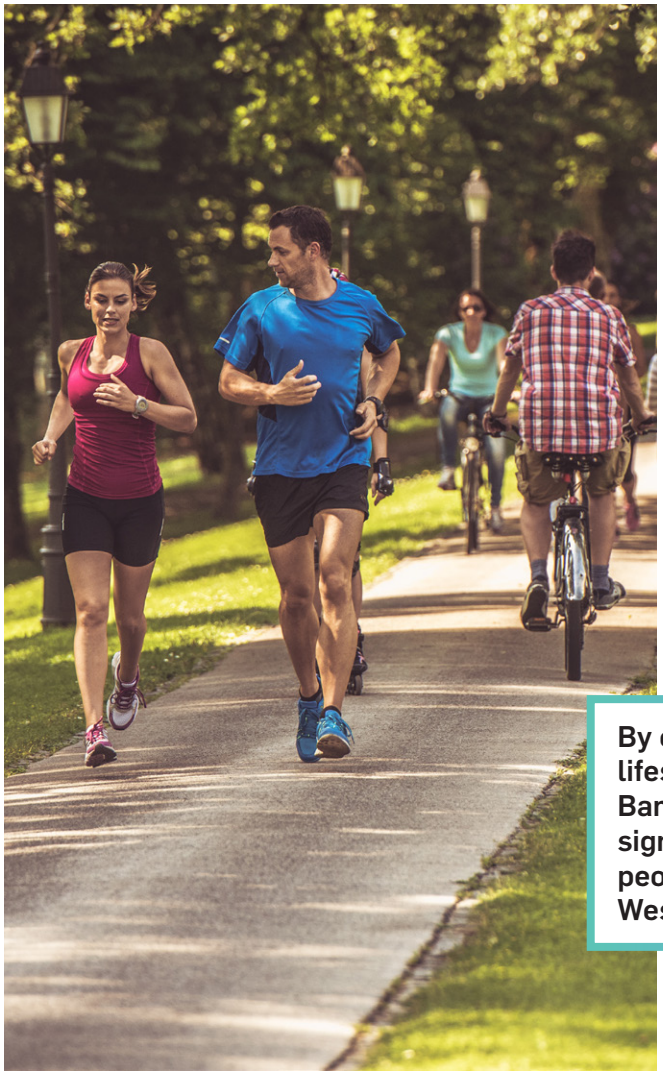
As the proposed development is taking place on 11.4 hectares of developable lot area, it will trigger a significant monetary contribution, providing 50% of the land value uplift as per common industry practice. These contributions will be used to fund vital state and local infrastructure across the LGA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

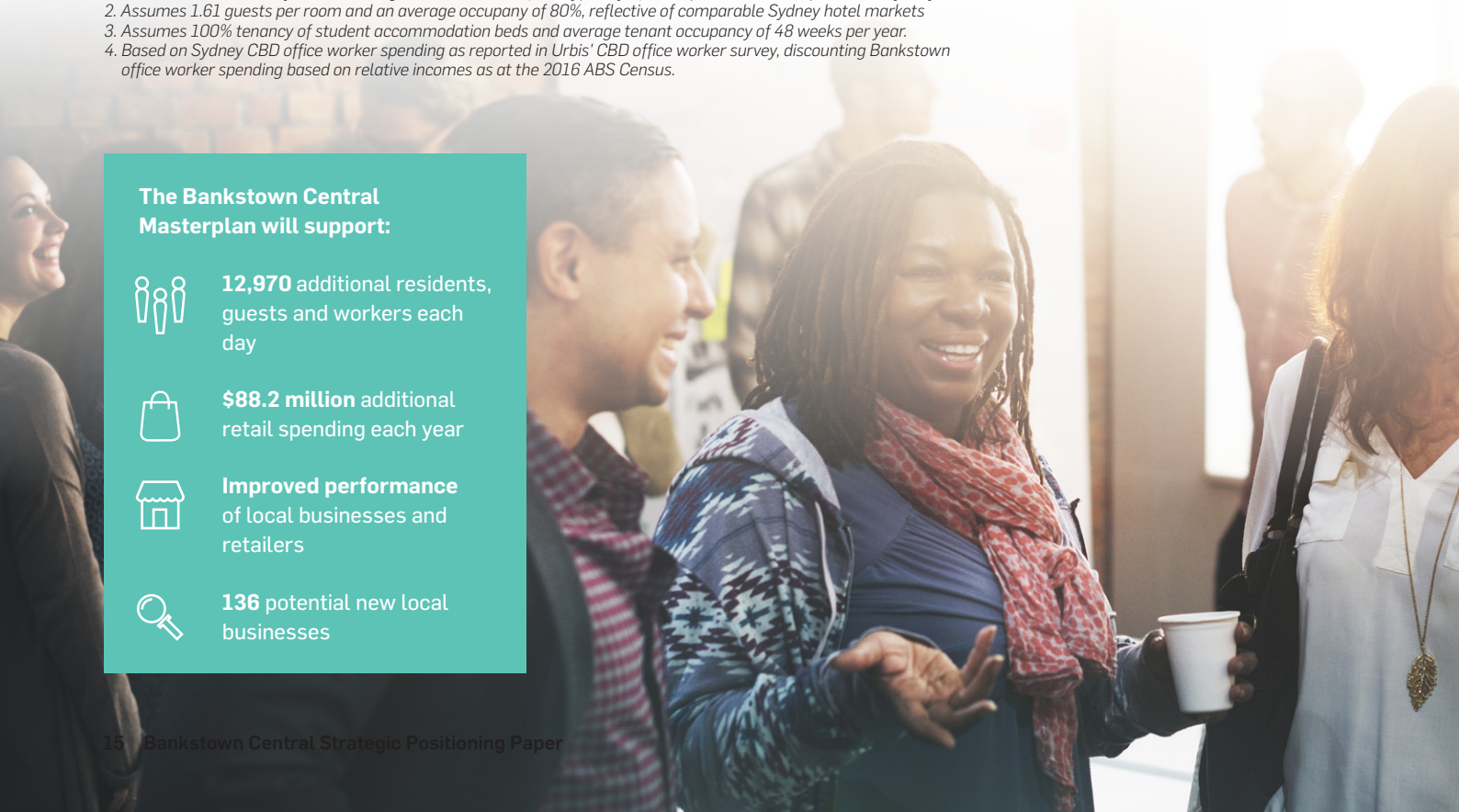
## HOTEL VISITORS[2]

| | |
|---|---|
| 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 |

This report is dated 18 December 2019 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 Urbis Pty 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 Bankstown Central Strategic Positioning Paper (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).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

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.

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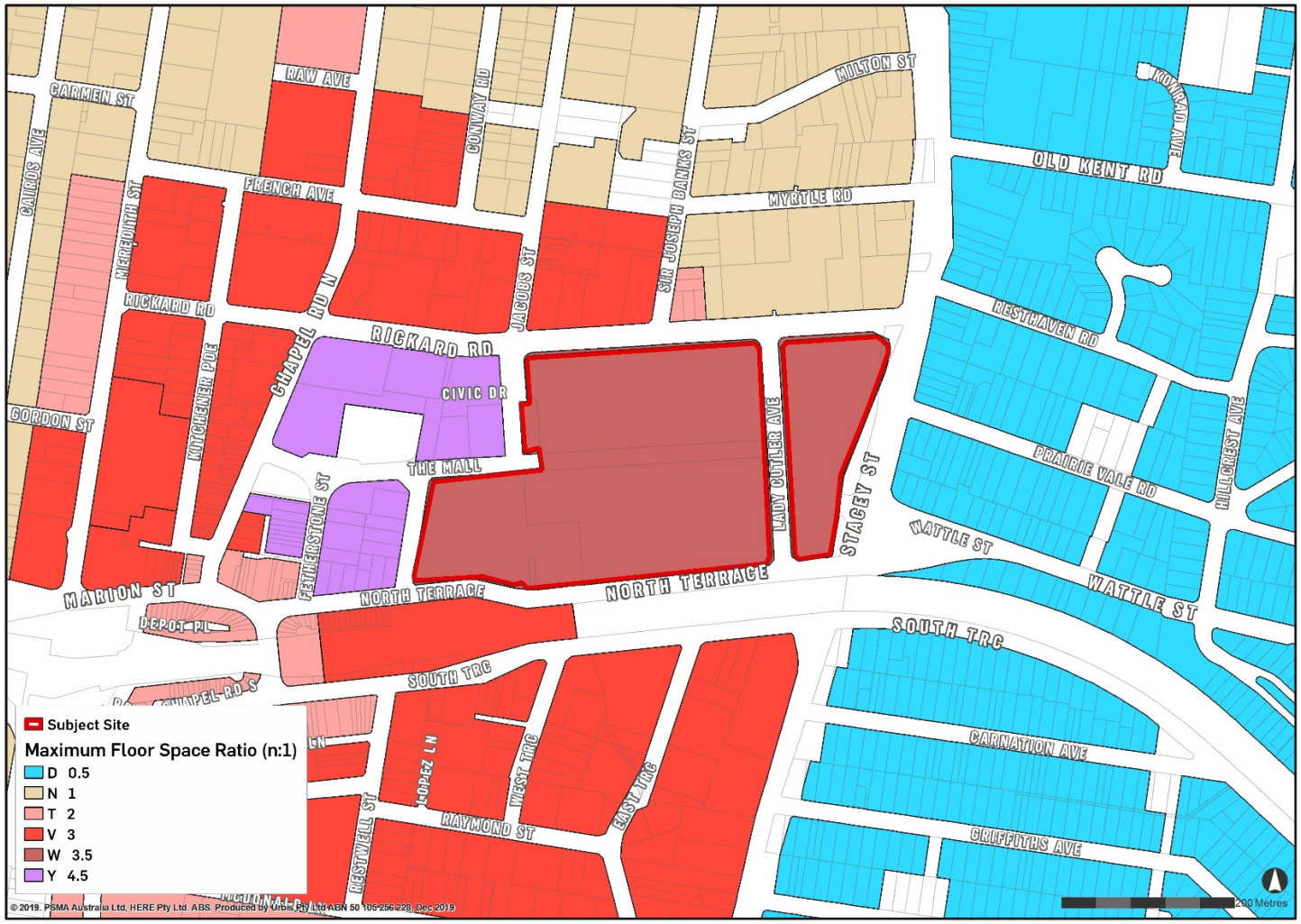
# APPENDIX F - LEP MAPPING

**Height of Buildings:**



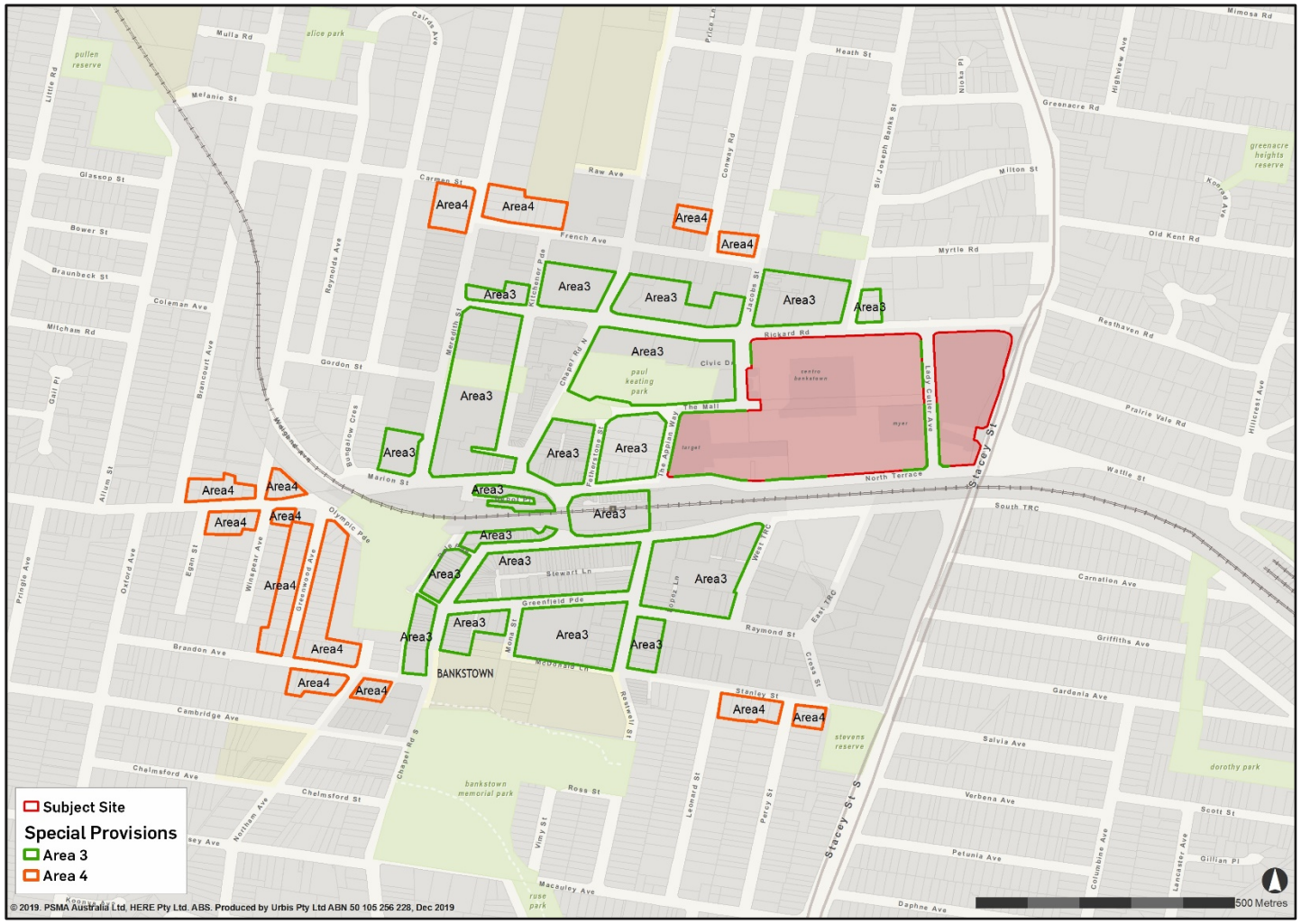
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## Floor Space Ratio:



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## Special Provisions (Clause 6.9):



# Vicinity Centres Bankstown Masterplan

## Landscape Concept Master Plan

**for Planning Proposal**

**Vicinity Centres**

URBIS

fjmt

# Bankstown Landscape Concept Master Plan

## Contents:


**1.0** Publicly Accessible Open Space Opportunities

**2.0** Landscape Concept Masterplan

**3.0** Overarching Principles

- Connectivity
- Participation
- Integration
- Multi-functionality

**4.0** Publicly Accessible Open Spaces

– City Park + Event Play

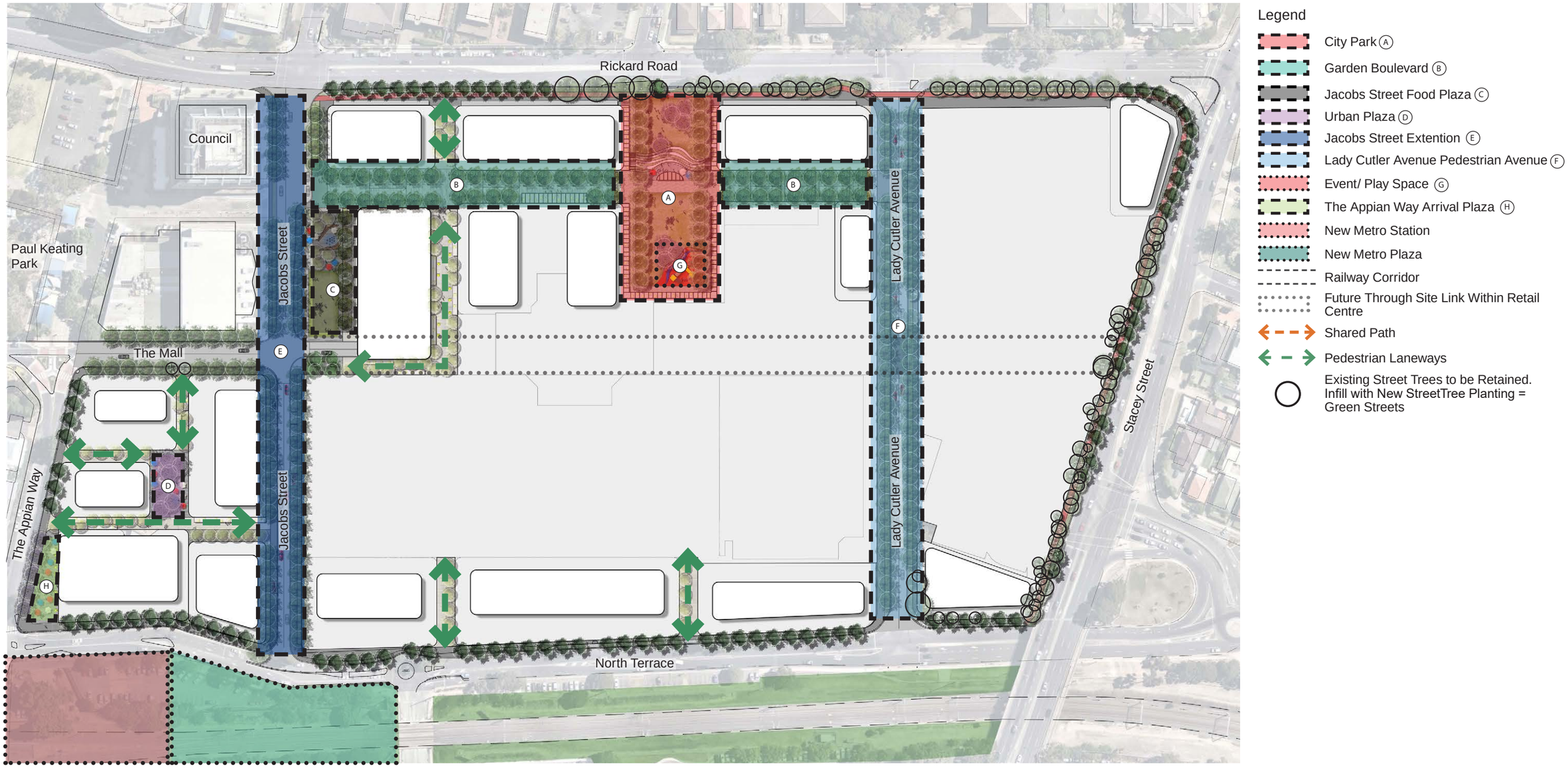
– Garden Boulevard

– Jacobs Street Food Plaza + Lady Cutler Avenue

– Urban Plaza

**5.0** Vicinity Bankstown Place Pillars

# 1.0 Publicly Accessible Open Space Opportunities



# 2.0 Landscape Concept Master Plan




Legend

- A City Park
- B Garden Boulevard
- C Urban Plaza
- D Jacobs Street Food Plaza
- E Jacobs Street Extention
- F Lady Cutler Avenue Pedestrian Avenue
- 1 Amphitheatre
- 2 Stage
- 3 Adventure Play (Sculptural)
- 4 Community Lawn
- 5 Passive Recreation - Seating Pods, Work Stations
- 6 Water Play and Seating
- 7 Green Streets Shared Pedestrian / Cycle Path
- 8 Pedestrian Laneways
- 9 Market Lawn
- 10 Pedestrian Crossing
- 11 Covered Food + Beverage Outdoor Dining
- 12 New Metro Station
- 13 New Metro Plaza
- 14 The Appian Way Arrival Plaza
- Existing Trees to be Retained
- +25.0 Levels
- Railway Corridor

NOTE: All streets are aligned with the CIty of Canterbury Bankstown 'Complete Streets' Strategy.

# 3.0 Overarching Principles

## Aligned with 'Greener Places' - Government Architect NSW Document




### 01 Connectivity

**Create an interconnected network of open space**

### 02 Participation

**Involve stakeholders in development and implementation of neighbourhood initiatives**

### 03 Integration

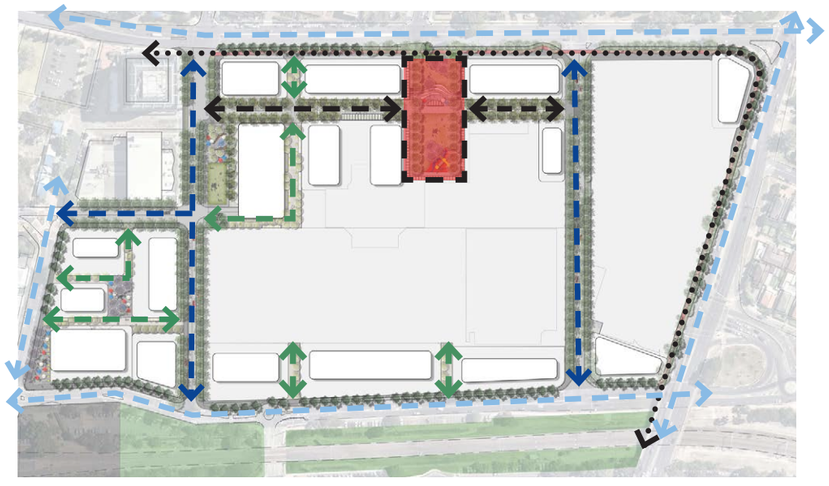
**Combine green infrastructure with urban development and grey infrastructure**

### 04 Multi-Functionality

**Deliver multiple ecosystem services simultaneously to improve health and wellbeing**

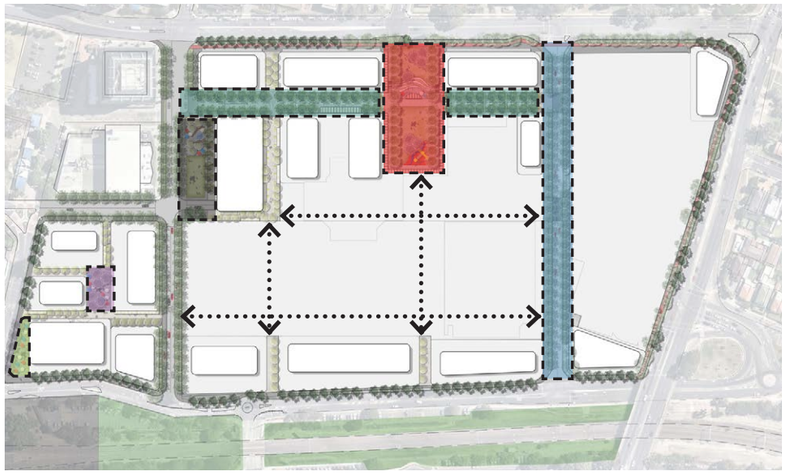
### 01 Connecivity

- Investigate and enhance physical and functional connections
- Consider green space networks at multiple scales
- Maximise health and wellbeing through walking, cycling and jogging
- Highlight landscape and heritage and support local economy



## 02 Participation

- Enable different government and community groups to contribute
- Consider needs, values, motivations, uses and barriers to engage with various cultures and users
- Encourage use of underutilised open space corridors for local community use



Legend

- City Park
- Garden Boulevard
- Jacobs Street Food Plaza
- Urban Plaza
- Lady Cutler Avenue Pedestrian Avenue
- The Appian Way Arrival Plaza
- Connections Through the Centre

## 03 Integration

- Ensure and facilitate integration of green and grey infrastructure
- Create urban communities that deliver quality of life to residents and community
- Understand and implement wider environmental, social and economic benefits from green-grey integation
- Multi-purpose system that mimics nature, promotes healthy and active living



Legend

- Pedestrian Boulevard
- Shared Path
- Shared Path

## 04 Multi-Functionality

- Offer ecological, socio-cultural and economic benefits
- Design spaces that offer interaction and stewardship, community identity and sense of connectedness
- Create open space that connects and enhances the new project through high quality, high performing green space
- Felxible + diverse open space



Legend

- The Publicly Accessible Open Space Master Plan

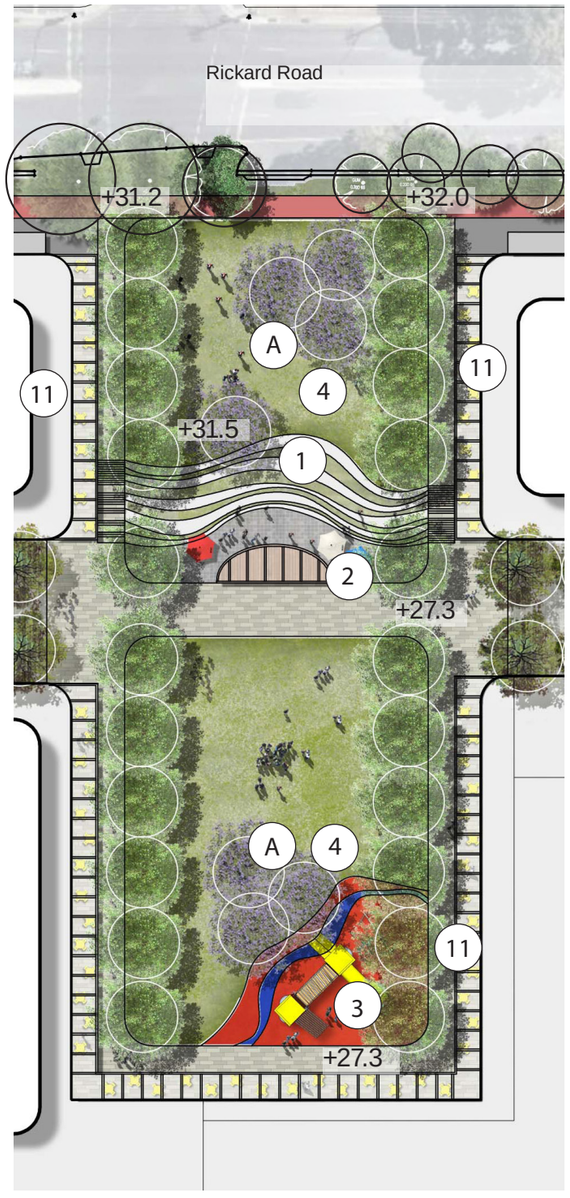
# 4.0 Publicly Accessible Open Spaces

## City Park + Event Play

## One Central Park Sydney

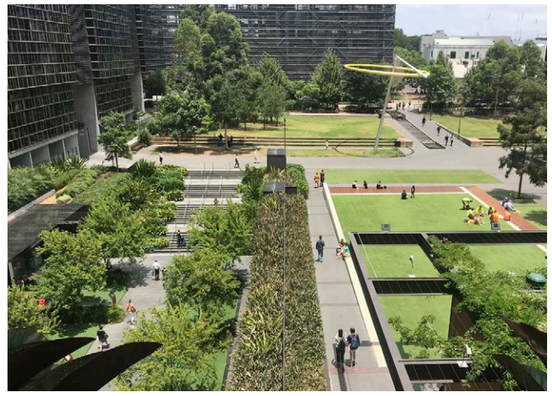
Selected for:

- It's similar scale, size and programming of spaces
- Integration into medium-high density residential towers
- Proximity to existing retail and shopping

















## Wulaba Park Sydney

Selected for:

- It's similar scale and size of play spaces
- Combination of play and open space surrounded by residential and mixed use developments

Legend

| | |
|---|---|
| A | City Park |
| 1 | Amphitheatre |
| 2 | Stage |
| 3 | Adventure Play (Sculptural) |
| 4 | Community Lawn |
| 11 | Covered Food + Beverage Outdoor Dining |
| ◯ | Existing Trees to be Retained |
| +25.0 | Levels |

# Precedent Study

## Garden Boulevard

## Westfield Chermside Brisbane

Selected for:

- It's similar scale and size of spaces
- Linear journey punctuated by a sense of events + destination



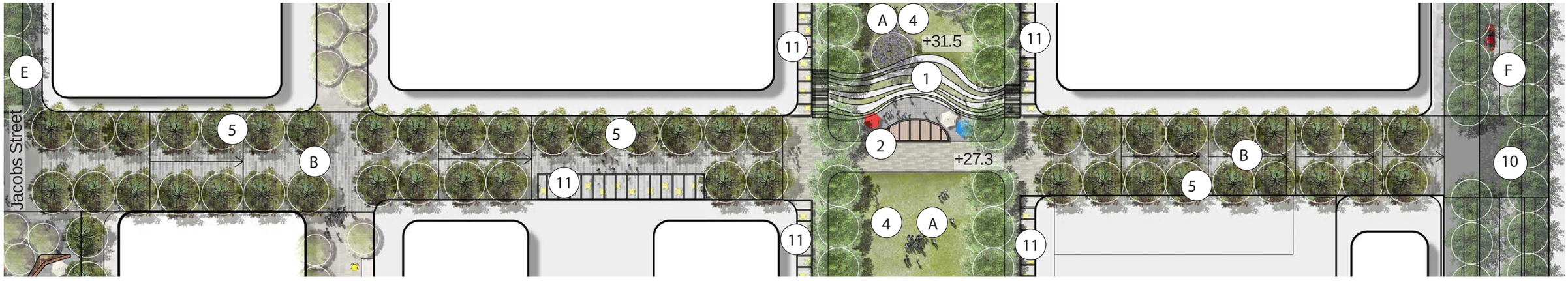







Legend

| | |
|---|---|
| B | Garden Boulevard |
| 1 | Amphitheatre |
| 2 | Stage |
| 5 | Passive Recreation - Seating Pods, Work Stations |
| 4 | Community Lawn |
| 11 | Covered Food + Beverage Outdoor Dining |
| +25.0 | Levels |



# Precedent Study

## Jacobs Street Food Plaza

## Rouse Hill Town Centre Sydney

Selected for:

- It's similar scale and size of spaces
- Outdoor programming relating to surrounding buildings and functions

## Yagan Square Perth

Selected for:

- It's similar scale and size of spaces
- Intergrated programming and functions





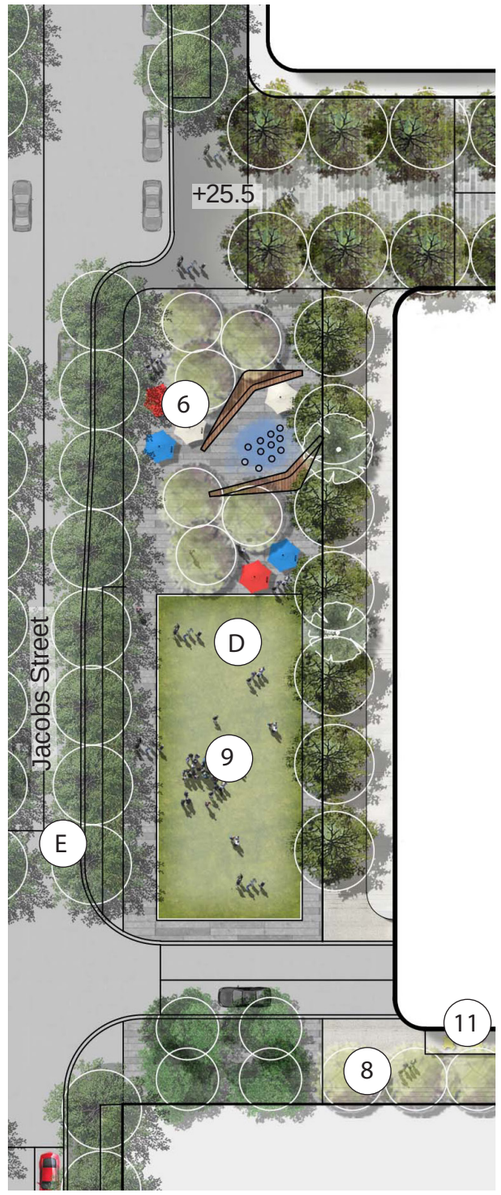













Legend

| | |
|---|---|
| D | Jacobs Street Food Plaza |
| E | Jacobs Street Extention |
| 6 | Water Play and Seating |
| 8 | Pedestrain Laneways |
| 9 | Market Lawn |
| 11 | Covered Food + Beverage Outdoor Dining |
| +25.0 | Levels |

# Precedent Study

## Urban Plaza

## QV Plaza Melbourne

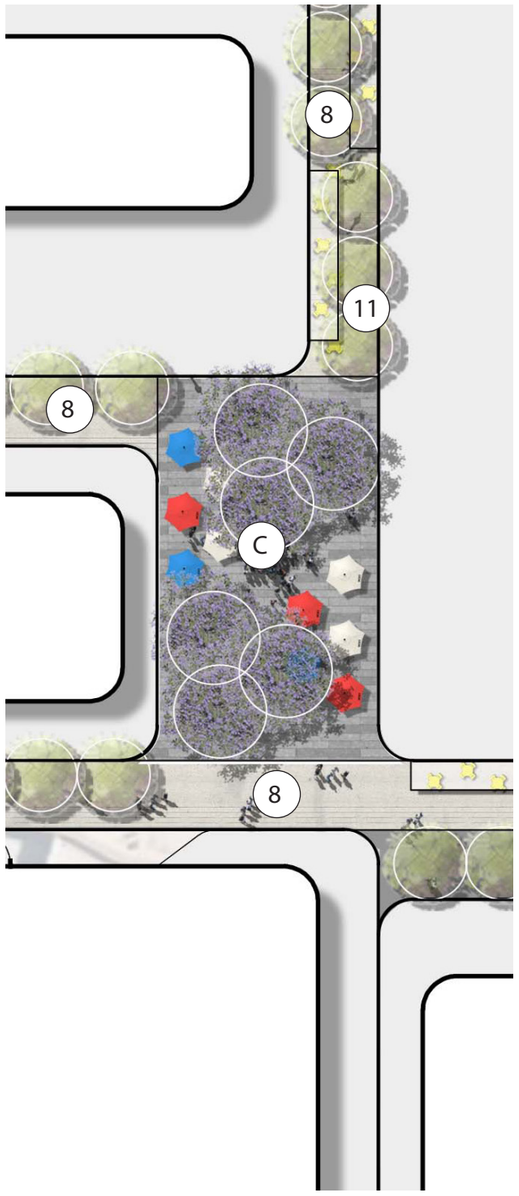
Selected for:

- It's similar scale and sizes of spaces
- It's proximity to mixed use high rise building framing the urban plaza

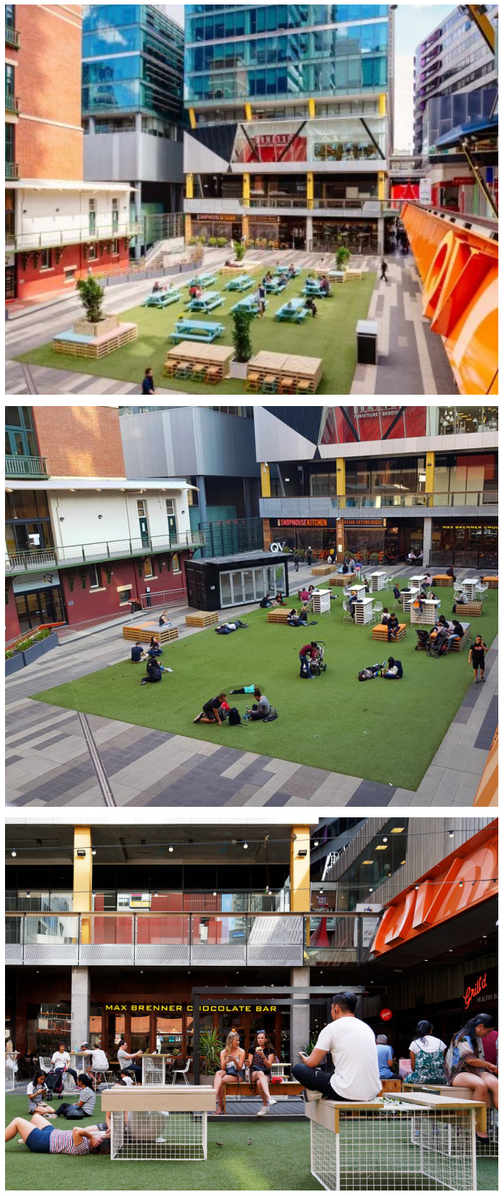



Legend

| | |
|---|---|
| C | Urban Plaza |
| 8 | Pedestrain Laneways |
| 11 | Covered Food + Beverage Outdoor Dining |
| +25.0 | Levels |





# Vicinity Bankstown Place Pillars



Inspired Mixed Use Community Lifestyle Hub

*Always on and for everyone*

01



Proud and Authentic Eastern Cultural Celebration and Experience

*Melting pot of iconic Eastern culture, creativity, commerce and customs*

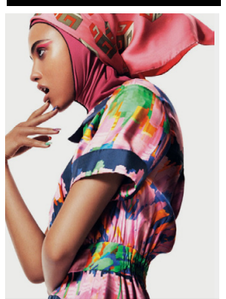
02



Abundant Fresh Food and Big Flavour Destination

*One incredible Eastern food festival every day*

03



Affordable to Aspirational Value Shopping Metropolis

*Where amazing deals are had on the hottest items*

04



Innovative to Indulgent Health, Beauty and Wellness Oasis

*Where you go to look hot and feel great*

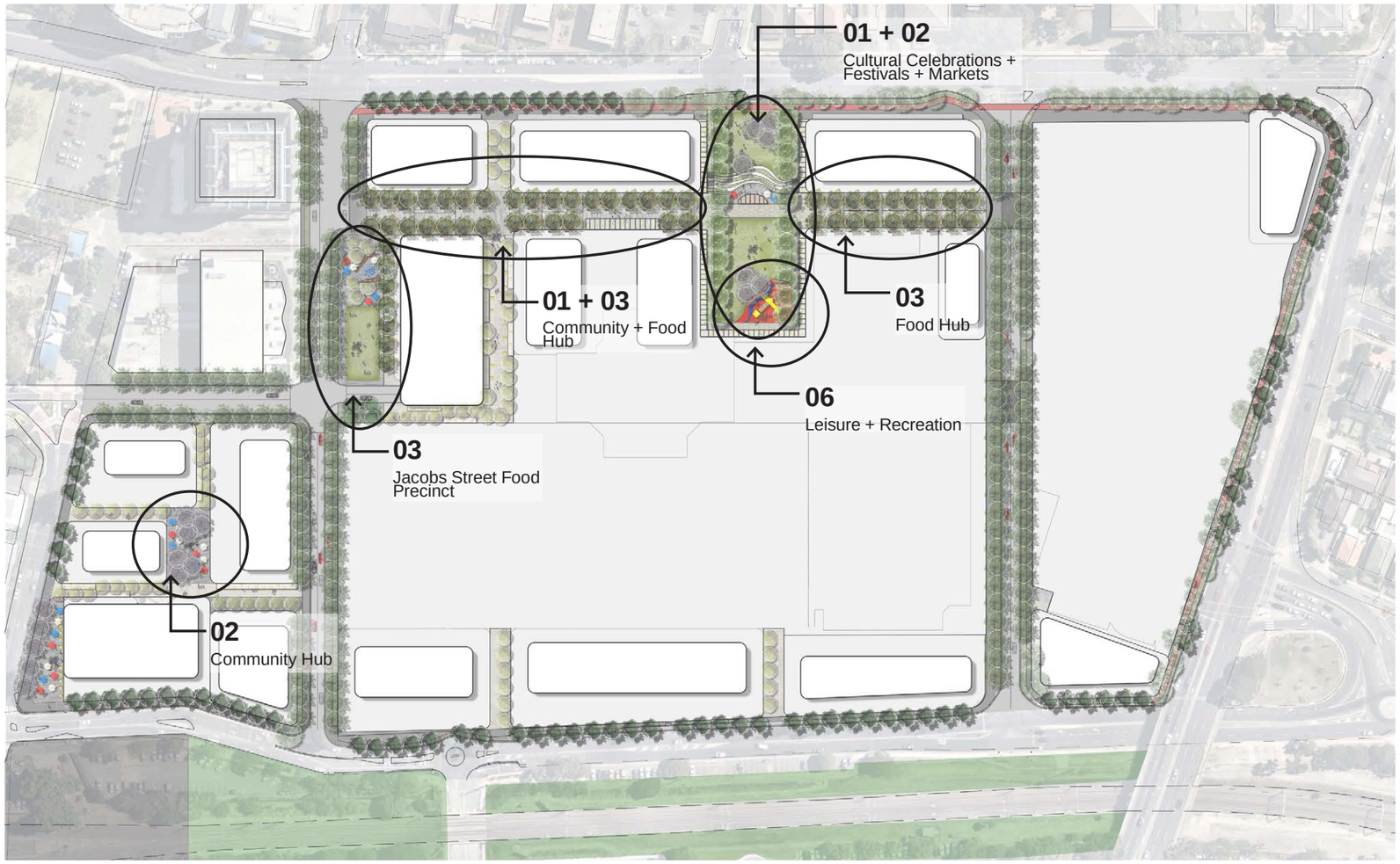
05



Magnetic Leisure and Entertainment Wonderland for the Young and Young at Heart

*The place for fun, escape and making memories*

06



URBIS

# BANKSTOWN CENTRAL SHOPPING CENTRE

# SITE SPECIFIC DEVELOPMENT CONTROL PLAN

DRAFT

URBIS

DRAFT V3
PREPARED FOR VICINITY CENTRES

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

| | |
|---|---|
| Director | Jacqueline Parker |
| Associate Director | Nik Wheeler |
| Project Code | P0006525 |
| Report Number | Draft V3 |

DRAFT

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# 1. BANKSTOWN CENTRAL SHOPPING CENTRE

## 1.1. APPLIES TO LAND

This Section of the Development Control Plan applies to Bankstown Central Shopping Centre (Bankstown Central), situated at 1 North Terrace, Bankstown, NSW 2200, as illustrated in Figure 1.

Figure 1 – Bankstown Central Shopping Centre




*Source: Urbis*

DR

# 2. OBJECTIVES

The objective of the DCP is to guide future development within Bankstown Central, including:

- To deliver the growth and evolution of Bankstown as a Strategic Centre as identified *The Greater Sydney Region Plan – A Metropolis of Three Cities* (March 2018), *The South District Plan* (March 2018) and the Local Strategic Planning Statement – *Connective City 2036*.
- To expand the role of Bankstown Central into a truly mixed-use centre, supporting employment growth and commercial office provision as well as a greater diversity of uses, including residential accommodation, student housing, hotel, and child-care, whilst continuing its function as a regional shopping centre.
- To ensure that future development responds to the characteristics of the site and surroundings, to facilitate high quality urban design and achieve the desired future character of the area.
- To allow sufficient flexibility on the provision of future uses at the site to respond to changing market requirements and allowing the site to be developed as individual precincts as illustrated in Figure 2 below.
- To build on the proximity of existing and future public transport access at the site including the future Sydney Metro, as well as the emerging health and education uses being developed in the proximity of the site.
- To provide new open spaces and green connections for the current and future resident, worker, and visitor community, along with enhanced integration with the future public domain of Bankstown CBD.

Figure 2 – Bankstown Central Precincts Diagram




*Source: FJMT*

# 3. KEY DESIGN MOVES

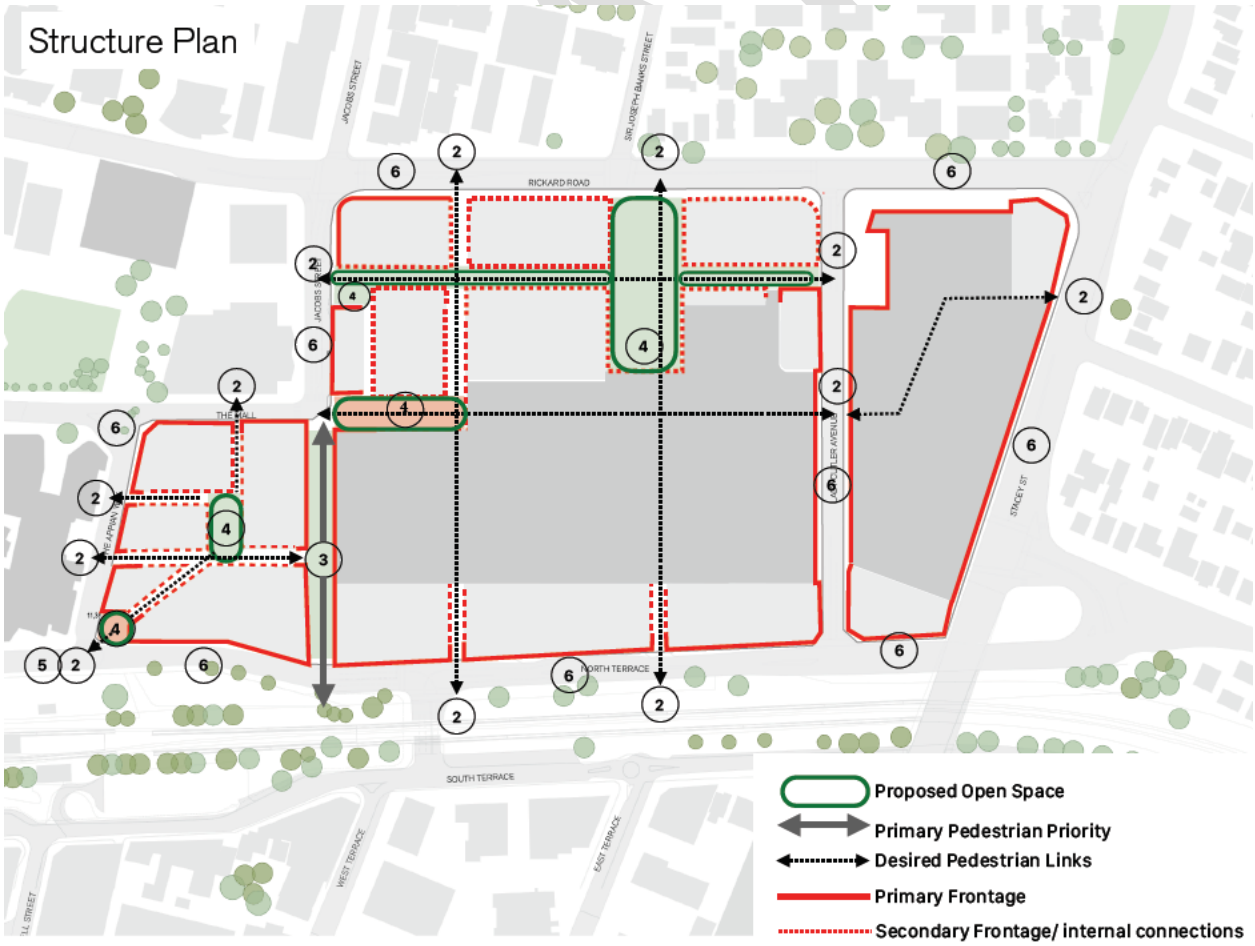
There are a range of key design moves to be introduced at Bankstown Central to enhance connectivity, permeability, liveability, flexibility and ensure the Site is appropriate to accommodate contemporary CDB uses. These will be delivered in a stage manner as part of the redevelopment of the Site and comprise the following:

1) The development of a range of precincts of different characters as per Figure 2.
2) Enhancing pedestrian permeability both at grade and through the centre, including the east-west 'Garden Boulevard' connection and an internalised connection through the shopping centre between The Mall and Lady Cutler Avenue.
3) The extension of Jacobs Street from The Mall to North Terrace.
4) The delivery of circa 11,600sqm of publicly accessible open space across the site.
5) The delivery of pedestrian plaza connectivity through to the Metro Station Plaza.
6) Responding to Council's objectives for Complete Streets along the public domain interfaces around the perimeter of the site.

These key moves are shown on the Structure Plan in Figure 3 below and are intended to be staged in line with the Staging Plan identified at Section 5.7 of this DCP.

The built form controls within this DCP have been designed to respond to the new streets, intended public domain character and open space that is proposed across the site.

Figure 3 – Structure Plan




*Source: FJMT*

# 4. CHARACTER STATEMENT

The desired future character of Bankstown Central is as follows:

Bankstown Central will be a modern mixed-use centre with enhanced retail provision and will facilitate both employment growth and new residential accommodation, along with a variety of other uses that are commensurate with its CBD location.

Bankstown Central will be readily accessible by public transport with convenient connections to the railway station and future Sydney Metro services. It will be a genuine employment and destination location and will provide the opportunity to live and work close to a broad range of retail, transport, employment, education, and community services.

The public domain will be activated and be a major contributor to the streetscape and urban form of the future Bankstown CBD. The environment will be pleasantly landscaped and will include a new city park and a Garden Boulevard.

The centre will appropriately cater for a growing local community, as well as office workers and visitors to the centre, by providing a liveable and quality urban environment, along with offering the ability to create a greater level of evening and night- time activation and uses.

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# 5. CONTROLS FOR THE SITE

## 5.1. SETBACKS AND STREET WALL

The setbacks and street wall controls are set out in the Table 1 below and Figure 4 and Figure 5 overleaf.

**Table 1 – Setbacks and Street Wall Heights**

| Street | Primary Setback | Secondary Setback | Street Wall Height |
|---|---|---|---|
| The Appian Way | Nil | Min 6m | 2-4 storeys |
| Rickard Road | Min 3m | Min 4m | 2-8 storeys |
| North Terrace | Nil | Min 6m | 1-6 storeys |
| Jacobs Street North | Nil | Min 4m | 1-8 storeys |
| The Mall | Nil | Min 6m | 1-6 storeys |
| Jacobs Street South | Nil | Min 6m | 1-8 storeys |

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Figure 4 – Building Setbacks Diagram




*Source: FJMT*

Figure 5 – Street Wall Height Diagram




*Source: FJMT*

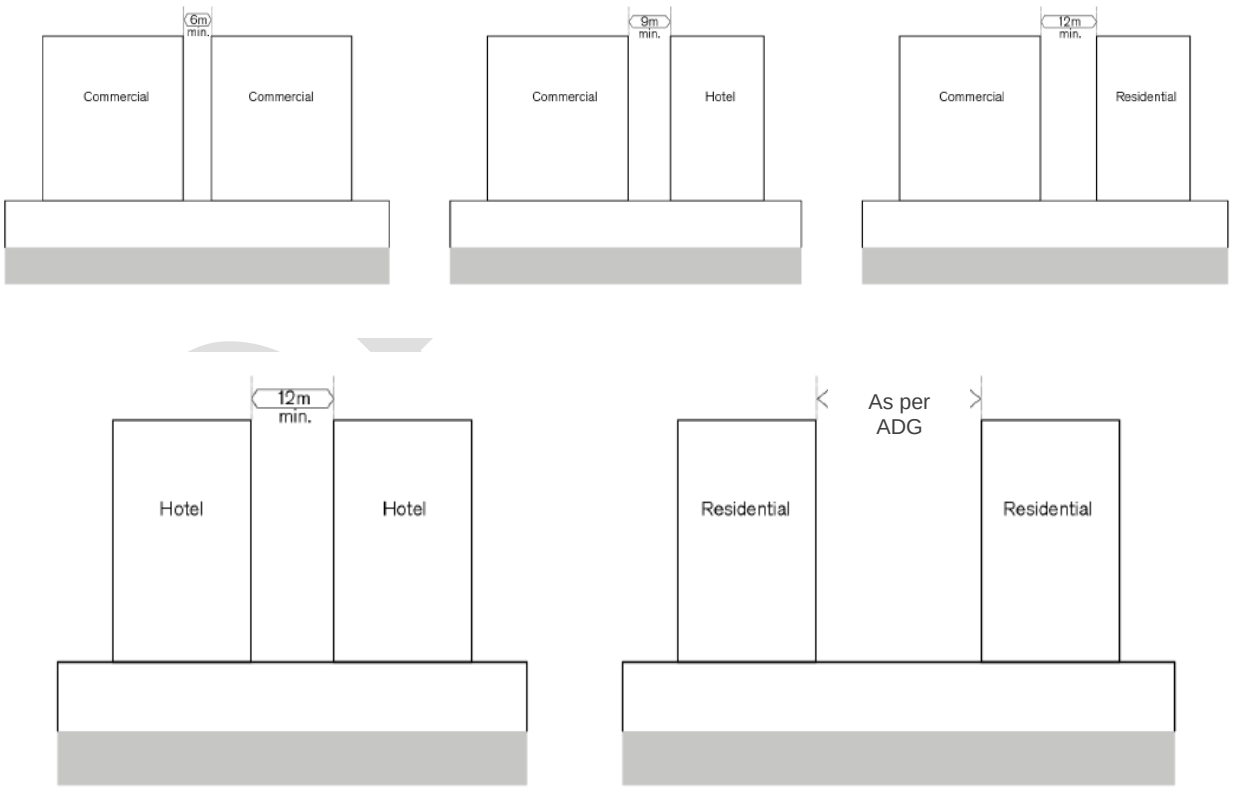
## 5.2. BUILDING SEPARATION

The proposed building separations across the site will be as set out in Table 2 and Figure 6 below.

Table 2 – Proposed Building Separation Distances

| Building Types | Separation Distances |
|---|---|
| Commercial to Commercial | 6 metres |
| Commercial to Hotel | 9 metres |
| Commercial to Residential | 12 metres or as otherwise provided by the Apartment Design Guide |
| Hotel to Hotel | 12 metres |
| Residential to Residential (Inc. Student Housing) | As provided by the Apartment Design Guide (or in accordance with any future update to the ADG) |

Figure 6 – Proposed Building Separations




*Source: FJMT*

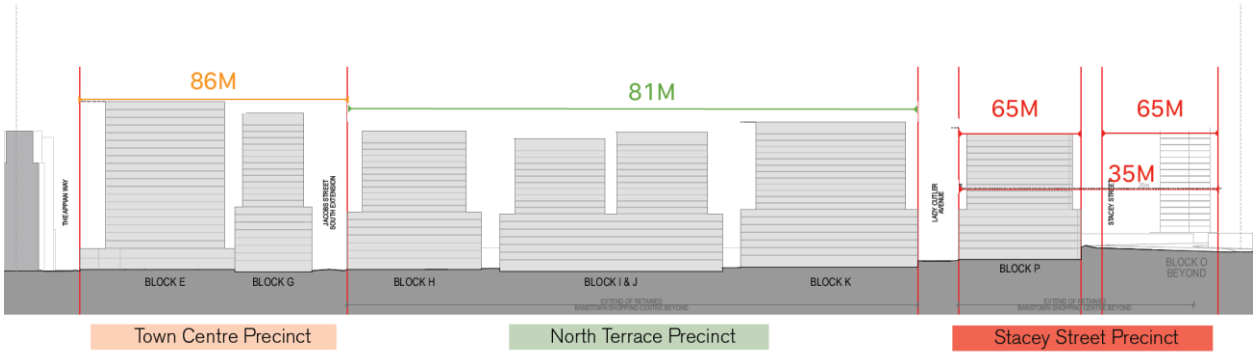
## 5.3. BUILDING HEIGHT CONTROLS

The Local Environmental Plan sets the maximum building height provisions across the site, as reflected below for the various Precincts within the Bankstown Central site as identified in Figure 2 above.

These height controls are illustrated in Figure 7 below and for the purposes of this DCP

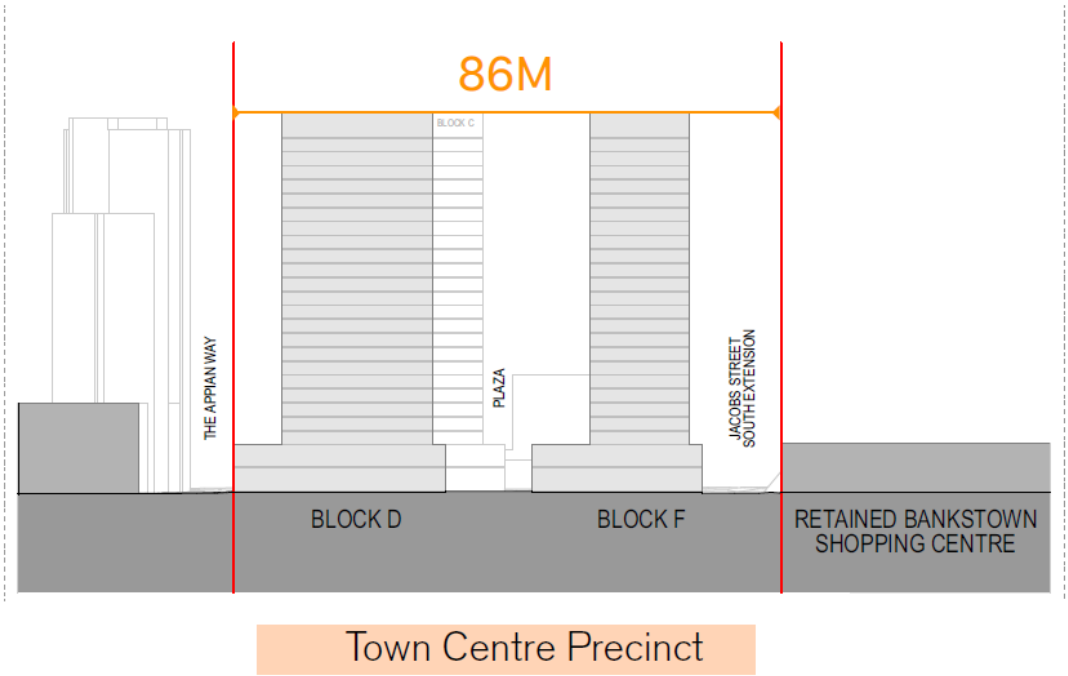
- **Town Centre Precinct** – 86m
- **North Terrace Precinct** – 81m
- **Rickard Road Precinct** – 50m in the Rickard Road Precinct North and 67m in the Rickard Road Precinct South
- **Stacey Street Precinct** – 65m at the northern and southern block, with 35m across the remainder of the Precinct

Figure 7 – Height Section Diagrams



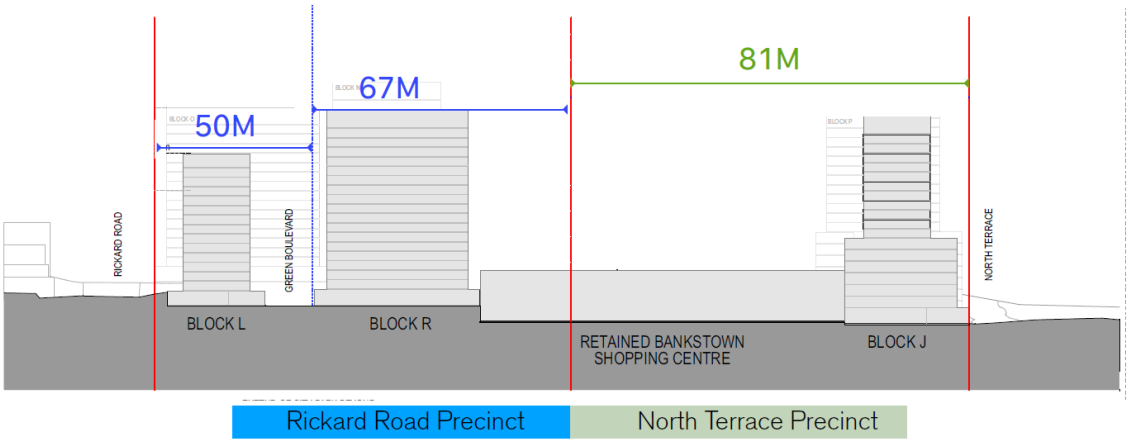

Picture 1 – Town Centre / North Terrace / Stacey Street Precincts

*Source: FJMT*




Picture 2 – Town Centre Precinct

*Source: FJMT*




Picture 3 – Rickard Road / North Terrace Precinct

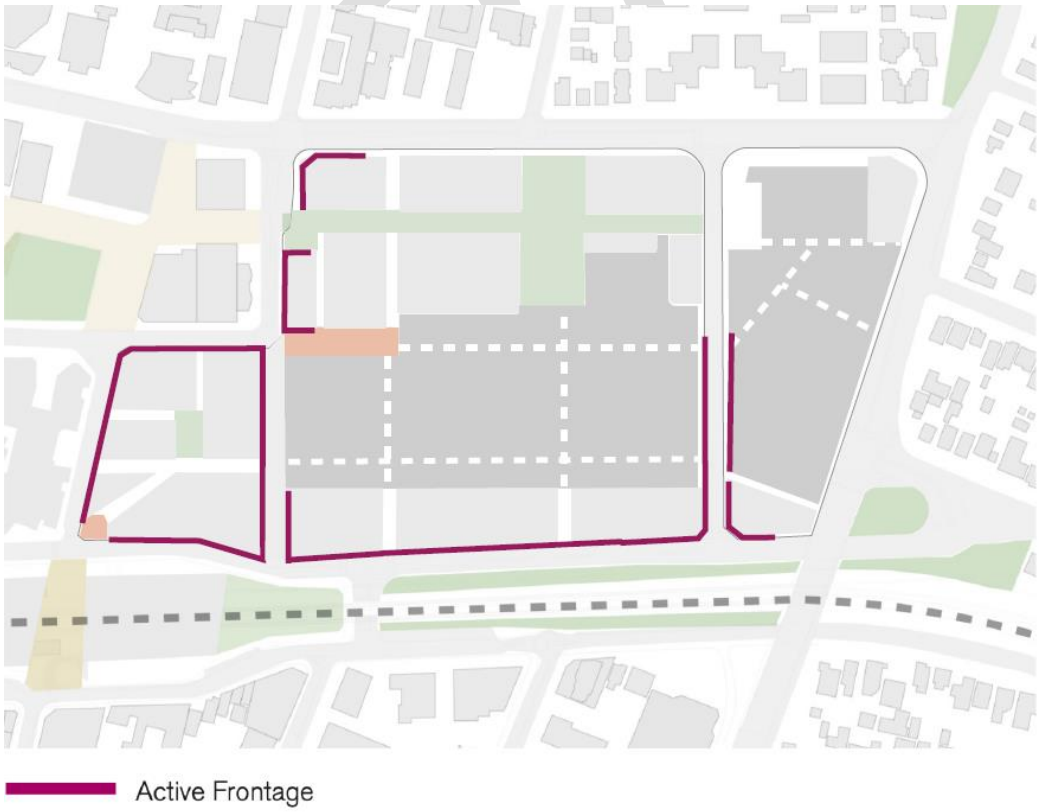
*Source: FJMT*

## 5.4. STREET FRONTAGES

Street frontages will be designed to ensure that new development makes a positive contribution to the streetscape and public domain. Streets will achieve high quality urban design, emphasise key nodes and entry points and provide high levels of pedestrian comfort.

The site will also accommodate active frontages to enhance the quality of the streetscape, improve safety and amenity, and improve the street life of the north-east quarter of Bankstown CBD. The primary external activation containing non-residential uses at the ground floor will focus on the Town Centre Precinct, as well as the Garden Boulevard and the main shared ways (Jacobs Street extension and Lady Cutler Ave) shown in the Structure Plan, as illustrated in Figure 8 below. There will also be a network of activated frontages throughout the site, including internal pedestrian walkways and frontages to the new City Park.

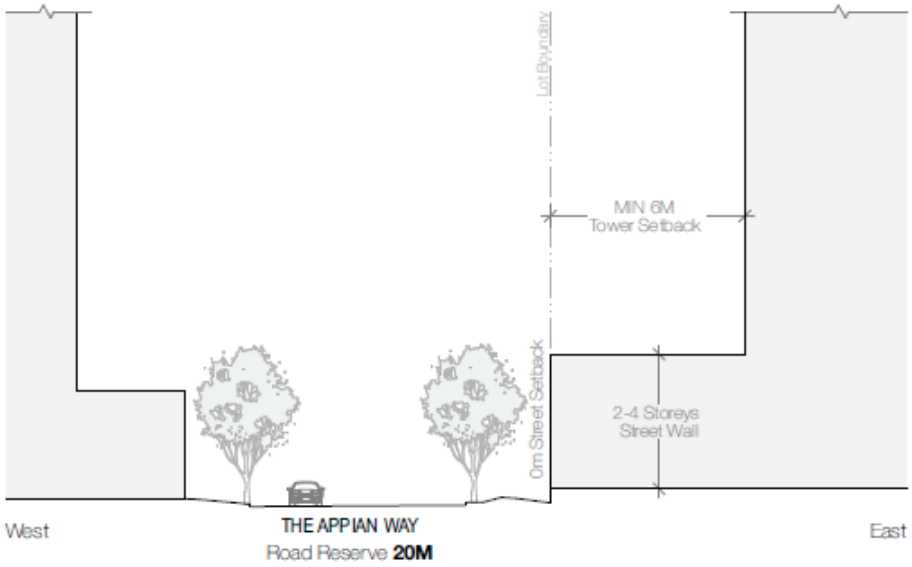
Figure 8 – Active Frontages Diagram




*Source: FJMT*

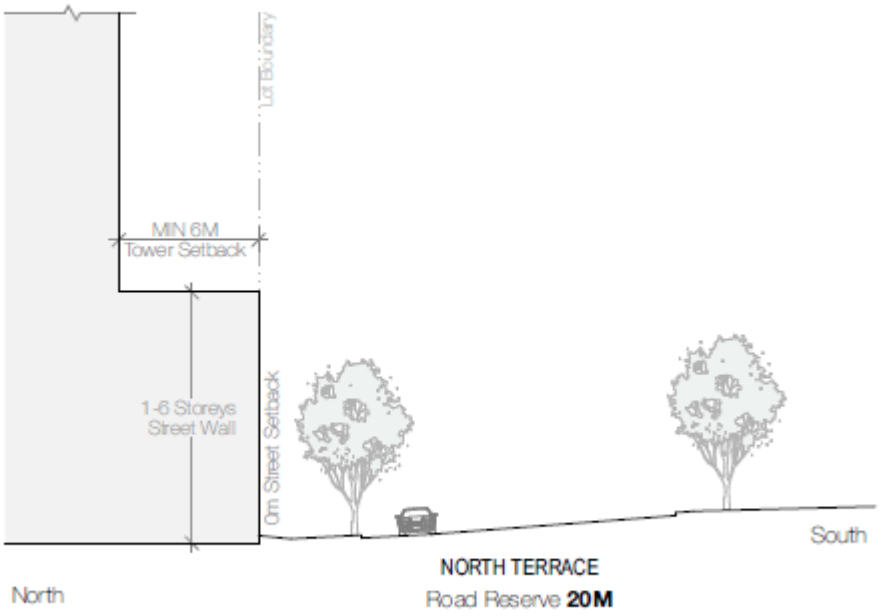
The typical street sections proposed for the main streets within the Bankstown Central site are illustrated in the Figures 9 – 14 below.

Figure 9 – The Appian Way




*Source: FJMT*

Figure 10 – North Terrace



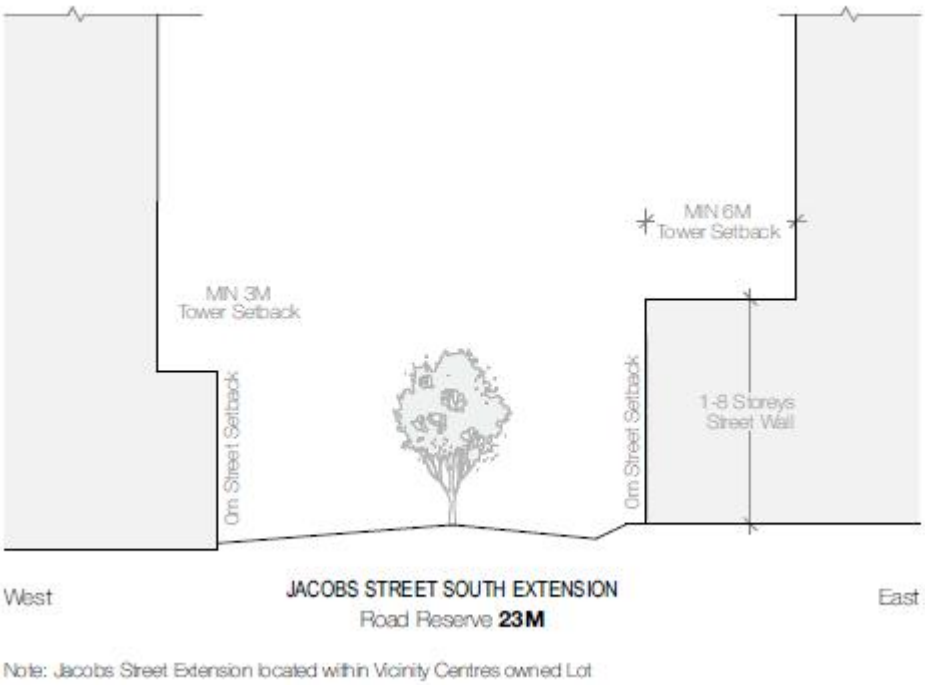

*Source: FJMT*

Figure 11 – Jacobs Street North



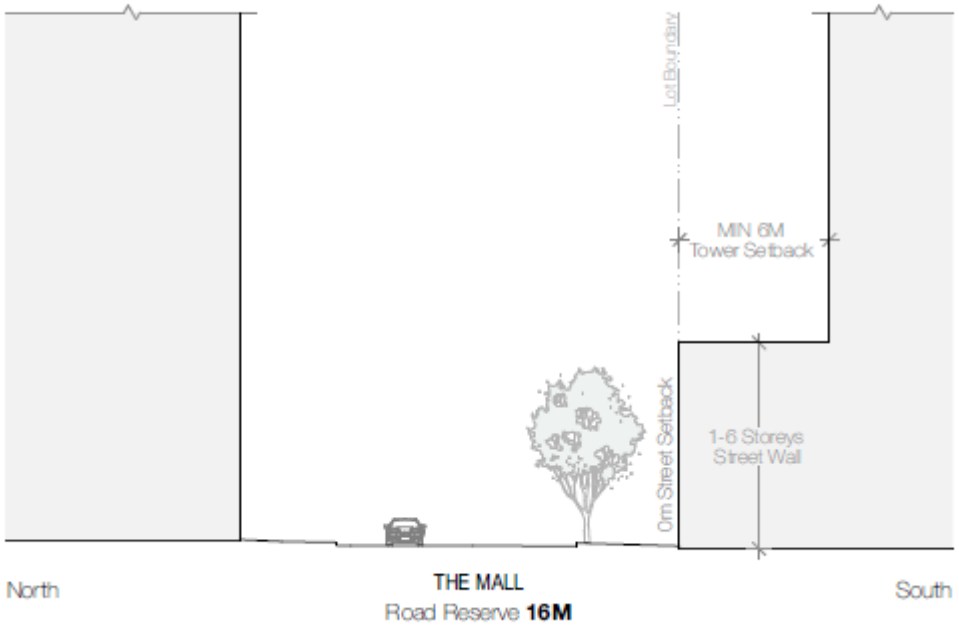

*Source: FJMT*

Figure 12 – Jacobs Street South Extension



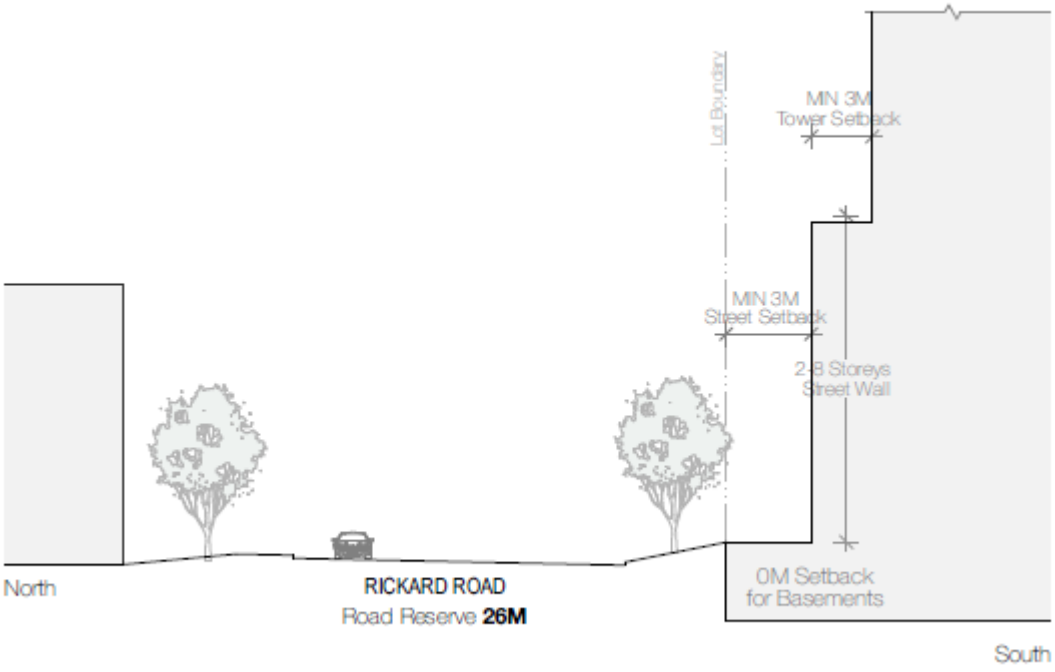

*Source: FJMT*

Figure 13 – The Mall




Source: FJMT

Figure 14 – Rickard Road




*Source: FJMT*

## 5.5. CONNECTIVITY AND FINE GRAIN

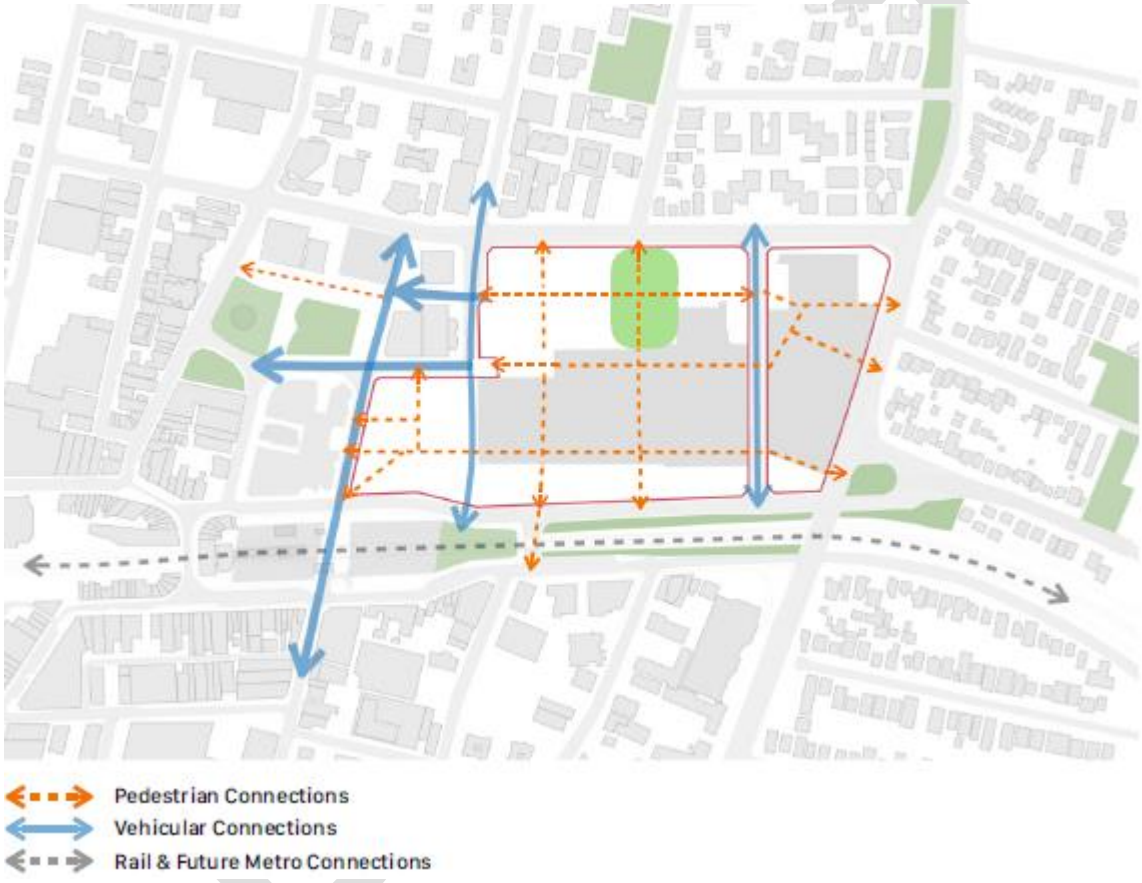
The principal aim through the precinct is to enhance connections to the key nodal points in the Bankstown CBD including the railway & Metro station, the Civic Centre, the new WSU campus, Paul Keating Park, and the schools surrounding the site.

Paths and connections through the site will be extended and will link with existing retail centre arcades to improve legibility and permeability. Streets, lanes, and arcades will be provided that offer alternative routes through the site area and avoid large uninterrupted blocks within the precinct, as illustrated in Figure 15 below. A fine grain approach will lead to variety in scales in the public domain and variety in streetscapes.

Pedestrian access will be prioritised through enhancements and additions to the at-grade pedestrian network, as well as the linkages provided through the shopping centre.

Future built form will integrate with existing street networks and introduce mid-block connections for pedestrians, particularly in the area around Bankstown Station.

Figure 15 – Connectivity Diagram




*Source: FJMT*

## 5.6. OPEN SPACE AND LANDSCAPE

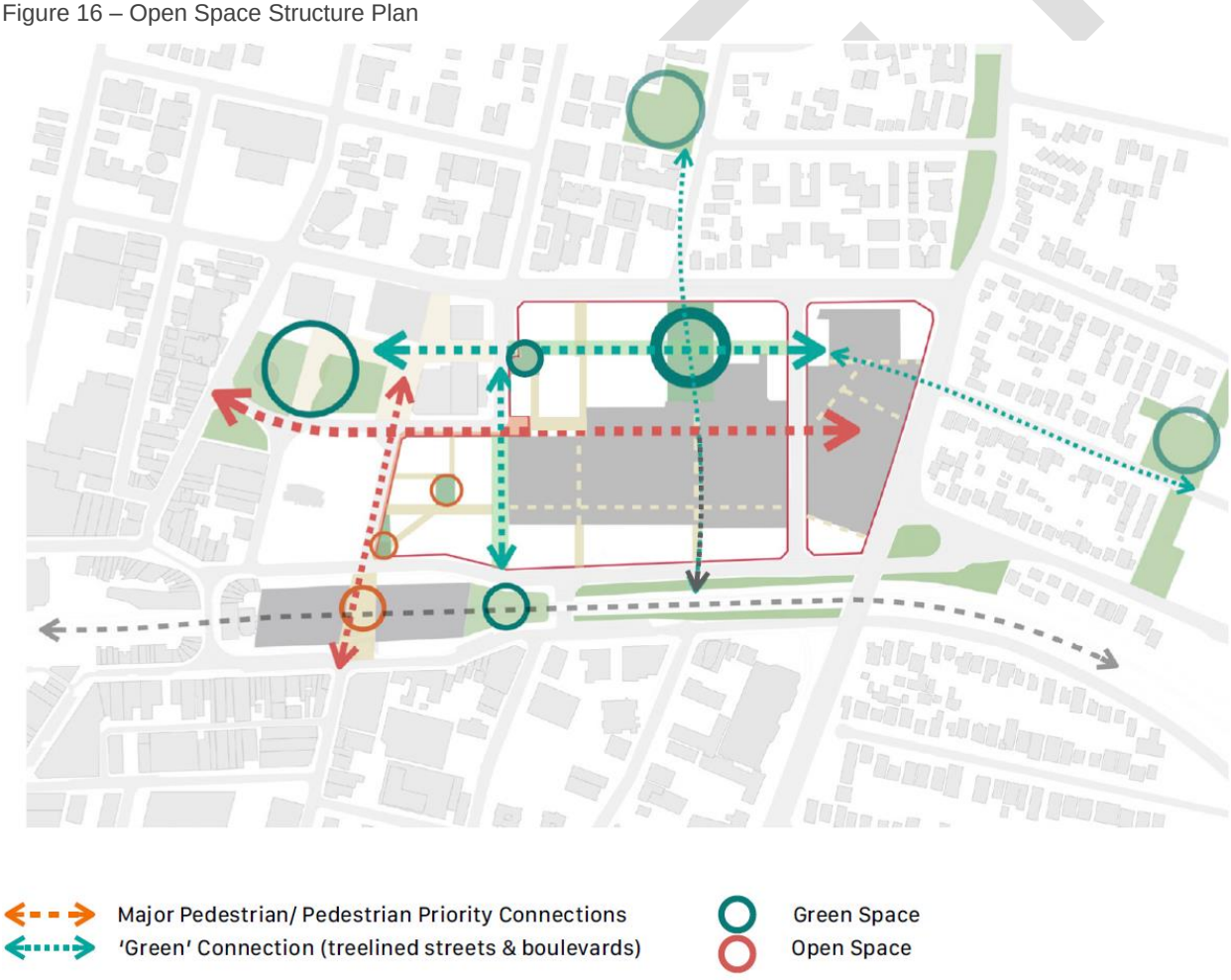
A network of open spaces and green streets will support a diversity of movement and activities through the public realm. A range of spaces will be provided that can sustain different scales of community gathering and events for diverse ages and groups.

New landscaped elements will form a connective web between open spaces, providing tree canopy, reducing the heat island effect, and increasing pedestrian amenity. These new elements will include the following and will be linked to the existing open space provision as identified in Figure 16 below:

1. New City Park of up to 4,500sqm in size
2. The Garden Boulevard
3. An Urban Plaza
4. The Appian Way Arrival Plaza
5. Jacobs Street Extension

The exact location and route of the future 'Garden Boulevard' will be determined at the DA design stage, following the identification of the future built form across the site.

Figure 16 – Open Space Structure Plan




*Source: FJMT*

## 5.7. STAGING

A flexible staging strategy is key to Bankstown Central's urban renewal. The strategy must consider the land holding, the operation and lease expiries of the retail centre, the proposed infrastructure upgrades, and the local market conditions.

The site is proposed to be delivered in seven stages, excluding the retained extent of the existing centre. The seven stages are indicated in Table 3 and on the staging diagram at Figure 17 below. The renewal of the centre is a long-term vision with the full masterplan to be delivered over several years.

Table 3 – Indicative Staging Scheme

| Stage | Indicative Timeframe |
|---|---|
| Stage 1: Bus Precinct | 2020-2024 |
| Stage 2: Town Centre | 2021-2025 |
| Stage 3: North Terrace West + Rickard Road North | 2022-2026 |
| Stage 4: North Terrace Centre | 2024-2026 |
| Stage 5: North Terrace East + Rickard Road South | 2030-2034 |
| Stage 6: Stacey Street Precinct North | 2032-2034 |
| Stage 7: Stacey Street Precinct South | 2033-2035 |

Figure 17 – Indicative Staging Diagram




*Source: FJMT*

## 5.8. ENVIRONMENTAL CONSIDERATIONS

The proposed development shall:

- Encourage building design (namely the built form and layout) of large-scale commercial development and mixed-use development in Zone B4 Mixed Use to practically minimise the consumption of energy and water.
- The design of new development shall reasonably minimise the overshadowing impact on adjoining development.
- The shape, location and height of buildings should be designed to satisfy wind criteria for public safety and comfort at ground level, in accordance with commonly used guidelines (such as the T.V. Lawson Scale).
- Aim to meet the current or future requirements to achieve the Canterbury Bankstown LEP Sustainability Bonus scheme, along with relevant BASIX and NatHERS requirements.

## 5.9. CAR PARKING AND VEHICLE LOADING

### Car Parking

The approach to car parking across the site will reflect the fact that Bankstown Central is a large site that is situated in part within 400m of Bankstown Railway Station which is identified as the 'inner core' of the CBD, whilst part of the site beyond this core area. To provide for coordinated car parking provision across the site over the course of the development roll-out, car parking rates for Bankstown Central precinct enable the full range of provision, as identified in Table 4 below.

The existing retail car parking provision at the Bankstown Central Shopping Centre is currently provided as a parking ratio rate of approximately 4 spaces per 100sqm of floorspace, however the actual rate of demand after the managed parking controls are implemented is likely to reduce to approximately 3.5 spaces per 100sqm. As such, it is intended that this retail parking rate will be provided in the future in connection with the shopping centre use. For new developments, the following car parking rates in Table 4 will apply.

Table 4 – Recommended Maximum and Minimum Car Parking Rates

| Land Use | Size/Description | Recommended Minimum Rate | Recommended Maximum Rate |
|---|---|---|---|
| Residential Flat Building | Studio | Zero | 0.75 Space per dwelling |
| | 1 Bedroom | Zero | 0.75 Space per dwelling |
| | 2 Bedrooms | Zero | 1.5 Space per dwelling |
| | 3 Bedrooms | Zero | 2 Space per dwelling |
| | Visitor | Zero | 1 Space per 5 dwellings |
| Office Premises | Office | Zero | 2 space per 100sqm |
| Retail Premises | Retail | Zero | 3.5 spaces per 100sqm |
| Education Premises | Education | Zero | 2 space per 100sqm |
| All Other Land Uses | N/A | Zero | Not defined |

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## Vehicle Loading

The approach to loading will be as follows:

- To maintain a centralised loading dock for majority of the site, which provides better urban outcomes from a traffic management and streetscape perspective, whilst enabling an efficient use of space for site servicing.

- Individual developments at the Bankstown Central site will not be required to provide their own separate loading docks, however this can be provided where it may be preferable to do so.

DRAFT

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DRAFT

16 December 2019

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

Dear David,

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

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

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

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

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

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

**Strategic context**

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

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

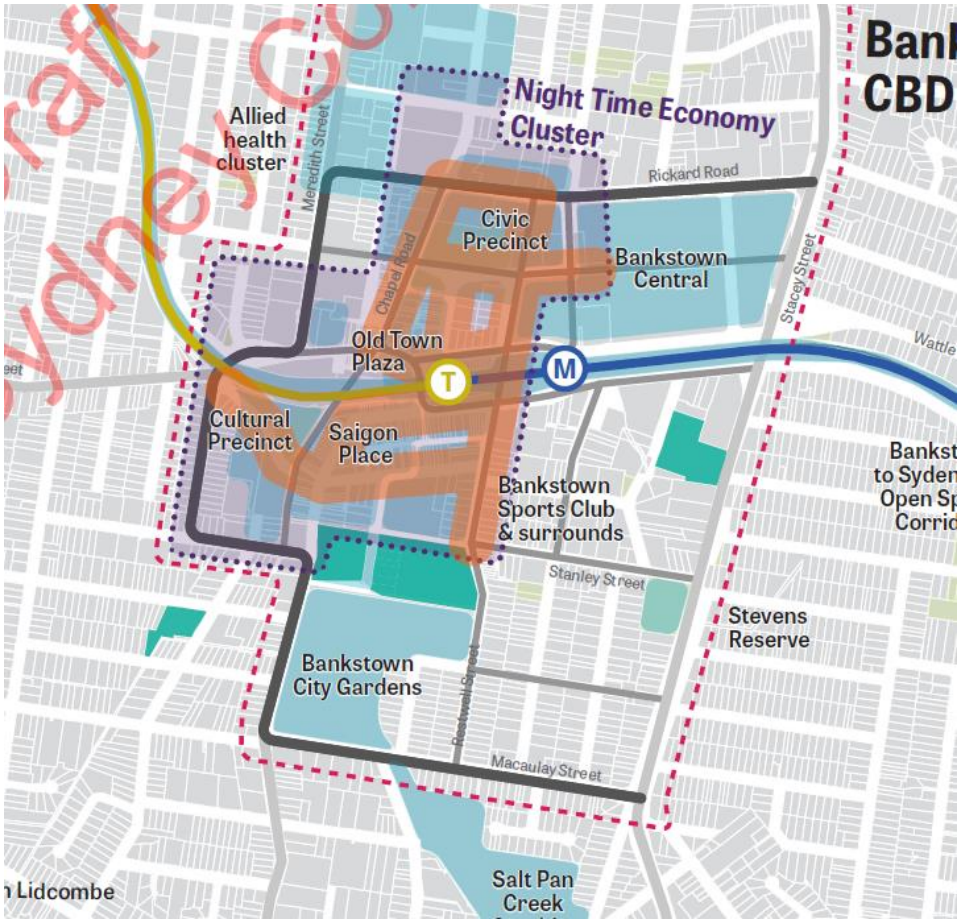
**Master Plan**

*Land use*

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

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

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



*Housing*

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

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

*Movement*

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

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

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

*Public domain*

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

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

*Access and Parking*

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

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

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

*Built Form*

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

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

*Staging*

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

**Target site**

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

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

**Bus Interchange site**

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

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

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

Sincerely,



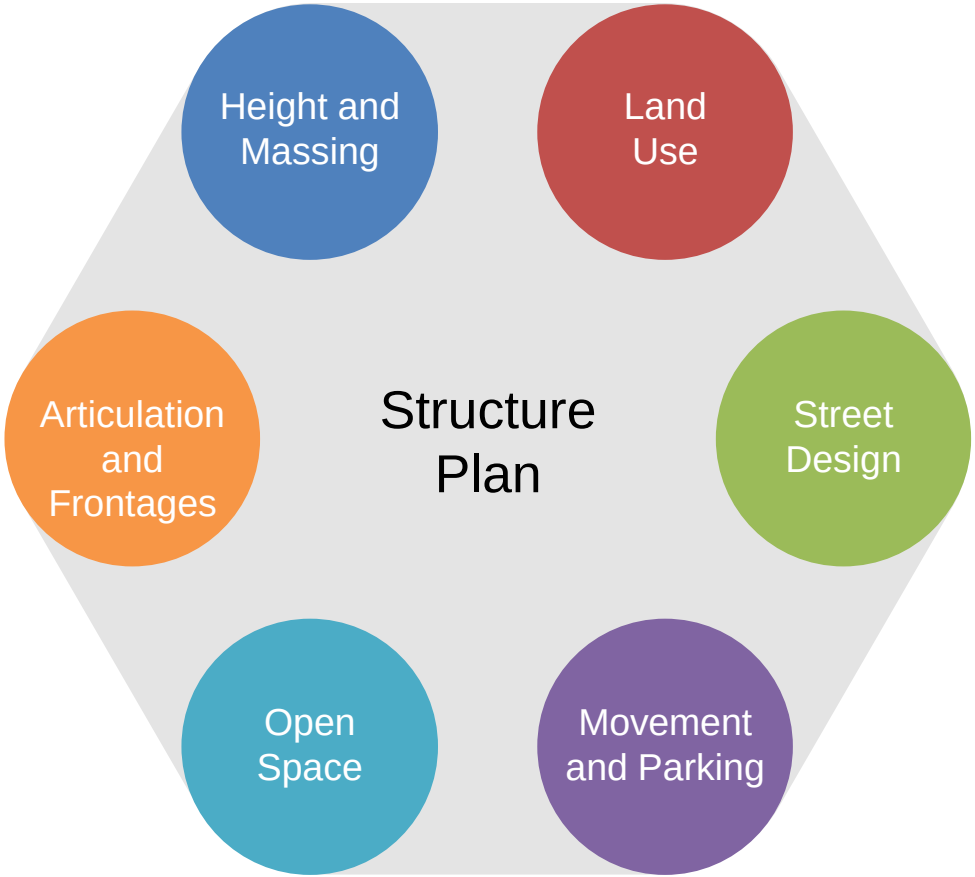
Camille Lattouf
Team Leader City Shaping Projects

Attachment 1

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# Bankstown Central Urban Design Principles

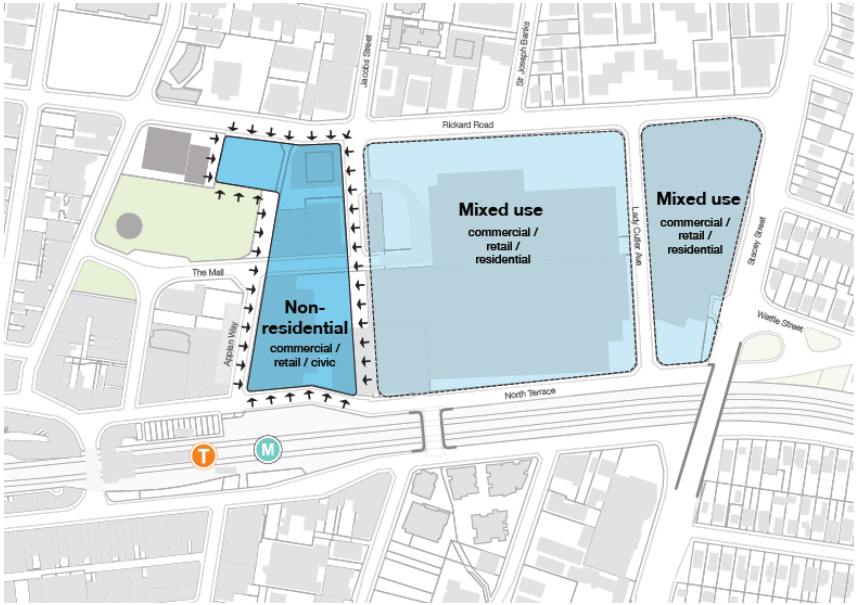





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# Land Use

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



# Movement

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




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# Street Character



The Appian Way

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



Rickard Road

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



Jacobs Street

An active urban street and key bus route.

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# Street Character



Lady Cutler Ave

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



North Terrace

A tree-lined mixed use street with active frontages.




Stacey Street

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

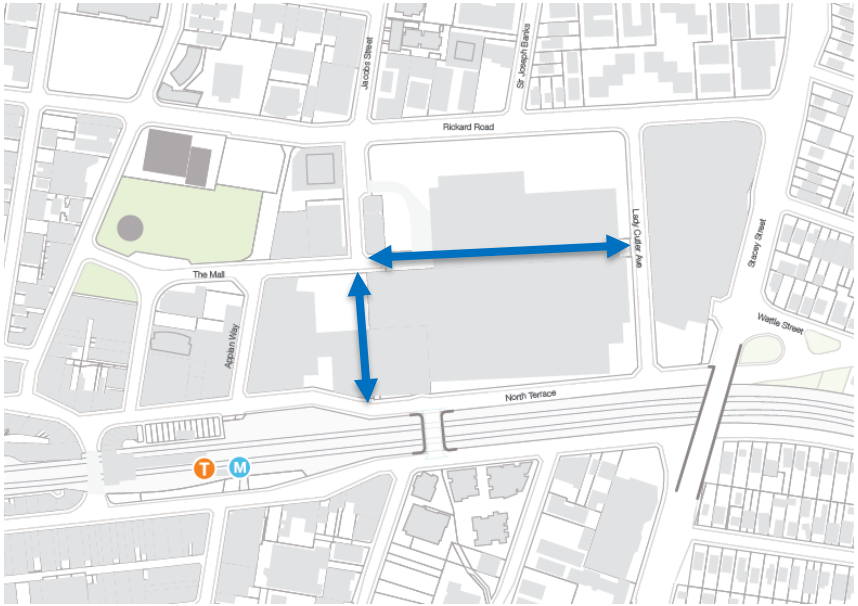
# New Streets

The Mall extended east

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

Jacobs Street extended to North Terrace

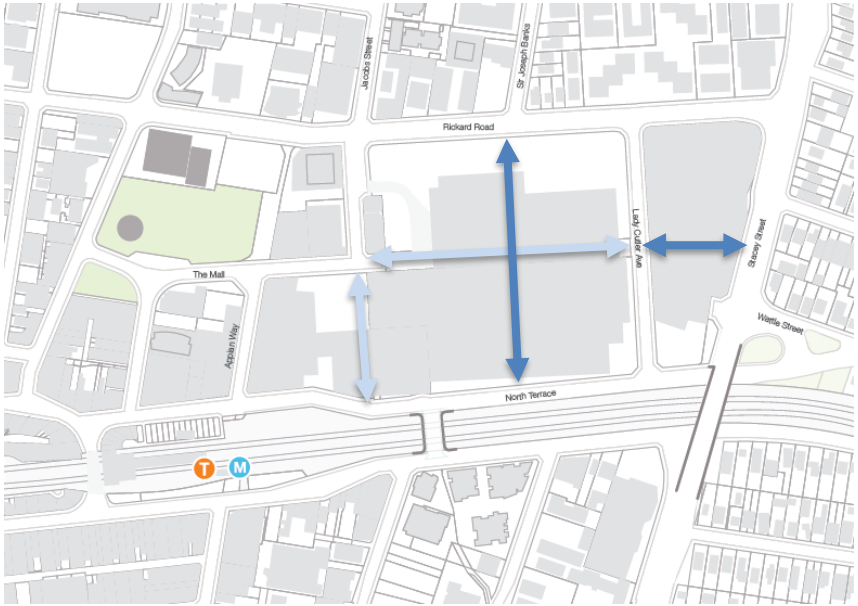
- Key bus route
- Min 20m wide
- Dedicated to Council.




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# Pedestrians

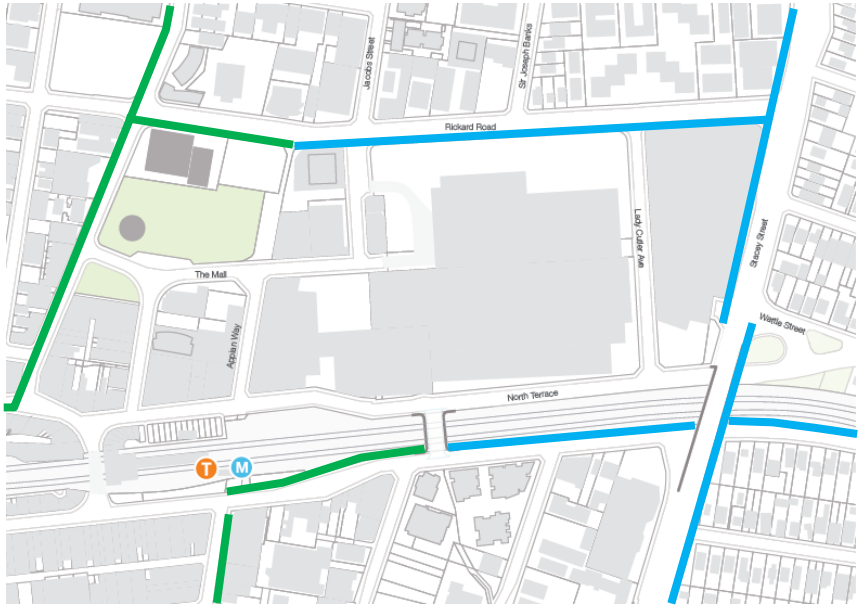
- New public pedestrian connection from Rickard Road to North Terrace.
- New public pedestrian connection from the The Mall to Stacey Street (incorporates change in levels)




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# Cyclists

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



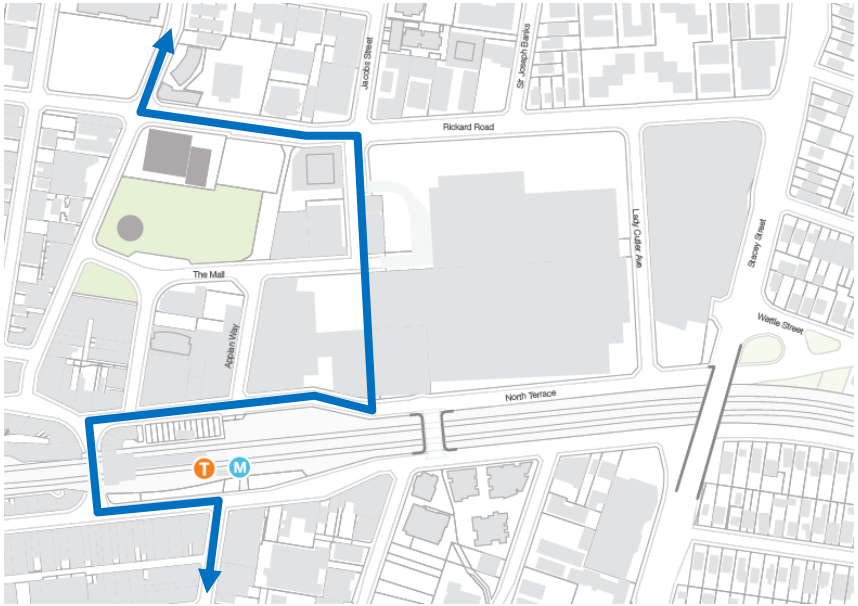

Separated bike path

Shared path

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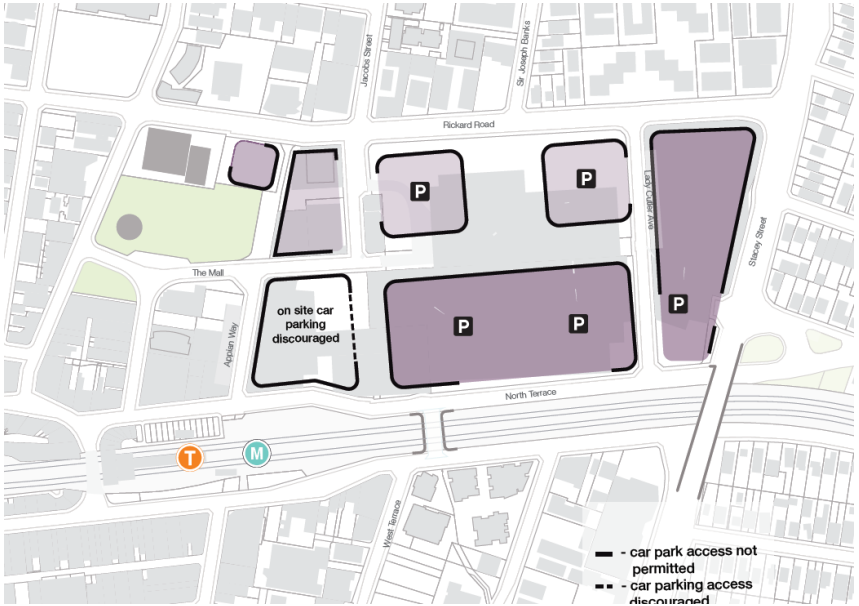
# Public Transport

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



# Car parking and Servicing

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



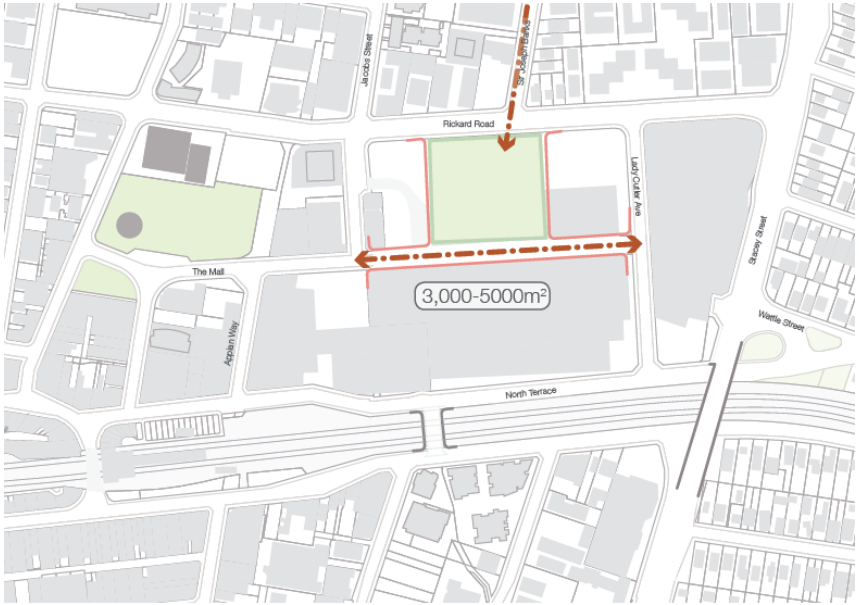

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# Open Space

Provide a new open space:

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

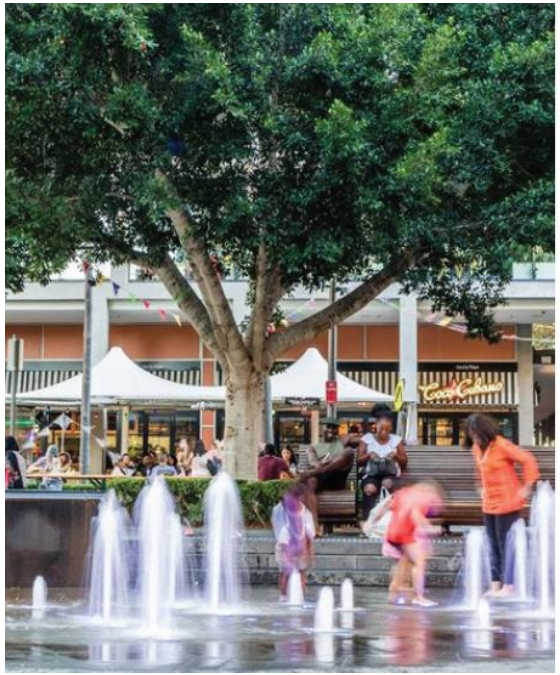
- Provide an urban plaza adjoining park/ east-west link suitable for events, managed by Vicinity.




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# Public Domain

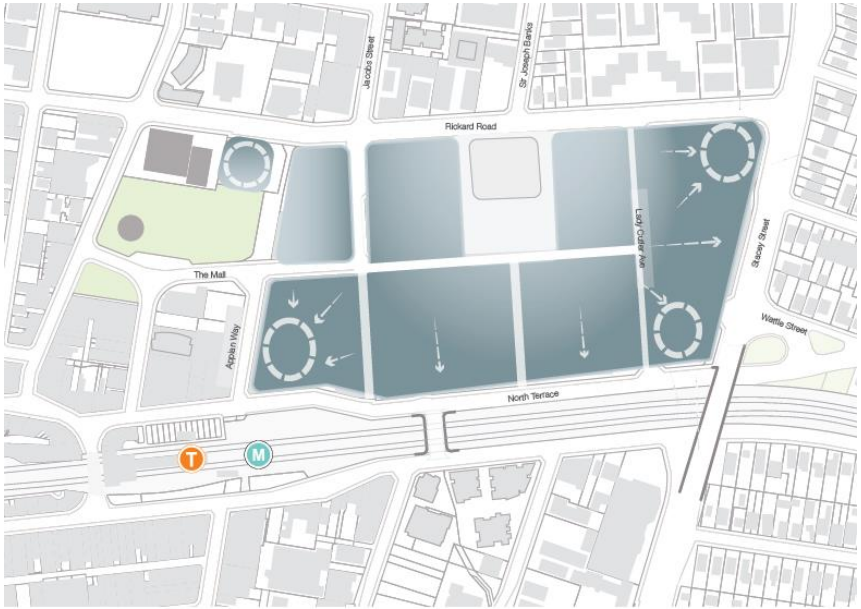
- Generous street trees and soft landscaping to ameliorate the impacts of the urban heat island affect and climate change.
- Existing mature trees of significance to be retained as far as possible
- Deep soil zones provided on each development block in communal open space areas
- Encourage the celebration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





# Building Height

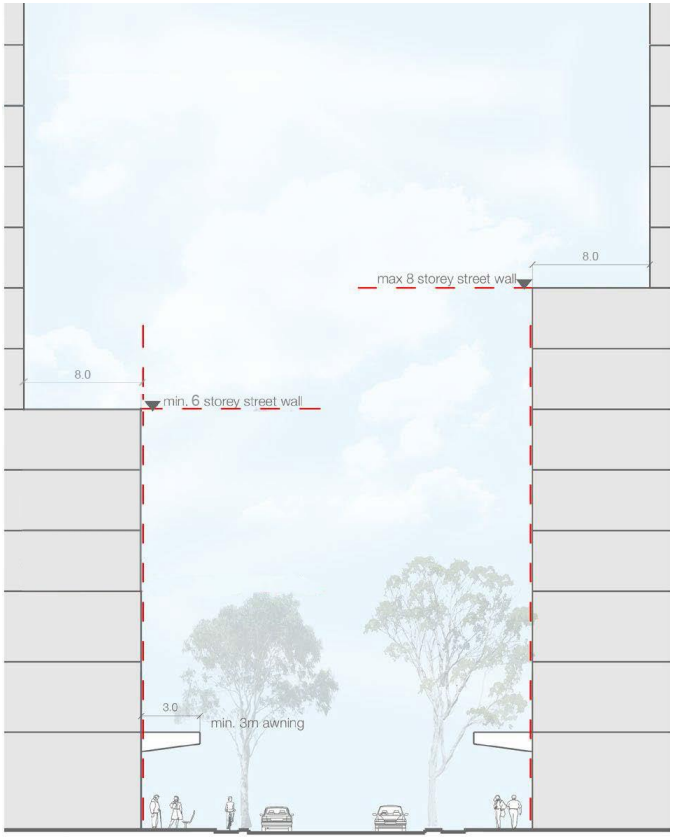
- Greatest heights located near the station, North Terrace and Stacey Street with landmark buildings on corner sites as identified.
- No change to existing heights on Rickard Road (35m).
- Requirements for wind modelling and amelioration measures to prevent wind down drafts into the streets, public open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




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# Street Wall

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




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# Building Articulation

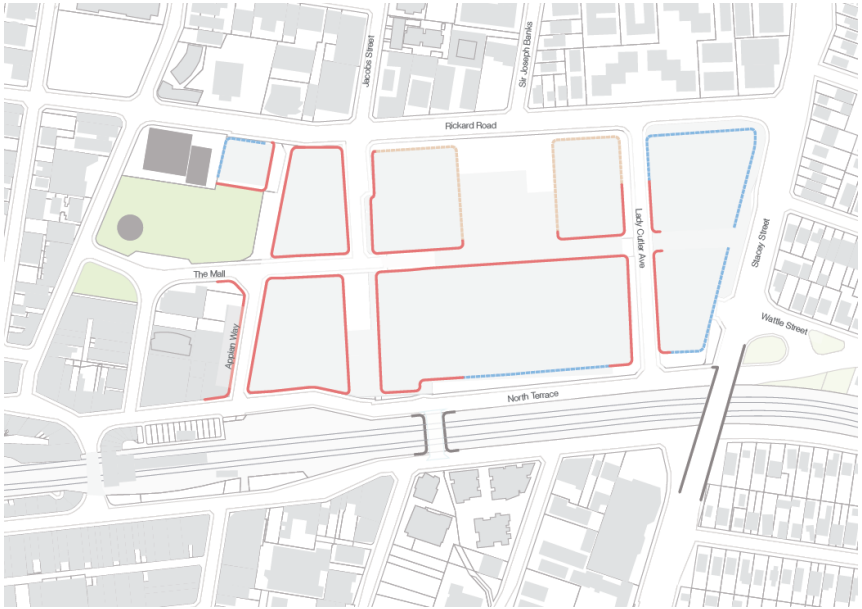
- 36m building separation for residential buildings over 12 storeys to improve access to sky and solar amenity.
- 20m building separation for commercial buildings over 12 storeys to preserve views to sky from the public domain and regional views across and through the centre.
- Buildings to be articulated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




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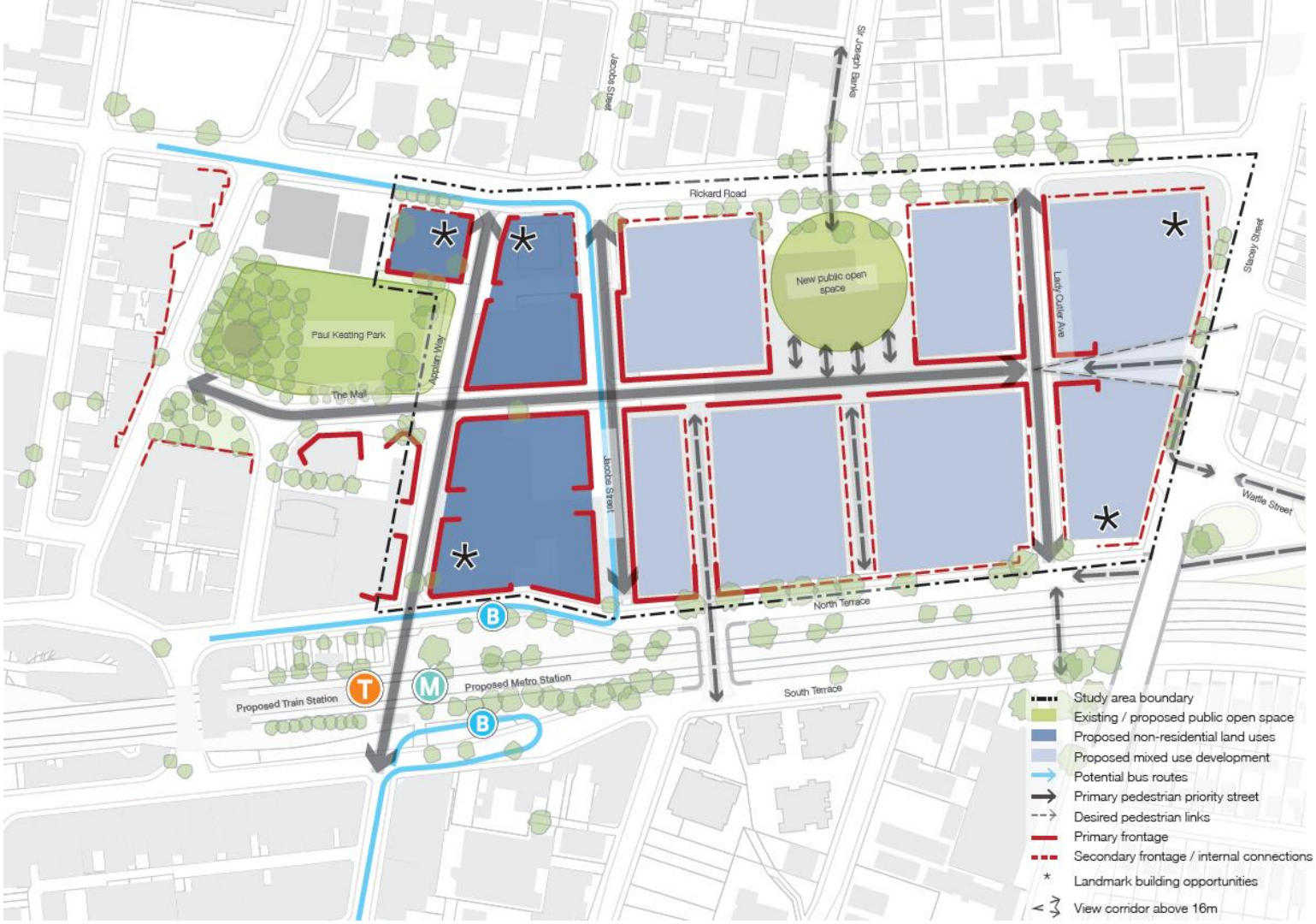
# Ground Floor Frontage

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




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# Structure Plan




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# Bankstown Central Community Infrastructure Needs

# Peer Review

City of Canterbury Bankstown

October 2020



"There is no power for change greater than a community discovering what it cares about.

- Margaret J Wheatley

Cred
CONSULTING

**Report title:** Bankstown Central Community Infrastructure Peer Review

**Client:** City of Canterbury Bankstown

**Version:** Final

**Date:** 22 October 2020

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# 1. Introduction

Cred Consulting was engaged by City of Canterbury Bankstown (CB City) to prepare an Community Infrastructure Needs Peer Review for a planning proposal for Bankstown Central (Vicinity Centres).

The peer review has assessed the assumptions, methodology and key findings and where relevant, identified additional recommendations for community infrastructure or other needs that should be considered by the proponent.

## Methodology

To adequately assess the assumptions, approach and key findings, an independent assessment was undertaken to establish a baseline to review the findings, assumptions and recommendations of the Community Needs Assessment.

The methodology included:

- Review and analysis of site and proposal documentation (as provided by CB City);
- Strategic context review of relevant local, regional and State strategies and plans;
- Analysis of current and forecast population for the suburb and site as well as understanding the population characteristics including age, income, cultural diversity profile;
- Analysis of the place context and local character;
- Audit and mapping of existing social infrastructure and open space within 200m (high density proximity benchmark) 400m and 2km (for regional and district facilities) of the site;
- Population benchmarking of social infrastructure and open space needs resulting from the proposed development, as well as considering the broader local social infrastructure and open space needs;
- Preliminary assessment of community needs based on the baseline assessment.

Following the independent assessment, Cred Consulting used this baseline to review the assumptions and assessment approach used and the recommendations of Bankstown Central Community Needs Assessment.

Based on the independent This peer review has also identified additional needs and opportunities that could be delivered through the proposal either within the site, or through a contribution toward embellishments or connections to existing places and spaces off-site/nearby.

## Subject Site

The subject site is located within the Bankstown CBD in the City of Canterbury Bankstown Local Government Area (LGA) and consists of two large land parcels the east and west of Lady Culter Avenue (approximately 114,320m$^2$ or 11.4ha), adjacent to Bankstown railway station and the future Bankstown Metro Station (see Figure 1).

The planning proposal notes that *"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"* (2019:4).

## About the planning proposal

Urbis Pty Ltd prepared, on behalf of Vicinity Centres PM Pty Ltd, "to initiate an amendment to the Bankstown Local Environmental Plan 2015 (BLEP) with respect to Bankstown Central Shopping Centre site, located at 1 North Terrace, Bankstown".

The planning proposal seeks significant height increases to incentivise the redevelopment of this significant landholding in the centre of Bankstown CBD and attract investment to the locality.

The stated development outcome of the planning proposal is to redevelop the site for a range of uses including:

- 86,418m$^2$ residential GFA (assumed yield: 929 apartments, including 5% affordable housing);
- 105,996m$^2$ of commercial GFA;
- 15,293m$^2$ of retail GFA. Retained retail GFA of the existing centre is 113,257m$^2$;
- 29,298m$^2$ of hotel GFA (assumed yield: 572 rooms);
- 59,976m$^2$ of student accommodation GFA (assumed yield: 1,664 rooms);
- 6,485m$^2$ of serviced apartment GFA (assumed yield: 84 apartments); and
- 891m$^2$ of childcare GFA.

Based on the intended development outcome, it is anticipated that the redevelopment of the site will accommodate and additional 13,563 people, including:

- 2,508 residents (based on 2.7 persons/household)
- 1,664 students (based on 1 student per room)
- 954 guest per night, and
- 8,437 workers.

The planning proposal identities the following as providing positive social impacts on the local community:

- 891m² of childcare floorspace (equating to approximately 60 spaces)
- 11,100m² of new public open space including 1x 4,500m² city park, and 1x 4,500m² privately owned, publicly accessible park, water play and seating, sculptural adventure play, urban plaza and garden boulevard
- Provision of a range of residential typologies with the anticipated development of student accommodation and build-to-rent residential apartments introducing new housing typologies not currently provided.
- Provision of affordable housing dwellings (stated 5%)
- Synergies with surrounding land uses such as the Western Sydney University Bankstown Campus.
- Increase permeability and connectivity through the site contributing to walkability and cycling.
- demand can be demonstrated.

## About the community needs assessment

As part of the Bankstown Central planning proposal package, Urbis Pty Ltd prepared a community needs assessment "provides a high level overview of the potential social infrastructure that will be required to meet the needs of the incoming population" (2019:5).

The social infrastructure recommendations include:

- Provision of a creative 'showcase space' of around 500m² or equal monetary contribution for provision off site (not included in planning proposal);
- Minimum size of a local parks in high density areas to be 1,500sqm and as a general benchmark, a percentage of land area between approximately 10 15% is appropriate given its CBD location. The current masterplan includes a total of 11,604m² of open space which equates to approximately 10% of land area.
- Unlikely to generate need for an additional primary or high school
- Based on benchmarks, the incoming population is likely to generate demand for approximately 79 places and worker population is expected to generate demand for approximately 112 places. Based on this demand, the proposal could support an additional larger child care centre on site. The current masterplan includes provision of 891sqm for a childcare centre.
- Based on a national benchmark, the development may also be able to support up to 5 general practitioners. It is estimated the development could support at least one new medical practice, however the provision of medical practices in new developments is largely left to market forces once demand can be demonstrated.

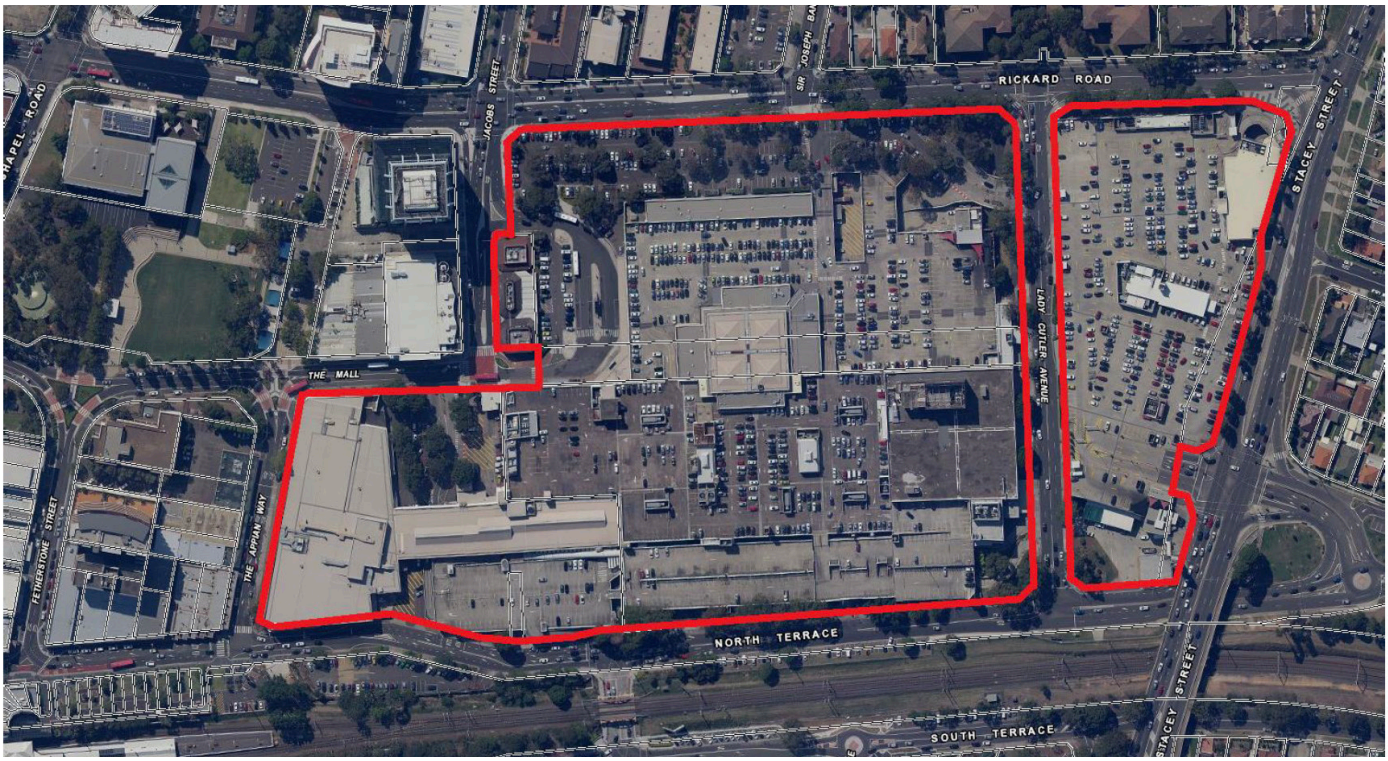



Figure 1 - The Site




# 2. Strategic context

This section provides a summary of the local, regional and state strategies and plans that guide assessment of the social infrastructure, open space other community needs relating to the Bankstown Central planning proposal.

The matrix below summaries the strategic outcomes relevant to the Bankstown Centre proposal outlined in key state, regional and local strategies and plans.



## NSW Government

### Greener Places + NSW Premier's Priorities

'Greener Places' acknowledges the fundamental role that green infrastructure will play in ensuring community sustainability moving into the future. Adopting a strategic approach to city greening and open space planning, the policy outlines four guiding principles,

1. Integration: green infrastructure, urban development and grey infrastructure.
2. Connectivity: creating a network of open spaces.
3. Multi-functionality: establishing multiple ecosystems.
4. Participation: involve stakeholders.

The NSW Premier's Priorities also include a strong green and focus noting that green canopy enhances the amenity of local parks and streets and is crucial in providing vital shade that reduces ambient temperatures and mitigates the urban heat island effect with an aim to "increase the tree canopy and green cover across Greater Sydney by planting one million trees by 2022."

### South District Plan

The South District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. The South District Plan advises a number of Priorities for the district including:

- Priority S1 – Planning for a city supported by infrastructure
- Priority S3 – Providing services and social infrastructure to meet people's changing needs
- Priority S4 – Fostering healthy, creative, culturally rich and socially connected communities
- Planning Priority S5 – Providing housing supply, choice and affordability with access to jobs, services and public transport
- Priority S6 – Creating and renewing great places and local centres and respecting the District's heritage
- Priority S12 – Delivering integrated land use and transport planning and a 30 minute city

### Collaboration Area
### Bankstown CBD & Bankstown Airport

The Place Strategy identifies a vision and shared objectives for the Bankstown Collaboration Area (including the CBD). The transformation of the Collaboration Area into a health, academic, research and training precinct will result in new jobs, a mix of housing types and investment in infrastructure to support the transformation. Key strategic outcomes include:

- creating safe and attractive walking and cycling connections such as Stacey Street and along the Sydney Metro corridor
- improving public transport connections such as those between Bankstown CBD and Bankstown Airport
- creating an attractive built environment, particularly in Bankstown CBD, key places and public spaces

Relevant actions include:

- Action 10 - Promote as a cultural anchor when planning for the Sydenham to Bankstown Urban Renewal Corridor
- Action 11 - Develop a staging and implementation plan for Complete Streets
- Action 12 - Adopt best practice principles that encourage social connectivity, health and wellness through built form and public domain
- Action 15: - Develop and implement the Night Time Economy Action Plan
- Action 17 - Support entrepreneurs, start ups, social enterprises
- Action 21 – Develop or retrofit multipurpose facilities to provide specialised resources that support creative activities in Bankstown Arts Centre and other location
- Action 22 - Identify opportunities to repurpose vacant properties and precincts for creative activities
- Action 23 - Investigate a regional-scale arts and cultural facility in Bankstown CBD

***"Streets are important for moving people and goods between places, but are also important places for people and street life, enhancing social and economic participation"***

*- South District Plan, Greater Sydney Commission.*

## City of Canterbury Bankstown

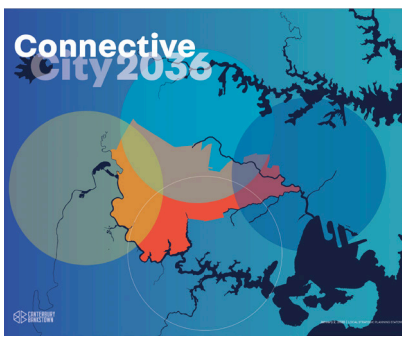
### CB City 2028

CB City 2028 (Community Strategic Plan) sets out seven destinations to transform the City. These have guided the design and development of Connective City 2036. The seven destinations are:

- *Leading and engaged* – A well governed City with brave and future focussed leaders who listen
- *Liveable and distinctive* – A well designed attractive City which preserves the identity and character of local villages
- *Moving and integrated* – An accessible City with great local destinations and many transport options to reach them
- *Healthy and active* – A motivated City that nurtures healthy minds and bodies
- *Prosperous and innovative* – A smart and evolving City with exciting opportunities for investment and creativity
- *Clean and Green* – A clean and sustainable City with healthy waterways and natural areas
- *Safe and strong* – A proud inclusive community that unites, celebrates and cares.

CB City 2028 also outlines seven City Transformations:

1. We are a 'Child Friendly City'
2. A large scale solar farm is constructed
3. A network of Smart infrastructure is constructed
4. The Bankstown transport hub and underground station connects movement for health, education and employment
5. Canterbury and Bankstown-Lidcombe Hospitals are transformed into state of the art facilities
6. Our town centres are transformed through the Complete Streets approach
7. A collaboration is formed where local and state services are delivered through a single lens.







### Connective City, 2036 *(Local Strategic Planning Statement)*

The Canterbury-Bankstown Local Strategic Planning Statement (LSPS): Connective City 2036 outlines the following 10 Directions:

1. Coordination, community, collaboration and context
2. Movement for commerce and place
3. Places for commerce and jobs
4. Blue web
5. Green web
6. Urban and suburban places, housing in the City
7. Cultural places and spaces
8. Design quality
9. Sustainability and resilience
10. Governance and funding

The community said they wanted a:

- proud and caring City that creates, unites and celebrates;
- sustainable City with healthy waterways and natural areas;
- smart and evolving City with exciting opportunities for investment and creativity;
- City that is accessible with great local destinations and many options to get there;
- motivated and active City that nurtures healthy minds and bodies; and
- well designed, attractive City which preserves the identity and character of local villages.

The **LSPS objectives specific to Bankstown City Centre** are to:

- Provide 25,000 jobs and plan for the 25,000 students within Bankstown City Centre by 2036
- Create a commercial core for premium commercial and civic development in Bankstown City Centre, anchored by the university, public and private hospital and other institutional development
- Plan for significant increase in education, knowledge intensive and cultural jobs in Bankstown City Centre, focused along the Chapel Road precinct
- Encourage student housing in Bankstown City Centre to support the growing education role of the City and Bankstown Aviation and Technology Precinct
- Encourage student housing in Bankstown City Centre
- Ensure no net loss of employment floor space
- Plan capacity for tourist and visitor accommodation, event, conferencing, meeting space and arts and cultural facilities that support Bankstown's health, education and commercial role
- Key open spaces such as Paul Keating Park, Memorial Oval and Bankstown City Gardens continue to offer the City quality outdoor spaces for community and civic events. Renewal of major sites will offer new opportunities for new open space and linkages.

## Bankstown Complete Streets

Bankstown Complete Streets is a master plan for the public domain of the City, guiding street and transport upgrades to improve the overall amenity of the city centre. It contains a number of directions to lift the urban amenity of Bankstown City Centre and support active transport

The Complete Streets Vision is for Bankstown CBD to be *A desirable destination to live, work and visit, famous for its cultural diversity and walkable streets bustling with life.*

The 12 guiding principles are:

1. Integrated transport planning and city design (transport decisions that enhance liveability, street life, safety and walkability)
2. People first (prioritise pedestrians, then cyclists, then public transport, then private vehicles)
3. Vibrant and great for business (design streets to enhance commerce in Bankstown and maximise street life day and night)
4. Efficient (utilise street space efficiently to optimise space for other functions such as footpaths, outdoor dining and landscaping)
5. Safe Streets (for all users, slow design, traffic calming, safe crossings, and separated lanes)
6. Green (low energy transport modes, incorporate trees, landscaping and water-sensitive urban design)
7. Smart and future focussed
8. Equitable (accomoodate all ages, abilities, genders and incomes)
9. Design Excellence (promote high-quality streets and open spaces which enhance the identity of Bankstown)
10. Culturally proud (celebrate the diversity and cultural identity of Bankstown's residents and businesses
11. Evidence-based decision making (address congestion by reducing unneccesary vehicle trips)
12. Clean and maintained (ensure streets and open spaces are well kept and are pleasant places to experience).

## Housing Strategy

Adopted in June 2020, the Canterbury-Bankstown Housing Strategy establishes Council's long term housing vision for Canterbury Bankstown and builds on the overarching vision of the Community Strategic Plan and Local Strategic Planning Statement.

The vision is that *"Canterbury Bankstown will have housing that meets the needs of its growing and changing population. New housing development will provide a mix of housing types and sizes in a range of price points. Larger developments will provide affordable housing. New housing growth will be targeted to centres that can offer residents a high level of amenity and access to jobs, services and community facilities".*

The Strategy's directions are to deliver 50,000 new dwellings by 2036 (subject to upfront infrastructure delivery by NSW Government); delivering new housing in centres with high amenity and access the jobs, social infrastructure and services; provide a vary of housing types (size, tenure and price point) - linking to the Affordable Housing Strategy to increase the provision of affordable rental housing (market-led and community housing initiatives) and key worker housing.

## Affordable Housing Strategy

Adopted in June 2020, the Canterbury-Bankstown Affordable Housing Strategy outlines Council's commitment to "ensure diverse, accessible and affordable housing; focusing new housing in established centres". This strategy document outlines a suite of statutory mechanisms and initiatives to grow the stock of affordable rental housing across the City.

To achieve this, the guiding principles are to increase the supply of affordable housing; local it near established centres to allow better access to transport, jobs and services, focus on alleviating housing street for very low and low income households and key workers, establish clear processes for delivery and dedication and an internal framework for the management of affordable housing dwellings.

## Employment Lands Strategy

Adopted in June 2020, the Canterbury-Bankstown Employment Lands Strategy will guide Council's decision making to ensure that there is an adequate and appropriate supply of employment land that is serviced to meet the needs of businesses and employees.

The vision is *"by 2036 Canterbury Bankstown's employment lands will be a network of places engaged in business, production and knowledge advancement, connected to a thriving Bankstown City Centre. Collectively this network will deliver a diversity of jobs in a prosperous local economy that services domestic and global markets. Ongoing revitalisation of employment lands will prioritise uses which generate new jobs. Vibrant local centres will provide a diverse range of goods and services to meet the needs of their community and provide a high level of amenity to encourage social interaction."*

The key directions and actions relevant to the review of community needs for the Bankstown Central Planning Proposal include:

- Employee needs are met (places to take breaks during the day that are pleasant and interesting and places offer convenience retail and personal services)
- Community needs are met (access to goods and services and a focal point for community events, social interaction and outings, Bankstown CBD provides for all higher order shopping and administration services)
- (In Bankstown City Centre) Establish a commercial core as an office and administration precinct comprising Council's offices, WSU site and Library.
- Establish a cultural and employment spine on Chapel Road between TAFE and Bankstown Station and onto Chullora.
- Provide a pleasant location in employment areas for people to rest or interact with others during the working day.
- Provide supporting infrastructure and services such as student housing facilities for aviation training in the Bankstown City Centre

### Youth Action Plan 2020 to 2024

Objective: Youth Friendly places and spaces

- Ensure new public domain and future upgrades consider the needs of young people and how they use space. This could include elements such as provision of comfortable seating and shade and access to technology.
- Identify opportunities for the inclusion of outdoor study areas, areas with seating for large groups, multi-purpose courts (full or half), or skateable elements (e.g. concreted surfaces) within existing and future public domain within walking distance of town centres and major public transport stations so that young people can access them.
- Identify opportunities to improve existing youth recreation areas (e.g. skate parks, multipurpose courts, murals, and/or street art), that include collaboration with schools and artists.
- Identify locations for additional multipurpose courts that are located within walking distance of town centres and major public transport stations so that young people can access them, including through joint use partnerships with schools.
- Develop initiatives, with the local community, groups and services aimed at making public places more comfortable and welcoming for all girls and women (e.g. murals focussed on women, experiment with use of colour, outdoor performance spaces).

### Playgrounds and Play Spaces Strategic Plan

The vision is to achieve quality, diverse and accessible play experiences that are fun and close to home, including:

- An equitable spread of play spaces across District and Local Catchment areas;
- Quality play experiences through unique and
- high quality play spaces (including play space destinations); and
- Diverse play opportunities that cater for different age groups and levels of ability.

In addition, a hierarchy approach to play provision and improvements is recommended, with three play levels defined as follows:

- Play Level 1: Play space destinations with high quality, diverse, unique and accessible play components, support facilities and settings;
- Play Level 2: Quality and interesting playgrounds and play spaces with diverse activity opportunities and good support structures and settings; and
- Play Level 3: Basic playgrounds or landscape play that support children's play at a local level and meet base standards.

Currently the nearest playground to the Bankstown Centre site is the Paul Keating Park Play (Level 3), and the Strategy recommends increasing it to replace the playground, increase scope (all abilities) and increase Play Level to a Play Level 2.

### Creative City Strategic Plan 2019-2029

This is the CB City strategic plan for how to and enhance the City's creative and cultural resources. It contributes to the vision of making Canterbury-Bankstown a place "Where Interesting Happens" by recognising the importance of the City's social fabric, natural landscapes and built environment.

Actions relevant to this review include:

- Investigate opportunities for a showcase space in Bankstown to enhance creative visibility and access
- Review explore opportunities for future development of Bankstown Arts Centre including a gallery and café.
- Support more creative activities in Bankstown Arts Centre and other community facilities
- Activate town centres with a range of creative activities/ events.
- Support development of the night time economy
- Encourage night time movement through effective public lighting which incorporates public art.
- Enhance the experience of walking and cycling with public art, temporary art, pop-up parks and cafés.
- Include public art in significant public domain upgrades for open spaces, destination play spaces, youth recreation areas and town centres when designing for Liveable Centres.

## Community Needs Analysis

As part of the LSPS preparation, a Community Needs Analysis was prepared by Ethos Urban for the Canterbury-Bankstown LGA. The aim for community facilities to support the wellbeing and resilience of CBCity's diverse community as it grows and changes. As commercial and retail rents increase in the Bankstown CBD, there is a risk that existing community services could be displaced or forced to the CBD fringe. It is important for Council to protect existing community facility space.

The Community Needs Analysis identified the following recommendations:

**Local community facilities:** the report notes an undersupply of local community facilities against the benchmark requirement of 3 - 4 local community facilities per 20,000 – 30,000 residents with a minimum floor space of 400m$^2$. While there are four local community facilities in Catchment 3, most (3 of the 4) have very specific uses that are not generally flexible or multipurpose.

The recommendation is to seek expansion and secure new local community facilities of at least 400m$^2$ each within this catchment to 2036 as part of a land swap or support retrofitting and expanding community facilities within new development. Ideally, these facilities should be located within walking distance of Bankstown Station.

**Child care centres/preschools:** Demand for childcare services from residents and workers will increase as the Bankstown CBD develops and grows. There is potential for increased childcare provision to be met in higher density towers.

**Cultural and creative facilities:** There are currently two formal creative and cultural facilities in Catchment 3 – the Bankstown Arts Centre and the Bryan Brown Theatre (located within the Bankstown Library and Knowledge Centre).

The analysis recommends that no additional integrated multi-purpose facilities or additional library floorpsace is needed to be provided by Council for this catchment.

## Community Facilities Survey Jetty Research, February 2020

Supporting the Community Needs Analysis, Council commissioned Ethos Urban and Jetty Research to conduct research via a telephone survey of 200 users of Council facilities. Findings included:

- Major uses included parties and festivities (by 37% of all users), book clubs, reading groups etc. (18%), educational/ classes (16%), and special interest (15%).
- Users overwhelmingly preferred to drive to their nominated facility (83% self-drive, vs. 6% walk and 5% public transport).
- There were good flow-on effects of Council facility use: two in five generally spent half an hour or more in the local area before or after their activity, half went shopping at the same time, and a third had a meal.
- Many of the key booked activities – and in particular cultural gatherings, parties and communal meals (and potentially religious gatherings) required kitchen facilities/ self-catering.
- Almost six in ten respondents (to both surveys) used non-Council community facilities – higher again among older residents (66%) and non-CALD residents (68%). Of these, almost 70% nominated registered clubs, while 21% used religious facilities and 9% community parks and gardens. Major reasons for use included dining (48%), social gatherings (20%), religious gatherings (16%) and festivities (10%).
- Major features required in community facilities generally included microphones, projectors and multimedia etc. (sought by 44% of those using community facilities and who requested one or more features), food preparation areas (40%) toilets (18%) and tables and chairs (15%).
- Of all respondents, half had a preference for booking Council facilities over privately run facilities, with the latter preferred by only 6% (and the balance unsure or not concerned either way).
- As to what they would require in order to use such facilities "for an event for family and friends", major features sough included parking (required by 77%), disabled facilities (44%), self-catering facilities (35%), microphones (31%) and audio-visual equipment (25%).
- When asked what they had seen elsewhere that they would like to see incorporated into the Canterbury-Bankstown region, many non-users pointed to the availability of water-based activities – including "splash parks" and ways to better incorporate leisure activities near local waterways. There was also a broader desire for more outdoor and green space, together with associated activities (all the way from outdoor gyms and children's play equipment through to outdoor cinema and markets).



# 3. Community Profile

This section provides a profile of the existing population within the Bankstown CBD suburb. Table 1 provides a detailed breakdown of the population breakdown. It also provides a forecast of the estimated future population resulting from the proposal and their likely characteristics, utilising data from the 2016 ABS Census obtained from profile.id and atlas.id, and forecast.id.

In 2016, the total population of the Canterbury Bankstown LGA was 346,302 (URP), an increase of 26,495 people from 2011. The ERP in 2019 is 377,917. Forecast.id forecast the total population of the LGA will increase to 463,311 by 2036.

## Existing population characteristics of the Bankstown CBD

In 2016 the **total population** of the Bankstown CBD suburb area was 18,925 (URP), and increase of 744 people from 2011. The ERP in 2019 is 20,261. Forecast.id forecast the total population of Bankstown CBD increasing to 39,249 by 2036.

### Service age profile

Overall, the Bankstown CBD area is ageing. Compared to the City of Bankstown LGA and Greater Sydney, Bankstown CBD exhibits the following characteristics:

- A higher proportion of children aged 0 to 4 years (10.6% compared to 7.2% in LGA and 6.4% in Greater Sydney).
- A similar and higher proportion of children aged 5 to 11 years (9.7% compared to 9.6% in LGA and 8.8% in Greater Sydney).
- A lower proportion of young people aged 12 to 17 years (5.8% compared to 7.4% and 6.9% respectively).
- A similar proportion of young people aged 18 to 24 years (9.6% compared to 9.7% and 9.6% respectively).
- A much higher proportion of young workforce aged 25 to 34 years (20.9% compared to 15.3% and 16.1% respectively).
- A slightly lower proportion of parents and homebuilders aged 35 to 49 (19.8% compared to 19.9% and 21.1%).
- A lower proportion of older workers and pre-retirees aged 50 to 59 years (10.4% compared to 12.1% and 12.2% respectively).
- A much lower proportion of older people and seniors compared to Bankstown LGA and Greater Sydney (13.1% compared to 18.8% and 19% respectively).

### Dwellings, Density and households

*Dwelling type*

A significantly lower proportion of dwellings in Bankstown CBD are separate houses, compared to Bankstown LGA and Greater Sydney (11.6%, 56.1% and 55% respectively) The dominant dwelling type in Bankstown CBD was High density, while the dominant dwelling type in Bankstown LGA and Greater Sydney was Separate houses.

*Density*

At 82.4 persons per hectare (p/ha), Bankstown CBD has a significantly higher population density compared to Bankstown LGA (35.47 p/ha). This is also significantly higher than Greater Sydney at 3.9 p/ha.

*Household size*

With 2.79 persons per dwelling, Bankstown CBD has a relatively lower average household size compared to the Bankstown LGA at 3 persons per dwelling, and is similar to Greater Sydney at 2.72 persons per dwelling.

Comparisons between 2011 and 2016 show that the household size is declining, it is likely that this trend will continue and then stabalise. High density Bankstown CBD living is likely to become a place for not only lone person households but also couples with children too due to the services within reach and affordable housing choice.

*Household type*

Bankstown has a higher proportion of lone households when compared to Bankstown LGA (20.7% compared to 18.6%) and a similar proportion to Greater Sydney (20.4%). It also had a lower proportion of households of couples with children, when compared to Bankstown LGA (34.6% compared to 39.8%) and a similar proportion to Greater Sydney (35.3%).

## Cultural diversity

*Born overseas*

Within Bankstown CBD, 56.9% of residents are born overseas, an increase of 3.6% between 2011 and 2016. The top three countries of birth are Vietnam (11.7%), China (6.2%), and Lebanon (5.6%).

From 2011 to 2016, the largest increases of population in Bankstown LGA were the Vietnamese, Bangladeshis, and Pakistani communities. Compared to Bankstown LGA and Greater Sydney, Bankstown CBD's proportion of residents born overseas is much higher (56.9% compared to 44.1% in LGA and 36.7% in Greater Sydney).

The proportion of people born overseas and who speak a language other than English at home also increased between 2011 and 2016. This trend is likely to continue due to Bankstown CBD's established communities, access to services, transport and relatively affordable housing (compared to other areas of Greater Sydney).

*Recent arrivals*

27.4% of the Bansktown CBD population were classified as recent arrivals in 2016, meaning that they arrived in Australia between 2011 and 2016. This is significantly higher than Canterbury Bankstown LGA as a whole (17.6%) and higher than Greater Sydney (21.5%).

*Language other than English*

The Bankstown CBD area comprises of predominantly non-English speaking households. Bankstown CBD has a culturally diverse population, with a higher proportion of residents who speak a language other than English at home (74.2%) compared to Bankstown LGA (60.1%) and Greater Sydney (35.8%).

*Proficiency in English*

In Bankstown CBD, 71.3% of residents speak English only, or speak another language and English well or very well. Only 19.2% of the population speaks another language and English not well or not at all. This is compared to Bankstown and Greater Sydney, where (13.1% and 6.5%, respectively) of the population is not proficient in English.

*Religion*

The top three religions in Bankstown CBD are Islam (32.2%), Western (Roman) Catholic (13.5%), and Buddhism (9.3%). Between 2011 and 2016, the largest growth observed between 2011 and 2016 include increased Islamic and Christian populations (by 736 and 250 people, respectively).

## Need assistance due to disability

Bankstown CBD has a lower proportion of disability compared to Bankstown LGA and a slightly higher proportion compared to Greater Sydney (5.8%, compared to 6.7% and 4.9%, respectively).

## Employment, education and travel

*Income and employment*

Bankstown CBD has a much lower median household income compared to Bankstown LGA and Greater Sydney. Bankstown CBD has a higher proportion of unemployment when compared to Bankstown LGA and Greater Sydney (11.7%, compared to 8.3% and 6.1%, respectively). In 2016, similar proportions of residents in Bankstown CBD attended university when compared to Bankstown LGA and Greater Sydney (5.7%, 5.7% and 6.1% respectively).

*Internet connection*

Bankstown CBD households have a lower proportion of households with internet connection compared to households within Bankstown LGA and Greater Sydney (73.5%, compared to 76% and 81.4%, respectively).

*Travel to work*

A significantly lower proportion of dwellings in Bankstown CBD are separate houses, compared to Bankstown LGA and Greater Sydney (11.6%, 56.1% and 55% respectively).

*Car ownership/travel*

In 2016, Bankstown CBD had a higher proportion of households with no car ownership when compared to households within Bankstown LGA and Greater Sydney (14.9%, compared to 10.9% and 10.7%, respectively).

Table 1 - Demographic indicators comparison 2011 to 2016, and to City of Canterbury Bankstown and Greater Sydney

| 2016 ABS census data | Bankstown CBD 2011 | Bankstown CBD 2016 | City of Canterbury Bankstown LGA | Greater Sydney | Main differences Bankstown CBD to LGA and Greater Sydney |
|---|---|---|---|---|---|
| **Population overview** | | | | | |
| Total population (URP) | 18,173 | 18,925 | 346,302 | 4,823,994 | N/A |
| Population density (persons per hectare) | 73.91 | 76.97 | 31.4 | 3.9 | Bankstown CBD has a significantly higher population density than Bankstown LGA and Greater Sydney. |
| Average household size | 2.82 | 2.79 | 3.00 | 2.72 | Bankstown CBD household size is lower than the Bankstown LGA, and similar to Greater Sydney. |
| **Age overview** | | | | | |
| Median age | 30 | 31 | 35 | 36 | Bankstown CBD precinct has a younger median age than Bankstown LGA, and Greater Sydney. |
| Babies and pre-schoolers (0 to 4 years) | 11.4% | 10.6% | 7.2% | 6.4% | Bankstown CBD has a higher proportion of babies and pre-schoolers aged 0-4 years, compared to Bankstown LGA and Greater Sydney. |
| Primary schoolers (5 to 11 years) | 10.1% | 9.7% | 9.6% | 8.8% | Bankstown CBD has a slightly higher proportion of children aged 5 to 11 years compared to Bankstown LGA and Greater Sydney. |
| Secondary schoolers (12 to 17 years) | 6.1% | 5.8% | 7.4% | 6.9% | Bankstown CBD has a lower proportion of young people and young adults. |
| Tertiary education and independence (18 to 24 years) | 10% | 9.6% | 9.7% | 9.6% | |
| Young workforce (25 to 34 years) | 21% | 20.9% | 15.3% | 16.1% | Bankstown CBD has a significantly higher proportion of people aged 25-34 years, compared to Bankstown LGA and Greater Sydney. |
| Parents and homebuilders (35 to 49 years) | 20.7% | 19.8% | 19.9% | 21.1% | Bankstown CBD has a similar proportion of parents and homebuilders compared to Bankstown LGA and a lower proportion compared to Greater Sydney. |
| Older workers and pre-retirees (50 to 59 years) | 9.5% | 10.4% | 12.1% | 12.2% | Bankstown CBD has a lower proportion of working aged residents (50-69 years) than Bankstown LGA and Greater Sydney. |
| Empty nesters and retirees (60 to 69 years) | 5.4% | 6.8% | 8.9% | 9.5% | |
| Seniors (70 to 84 years) | 4.6% | 5.1% | 7.7% | 7.5% | Bankstown CBD has a lower proportion of older people and seniors compared to Bankstown LGA and Greater Sydney. |
| Elderly aged (85 years and over) | 1.1% | 1.2% | 2.2% | 2% | |
| **Income** | | | | | |
| Median weekly household income | $901 | $1,015 | $1,296 | $1,745 | Bankstown CBD has a much lower median household income compared to Bankstown LGA and Greater Sydney. |

Table 1 - Demographic indicators comparison 2011 to 2016, and to City of Canterbury Bankstown and Greater Sydney

| 2016 ABS census data | Bankstown CBD 2011 | Bankstown CBD 2016 | City of Canterbury Bankstown LGA | Greater Sydney | Main differences Bankstown CBD to LGA and Greater Sydney |
|---|---|---|---|---|---|
| Cultural diversity | | | | | |
| Born Overseas | 53.3% | 56.9% | 44.1% | 36.7% | Over half of the population in Bankstown CBD were born overseas, a significantly higher proportion compared to Bankstown LGA and Greater Sydney. |
| % speak a language other than English at home | 73.4% | 74.2% | 60.1% | 35.8% | Bankstown CBD has a culturally diverse population, with a significantly higher proportion of residents who speak a language other than English at home compared to Bankstown LGA and over double the proportion of residents in Greater Sydney. |
| Household make-up (the following is based on enumerated data): | | | | | |
| Couples with children households | 34.1% | 34.6% | 39.8% | 35.3% | Bankstown CBD households are less likely to be made up of couples with children, a significantly lower proportion compared to Bankstown LGA and a similar proportion compared to Greater Sydney. |
| Couples without children households | 16.1% | 15.8% | 18.5% | 22.4% | Bankstown CBD has a lower proportion of households made up of couples without children. |
| Lone person households | 19.9% | 20.7% | 18.6% | 20.4% | Bankstown CBD has a higher proportion of lone person households compared to Bankstown LGA, while having a similar proportion compared to Greater Sydney. |
| Separate houses | 12.4% | 11.6% | 56.1% | 55.0% | Bankstown CBD has a significantly lower proportion of single dwelling houses compared to Bankstown LGA and Greater Sydney. |
| Disadvantage: | | | | | |
| SEIFA index | n/a | 856.1 | 935 | 1,018 | Bankstown CBD households are more likely to be at a socio-economic disadvantage when compared to households within Bankstown LGA and Greater Sydney. |
| Internet connection | 67.8% | 73.5% | 76% | 81.4% | Bankstown CBD households have a lower proportion of households with internet connection compared to households within Bankstown LGA and Greater Sydney. |
| No car | 15.6% | 14.9% | 10.9% | 10.7% | Bankstown CBD have a higher proportion of households with no car ownership when compared to households within Bankstown LGA and Greater Sydney. |
| Assistance due to disability | 5% | 5.8% | 6.7% | 4.9% | Bankstown CBD has a lower proportion of disability compared to Bankstown LGA and a slightly higher proportion compared to Greater Sydney. |
| Unemployment rate | 13.2% | 11.7% | 8.3% | 6.1% | Bankstown CBD have a higher proportion of unemployment when compared to Bankstown LGA and Greater Sydney. |

## Forecast population characteristics of the Bankstown CBD

*Total forecast population indicators (Table 2)*

The population changes of Bankstown CBD from 2016 to 2036 predicts a significant increase between 2016 and 2026.

By 2036, the number of dwellings in Bankstown CBD is forecast to be 14,948. This is an increase of 7,712 dwellings in the area from 2016, while at the same time the average household size decreases from 2.83 persons per household in 216 to 2.76 persons er household in 2036

*Forecast household type (Table 3)*

The largest growth of household types within Bankstown CBD is predicted to be couples with dependents, couples without dependents, and one parent families. This is reflected in the forecast age service groups with the highest percentage increase in young children (0-11 years), young professionals and parents (18-29 years)

*Forecast service age profile (Table 4)*

Table 4 shows the forecast population by service age groups, the ageing profile of Bankstown CBD can be seen. Forecast.id forecast the total population to increase by 19,457 people to 39,249 residents by 2036.

As exhibited through the forecast data, the largest proportion of growth can be seen in the retiree and eldery population, with an increase of 4% of the 60 an over population.

Another significant change in population would be the number of young adults (18-24) and working adults (25-34), with its 2036 population to more than double since 2016.

Table 2 - Forecast population indicators (based on the 2036 ABS Census age profile Bankstown CBD forecast.id)

| Bankstown CBD | 2016 | 2026 | 2036 |
|---|---|---|---|
| Population | 19,792 | 31,137 | 39,249 |
| Households | 6,901 | 10,992 | 14,031 |
| Average household size | 2.83 | 2.80 | 2.76 |
| Population in non private dwellings | 263 | 403 | 503 |
| Dwellings | 7,236 | 11,648 | 14,948 |

Table 3 - Forecast household types (based on the 2036 ABS Census age profile Bankstown CBD forecast.id)

| Bankstown CBD | 2016 | 2026 | 2036 |
|---|---|---|---|
| Couple families with dependents | 2,484 | 3,778 | 4,661 |
| Couples without dependents | 1,380 | 2,408 | 3,178 |
| Group households | 234 | 370 | 461 |
| Lone person households | 1,332 | 2,089 | 2,753 |
| One parent family | 1,116 | 1,772 | 2,253 |
| Other families | 355 | 575 | 725 |

Table 4 - Forecast service age groups (based on the 2036 ABS Census age profile Bankstown CBD forecast.id)

| Service age group | Bankstown CBD 2036 (total) | Bankstown CBD 2036 (% of total) | Forecast age profile of Bankstown Central Planning Proposal |
|---|---|---|---|
| Babies and pre-schoolers (0 to 4 years) | 3,208 | 8.2% | 210 |
| Primary schoolers (5 to 11 years) | 3,695 | 9.4% | 241 |
| Secondary schoolers (12 to 17 years) | 2,617 | 6.7% | 172 |
| Tertiary education and independence (18 to 24 years) | 4,311 | 11.0% | 282 + 1,664 students = 1,946 |
| Young workforce (25 to 34 years) | 7,607 | 19.4% | 497 |
| Parents and homebuilders (35 to 49 years) | 7,186 | 18.3% | 469 |
| Older workers and pre-retirees (50 to 59 years) | 3,882 | 9.9% | 254 |
| Empty nesters and retirees (60 to 69 years) | 2,953 | 7.5% | 192 |
| Seniors and elderly (70+) | 3790 | 9.7% | 249 |
| Total | 39,249 | | 4,228 |

## Bankstown Central Site: Forecast population characteristics

Based on past trends and demographics of similar areas, Bankstown CBD is assumed to consist of predominantly couple with children households.

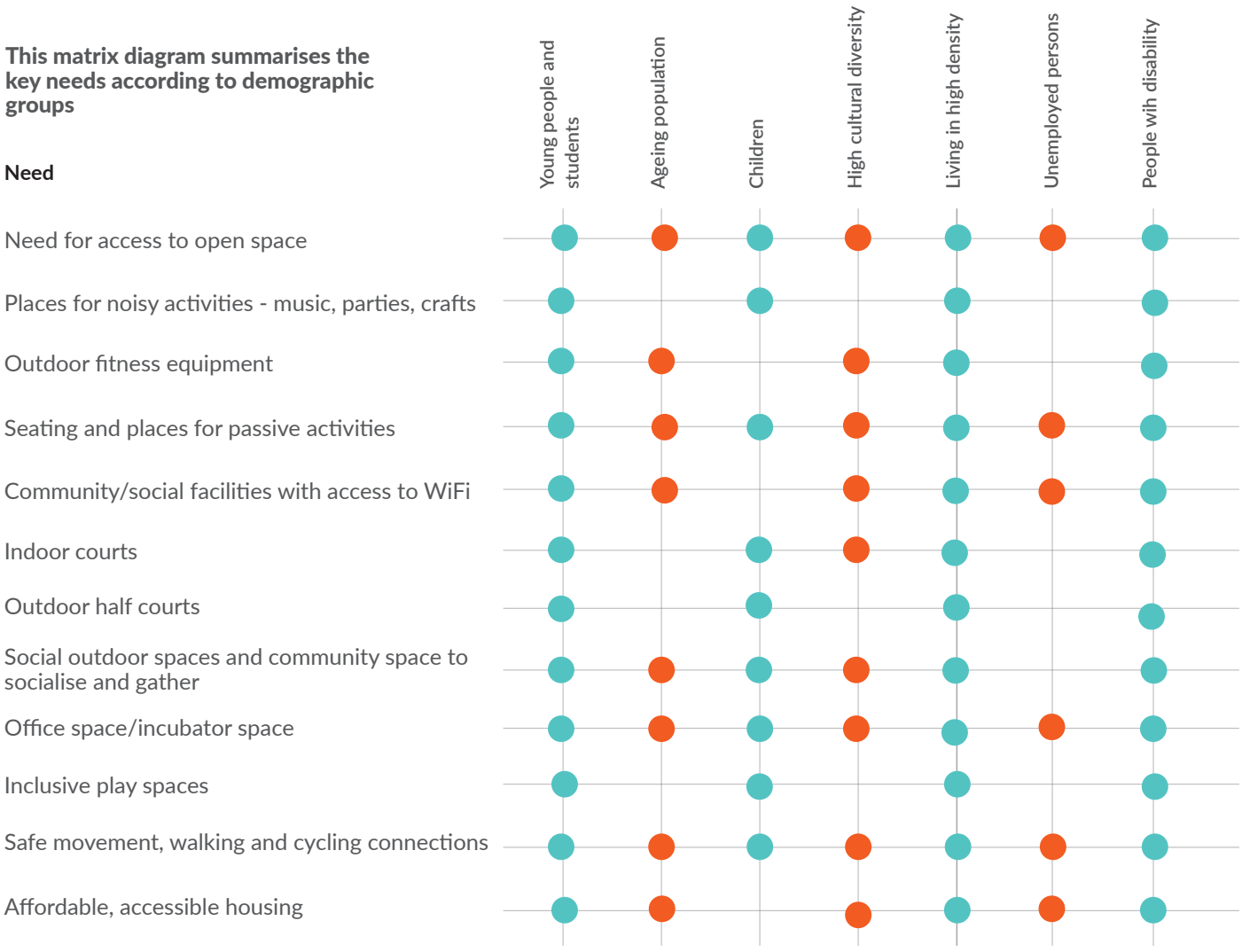
Table 5 shows that the largest cohort living on site is likely to tertiary students aged 18 to 24 years due to the student accommodation proposed on-site. A forecast 1,946 young people are likely to be living on site at it's completion. This is followed by the young workforce (497 people) and parents and homebuilders (469) service age groups.

With almost 70% of the site forecast to be aged under 50 years, and around 60% of the site aged under 25 there is a critical need to have a focus on how the development will support young people, early career professionals as well as couples with children who will be the primary residential occupants of the site.

Consistent with trends for Bankstown CBD, it is likely that the site will accommodate:

- A high proportion of young adults aged 20 - 34 years, both a residents of student accommodation, renters and first home buyers.
- Trends indicate that the migration pattern and settlement in Bankstown CBD of people from culturally diverse backgrounds will continue and be a characteristic of the future Bankstown Central residential population.
- While the common assumption is that apartments are typically home to large proportion of smaller and lone person households, due to socio-economic trends within the CBD it is likely that there will be children and school-aged children living in the development (623).

**This matrix diagram summarises the key needs according to demographic groups**



## Key strategic context and population considerations for the Bankstown Central proposal



Connection and activation are key drivers of growth as indicated by the New South Wales government's strategic plans for CB City.



A number of strategies aim to improve lifestyles, reinforce cultural bonds and connect economic and social hubs. Specific considerations for Bankstown Central include outdoor pedestrian only paths and shaded streets, a cultural trail, a separated cycleway along Rickard Rd. and identified need for open space within 200m of every resident living in high density.



The Bankstown Collaboration Area Plan identifies the development or retrofit multipurpose facilities to provide specialised resources that support creative activities



As commercial and retail rents increase in the Bankstown CBD, there is a risk that existing community services could be displaced or forced to the CBD fringe. It is important for Council to protect existing community facility space.



The Community Needs Analysis and Youth Plan identify a need for an inclusive public domain that is welcoming for women and girls, as well as public spaces that cater for the needs of young people through comfortable social seating, shade and access to technology. They also note that current social infrastructure and open space facilities should be consistently improved over time to support a growing community and its needs over the long term.



The forecast population increase of over 26,000 residents by 2036, the long term capacity of communal open space and social infrastructure would need to be expanded in the near future to support the growth of Bankstown CBD and Bankstown Central.



Current and future demographic indicators have implied that the population of Bankstown CBD and Balance are both aging, with the proportion of the Seniors and elderly (70+) service age group of both Bankstown CBD and Bankstown Central significantly increasing from 2016 figures to 2036 forecast figures.



The large number of older people, young adults and couples with children within the Bankstown CBD and living in Bankstown Central will likely result in demand for affordable community space to meet, gather, socialise, study and priortise open space and recreational spaces to cater for future residents, students and workers to the Bankstown CBD.

## Peer review comments: Strategic Context and Demographic Analysis

- The CB City Youth Action Plan specifies actions and directions about improving public domain and public space outcomes for young people With almost 70% of the site forecast to be aged under 50 years, and around 60% of the site aged under 25 there is a critical need to have a focus on how the development will support young people, early career professionals as well as couples with children who will be the primary residential occupants of the site.
- Strongly agree with the assessment that "due to the diverse population, community facilities will also need to be inclusive and culturally sensitive to encourage the social and civic participation of all residents", however no recommendations were made on how to achieve this.
- The approaches to the demographic analysis are different. This review has focused on the Bankstown CBD area (profile.id and forecast.id) to gain greater insights into the immediate location that the proposal sits and enables better understanding of the likely future characteristics. The Community Infrastructure Needs assessment prepared for the development proposal analyses demographics at the Bankstown Suburb level, and forecast demographics at the Bankstown LGA level
- The approach to analysis of forecast age profile is also differs. The proponents approach was to apply the current age breakdown of the local community (Bankstown North SA2) to the incoming population. This review has applied the Forecast.id Bankstown CBD age profile to the incoming development resulting in a slightly higher forecast population over 60 (+50persons), and a slightly lower proportion of children aged under 18 years.
- The Community Infrastructure Needs Assessment notes that "Changing living patterns is likely to create a demand for new spaces, such as 'community lounge rooms' or 'makerspaces' which can facilitate informal gathering or working from home". However this observation has not translated into recommendations for the provision of maker spaces, or communal spaces for residents.




# 4. Open space and recreation needs

This section provides an audit and mapping of existing open space and benchmarking of open space and recreation needs against industry standards resulting from the proposal Analysis has been undertaken in accordance with the Greener Places Design Guide.

## Defining open space

**Public open space** includes outdoor open space including: parks, outdoor courts, sports fields and play spaces. It is open space, which is publicly owned, accessible to all members of the public, and can be planned and managed by local, state or federal government.

**Recreation facilities:** places that enable a particular recreation activity. They can include play or fitness equipment, off-leash dog areas as well as indoor recreation centres and aquatic facilities.

**Communal open space:** (semi-private) is open to all residents of a development, or within a particular high density building. Examples of communal (semi-private) open space include communal gardens and green spaces on rooftop parks, swimming pools, or gyms only accessible to residents of that development.

### Benefits of open space

The provision of open space within neighbourhoods provides many benefits to a community. These include:

- Personal - improved physical and psychological health
- Social and community – strengthened family and community ties, and reduction of crime and anti-social behaviour
- Environmental – contrast to urban development, access to natural settings, improved visual landscape, and improved air quality from presence of trees, and
- Economic – attracts new residents to an area, property prices are higher adjacent to parks, and savings in health costs from increased physical exercise.

## Open space and recreation audit

An audit of all open space within 400m, 800m and 2km of the site is shown in Figure 2 over page. This shows the 200m, 400m and 2km walking catchment from the site boundaries (does not take into account the rail barrier).

### Summary of findings

In total there are 52 open spaces and recreational facilities within 2km of the site. This includes 6 district parks that service sporting and recreational needs, with features including 6 courts, 5 soccer and rugby fields and 3cricket pitches. Paul Keating Park is also the nearest open space to the site, which services district, rather than local needs.

*Parks and Sport spaces*

There are 11 multi-functional parks and sports spaces within 2km of the site. This means they are spaces that accommodate a range of activities - such as play, sports and fitness, or are purely for formal sporting purposes only through the provision of fields or courts. Within 800m major multi-functional and sporting spaces include:

- Bankstown City Gardens that provides spaces for tai chi, includes an inclusive playspace, open grassed area, picnic shelters and public toilets
- Bankstown Memorial Oval and Grahame Thomas Oval - 2 cricket ovals and grandstand
- Bankstown City Sports complex - playing field, basketball courts (6), play equipment, cricket and baseball nets
- Paul Keating Park - draft master-plan has improved play space and raised ampitheatre style grassed area with community facility underneath. Used for special events.

*Play for children and young people*

Within 2km of the site there are 19 play spaces for children. This includes one inclusive playground at Bankstown City Gardens. Best practice is for play spaces within walking distance (ideally 200m from high density development).

The only play spaces within easy 200m walking distance is located at Paul Keating Park and RM Campbell Reserve. The Paul Keating Park play space is proposed to be upgraded to accommodate more diverse and inclusive play opportunities.

The play space at RM Campbell is only basic play equipment that will not have the capacity to accommodate future Bankstown Central residents due to existing and future high density immediately surrounding RM Campbell reserve.

### Indoor leisure facilities

There are 2 indoor leisure facilities within 2km of the site including John Mackay Sports centre for indoor cricket training only and the PCYC providing a half basketball court, boxing ring and rooms that accommodate martial arts classes.

### Dog off-leash areas

There are no dog off-leash areas within 2km of the site.

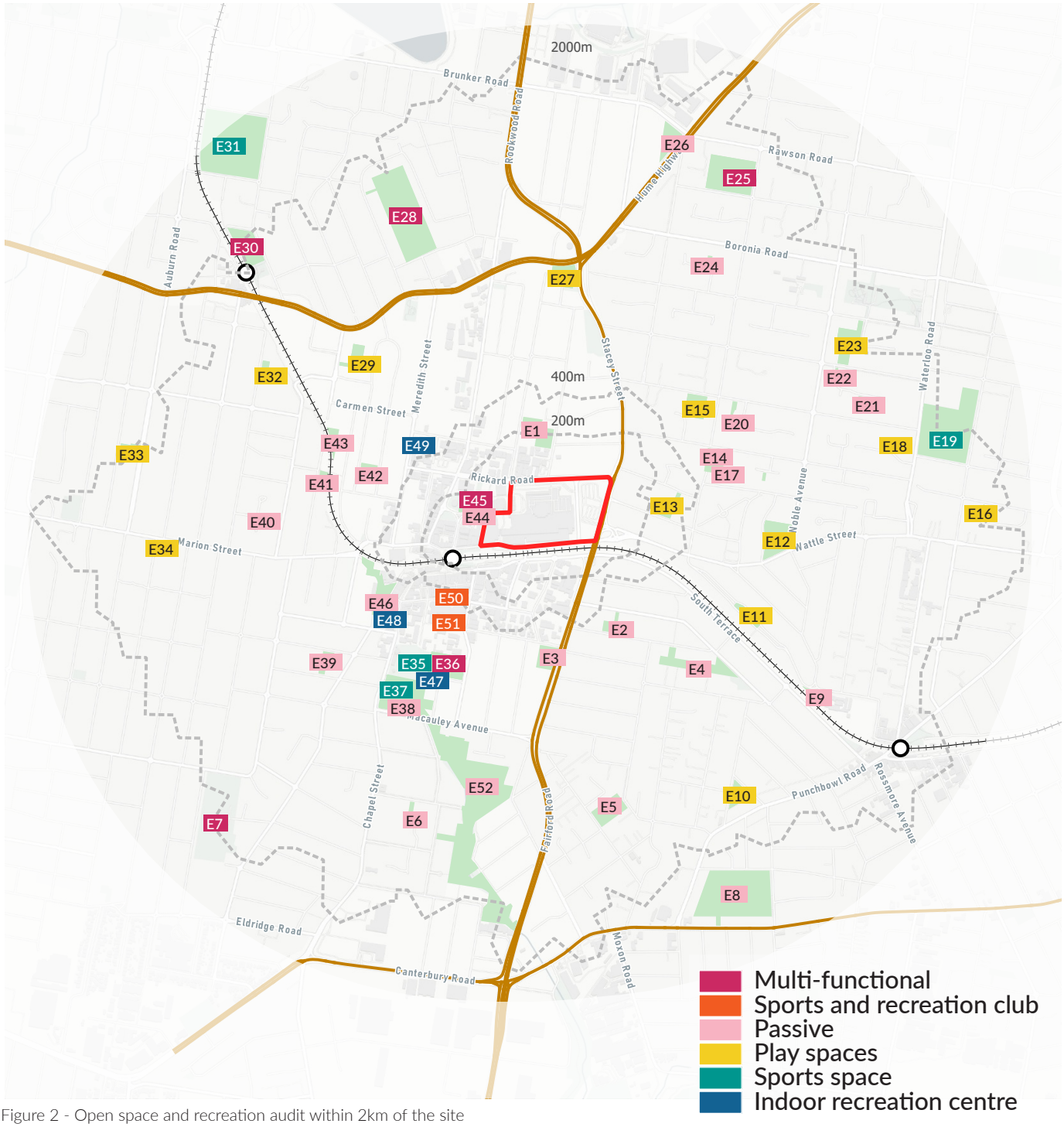



Figure 2 - Open space and recreation audit within 2km of the site

| Map Ref | Name of park | Features |
|---|---|---|
| E1 | RM Campbell Reserve | Grass fields, play equipment, fitness equipment |
| E2 | Gardenia Reserve | Grass fields |
| E3 | Stevens Reserve | Play equipment, grass fields |
| E4 | Dorothy Reserve | Play equipment, grass fields |
| E5 | Arthur Park | Grass fields |
| E6 | De Witt Reserve | Grass fields |
| E7 | Bankstown City Sports Complex | Playing field, basketball courts, public toilets, play equipment, cricket nets, baseball net |
| E8 | Punchbowl Park | Play equipment, public toilets, sporting field, tennis courts |
| E9 | Blanche Barkl Reserve | Grass fields |
| E10 | Salmon Reserve | Play equipment, grass fields |
| E11 | Sidings Park | Play equipment, grass fields |
| E12 | Mount Lewis Park | Play equipment, grass fields |
| E13 | Prairie Vale Reserve | Cricket pitch, picnic facilties, grass fields, public toilets, off-leash dog area, play equipment |
| E14 | Hillcrest Reserve | Grass fields |
| E15 | Greenacre Heights Reserve | Play equipment, grass fields |
| E16 | Bettina Reserve | Play equipment, grass fields |
| E17 | Salamander Reserve | Grass fields |
| E18 | Buckwall Reserve | Play equipment, grass fields |
| E19 | Roberts Park | Exercise equipment, field |
| E20 | Suva Reserve | Grass fields |
| E21 | Kareela Reserve | Grass fields |
| E22 | Mimosa Reserve | Grass fields |
| E23 | Bromley Reserve | Play equipment, grass fields |
| E24 | Leo Reserve | Grass fields |
| E25 | Gosling Park | Grass fields, 2 fields, play equipment, fitness equpment |
| E26 | Windsor Park | Grass fields |
| E27 | Apex Reserve | Play equipment, grassfield |

| Map Ref | Name of facility | Features |
|---|---|---|
| E28 | Graf Park | Playing fields, cricket nets, play equipment |
| E29 | Alice Park | Play equipment |
| E30 | Gazzard Park | Playing field, play equipment, public toilets |
| E31 | O'Neill Park | Playing field, play equipment, fitness equipment public toilets |
| E32 | Pullen Reserve | Play equipment, grass fields |
| E33 | Maxwell Reserve | Play equipment, grass fields |
| E34 | Mannell Reserve | Play equipment, grass fields |
| E35 | Bankstown Memorial Oval | Sportsfields |
| E36 | Bankstown City Gardens - Variety Livvi's Place Bankstown | Civic/event space, grass fields |
| E37 | Grahame Thomas Oval | Grass fields |
| E38 | Grahame Thomas Playground | Play equipment |
| E39 | Chelmsford Reserve | Grass fields |
| E40 | Gail Reserve | Grass fields |
| E41 | Brancourt Park | Play equipment, grass fields |
| E42 | Cairds Reserve | Play equipment, grass fields |
| E43 | Brancourt Reserve East | Grass fields |
| E44 | Phil Engisch Reserve | Grass fields |
| E45 | Paul Keating Park | Grass fields |
| E46 | Griffith Park | Play equipment, grass fields |
| E47 | John Macky Indoor Sports Centre | Indoor recreational centre |
| E48 | Bankstown sports bowls | Sports club |
| E49 | PCYC Bankstown | Indoor recreational centre |
| E50 | Recreation Sports and Aquatics Club | Indoor recreational centre |
| E51 | Bankstown Sports Club | Sports club |

## Best practice approaches to planning for open space

Best practice planning for open space is the Government Architect NSW's Draft Greener Places Design Guide. It presents a performance based approach which takes a range of considerations to take into account when measuring the impact of a new development. These considerations have been used to independently assess the existing provision in the table below

Table 5 - Best practice approaches for planning for open space

| Greener Places Objective | Performance Indicators | Analysis of existing provision |
|---|---|---|
| **Accessibility and connectivity**<br><br>Can future residents walk to a local park barrier free? When they get there is the park or public space inclusive for people of all abilities, ages, genders and cultural backgrounds? | Local access: 2-3min walk/200m walking distance to a local park (barrier free)<br><br>District access: 25min walk/2km proximity to a district park<br><br>Regional access: Up to 30minutes travel time on public transport | There is no existing public space on the site, and limited access to quality local open space within 200m and 400m of the site. As the Bankstown CBD is a high density neighbourhood, Figure 3 and Figure 4 over page show 200m walking catchments from existing open space greater than 0.15ha. While the west of the site benefits from Paul Keating Park, almost 70% of the site has no current walking access to a local park greater than 0.15ha due to Stacey Road.<br><br>***Identified needs:*** There will need to be a local park of between 0.5ha - 2ha size provided in areas of existing deficiency. In addition a network of smaller pocket parks will need to be located across the site to ensure access for all future residents (min 0.15ha across the site).<br><br>The demographic analysis indicates that population within the Bankstown CBD is ageing, and a high rate of people who need assistance due to disability. Apart from the accessible swing at Paul Keating Park, there are limited inclusive and inter-generational family friendly inner-city parks. It's also important that public space is inclusive and welcoming for women, enabling breaking down social isolation and feel connected to the community.<br><br>***Identified needs:*** There is also a need for provided open space to be inclusive - in accordance with everyone can play principles, and also consider embellishment that is welcoming for women, including creative lighting, colour and vibrancy, active frontages and a diversity of recreation opportunities. |
| **Distribution**<br><br>Are there a range of scales and hierarchy of provision available for future residents, workers and visitors? Are there any gaps that the development can fill? | 0.15 - 0.5ha - 200m from most dwellings<br><br>Distance of open space from workplaces: 400m | There are a range of district parks as well as a network of smaller local parks within 2km of the site. The District open spaces include: **Paul Keating Park,** which is only 0.92ha, it is a substantial park that lies at the civic heart of the CBD and currently provides a large, grassed open area for informal sport and civic gatherings. **Bankstown City Gardens** is within 800m walk from the site and includes an oval, gardens and play equipment.<br><br>***Identified needs:*** Due to the significant scale of development that will occur in the CBD and inability of Paul Keating Park to cater for local recreation needs, the central city park at Bankstown Central will need to accommodate for a range of uses including informal sports such as kick arounds, backyard cricket or shooting hoops, BBQ facilities for families as well as walking loops, play, fitness equipment and play. |

Table 5 - Best practice approaches for planning for open space

| | | |
|---|---|---|
| **Size and shape:**<br><br>If there are existing open spaces, are they of a size and shape that is appropriate to it's purpose and can meet the needs of future residents, workers and visitors? | Minimum size of a local park is 3,000m2. | In high-density areas, parks as small as 1,500m2 provide local amenity but are not adequate for a diverse range of recreational needs. Smaller parks need to be supported by access to larger open spaces. There is a lack of linear parks that connect one significant open space to another within 2km radius of the site.<br><br>***Identified needs:*** Connections between Paul Keating and the new park should be provided through linear pedestrian only green linear park that ties future and existing green spaces in the CBD together. There is potential for the proposed boulevard to be more than just a movement corridor, but one that contributes and connects to the local open space network. |
| **Quantity:**<br><br>Is there an adequate provision of open space for future residents, workers and visitors? Especially in high density areas were parks and public spaces need to compensate for the lack of private open space? | | The site is proposed to accommodate over 11,000 residents, workers and visitors daily within an existing high density precinct.<br>Table 6 (overpage), provides an analysis of open space provision within the Bankstown CBD (Profile.id boundaries) shows an existing low provision of open space (6m2 per person). This provision rate will drop further with the addition of approximately 4,228 residents, to 5m2 per resident if additional open space is not provided.<br><br>To maintain current rates of provision, the proposed population increase resulting by the development proposal generates demand for 2.5ha of open space (based on residential population alone). The Draft Greener Places Design Guide also indicates that a park will be over capacity if it is servicing a population greater than 1,500 residents within 500m.<br><br>***Identified needs:*** It is acknowledged that the site may not be able to provide 2.5ha of open space. However, there are a variety of ways to achieve good open space outcomes. In addition to the provision of a new park (minimum 5,000m$^2$), new linear recreation trails and additional play facilities, podium level green communal space can be provided, as well as contributions to improving the quality, capacity and diversity of surrounding parks. |
| **Quality:**<br><br>Are existing accessible parks attractive for use? Are they clean, well-maintained, shaded and visually appealing? Are there any opportunities to improve these parks to meet the needs of future residents, workers and visitors? | | The quality of open space north of the station and within 400m of the site is generally poor, except for Paul Keating Park, Council's Playground and Play Spaces Strategic Plan recommends upgrading Paul Keating Park to provide a level 2 playground-broadening the diversity and ability of the play offering and providing sufficient shade.<br><br>The quality of RM Campbell Reserve can be improved, however this park will need to service it's own high density catchment immediately surrounding the park. Engagement with Council staff also indicated that existing sports-fields are operating at serious capacity and are of poor quality.<br><br>***Identified needs:*** The parks provided on site should be high quality, and cater for a diversity of local recreation uses. The site also generates need for quality improvements to existing sportsgrounds within the CBD to increase their capacity and support the incoming population. |
| **Diversity:**<br><br>Is there a diverse range of open space types within an urban area? Is there a diverse range of recreation opportunities or activations within a single park to attract a wide user base? Are there any gaps that could be met by this development? | | The current recreational facilities are diverse, ranging from sports fields, lawn bowls, two indoor sports centres and an aquatic club. However, most are located south of the site and Bankstown Station and generally there is a gap of indoor recreation facilities in the area.<br><br>***Identified needs:*** There is a need to support informal social sport on the site as a place for workers and students to use during the day, and residents in the evening. There is also a lack of inclusive public spaces for young people, fitness and exercise space, off-leash dog exercise area within the CBD. There is also a need for improvements to existing fields to accommodate future demand for formal sport generated by the development proposal. |

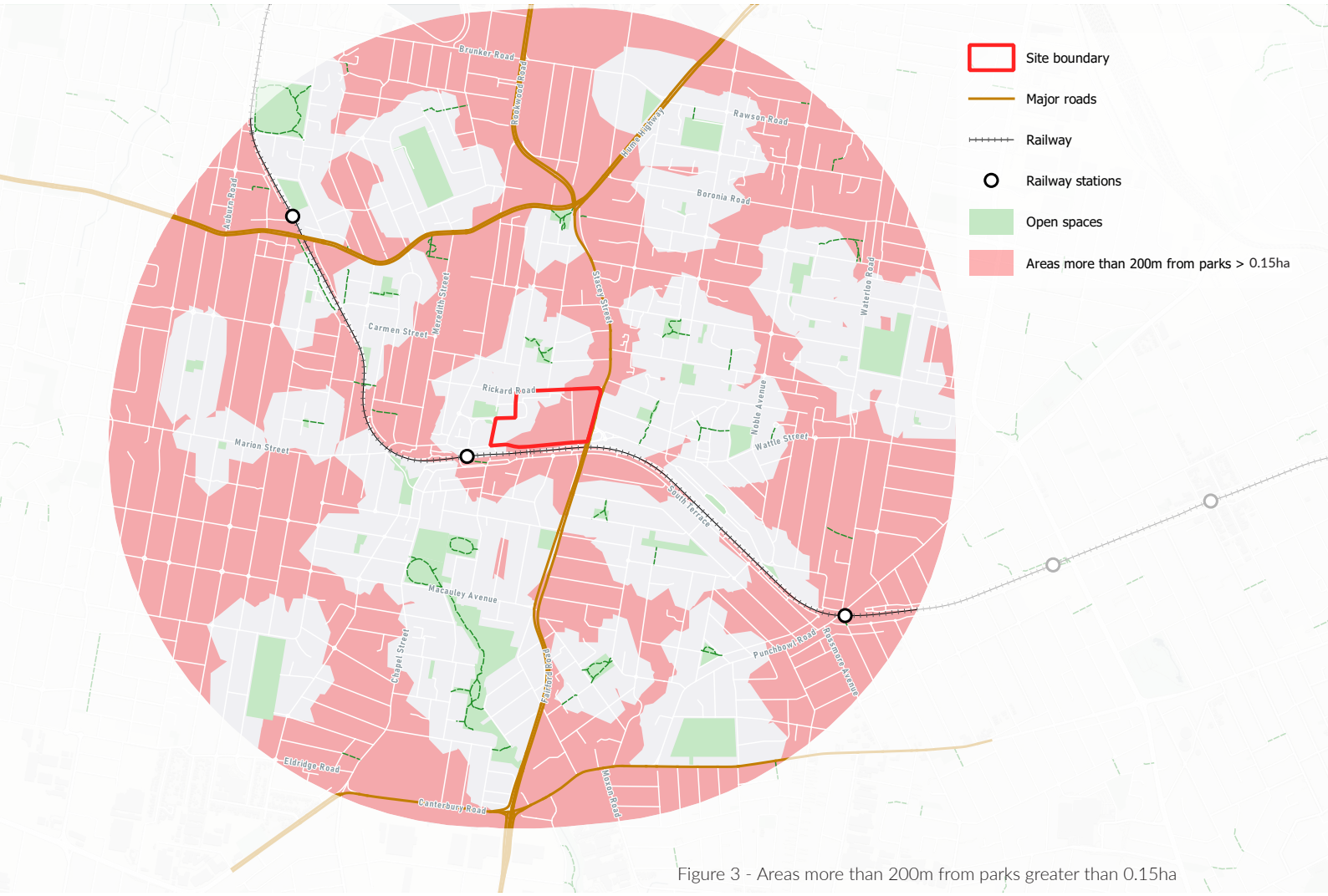



Figure 3 - Areas more than 200m from parks greater than 0.15ha




Areas that cannot walk to an existing park within 200m

Proposed open space

200m radius from park

Site boundary

Figure 4 - Walking access of site

Table 6 - Open space and recreation facility benchmarking table

| Facility type | Urbis Benchmark Approach | Cred Consulting benchmark approach | Development Proposal *4,228 residents; 8,437 workers* | Bankstown CBD *2036: 39,249* | Needs *(based on Cred benchmarking approach)* |
|---|---|---|---|---|---|
| Green Open Space | 10% of total site. | 6m$^2$ per person (maintaining current provision within Bankstown CBD)<br><br>(Greener places 1,500ppl /5,000m2) | 2.5ha | NA | The site generates demand for 2.5ha of open space.<br>The 10% of total site approach does not account for the density. |
| Multipurpose outdoor courts | None | Parks and Leisure Australia – 1 for every 10,000 (workers generate 10% of a resident) | 0.5 | 3.9 | There are no courts within 400m walking distance of the park, however there are 6 courts within 2km of the site. With a forecast high proportion of young people – outdoor courts (especially half courts) are highly beneficial/ popular and needed in close proximity of the site. |
| Outdoor fitness stations | None | Parks and Leisure Australia – 1 for every 10,000 (workers generate 10% of a resident) | 0.5 | 3.9 | Benchmark demand for 0.4, however considering forecast high student, CALD and low income population, there is a need for at least 1 publically accessible outdoor fitness equipment on site |
| Play space | None | 1 for every 2,000 people (CB Play Strategy) | 2 | 19 | There are currently 9 playgrounds in the CBD, The site indicates demand for 3 play spaces.<br>The proposal includes 2 play spaces (including water play) |
| Indoor courts | None | 1 for every 20,000 (workers generate 10% demand of a resident) | 0.3 | 2 | There is an existing gap within Bankstown CBD for indoor multipurpose courts. The development can provide opportunities for a multi-purpose court/community space. |
| Sportsfields/ playing fields | None | 1 double playing field for every 10,000 people | 0.4 | 3.9 | None required for site, well serviced by surrounding sportsfields. |

## Recreation needs analysis

The benchmarks for various recreation facilities shows that the site generates demand for:

- 0.5 multi-purpose outdoor courts (there is a CBD-wide gap of 3.9 courts by 2036)
- 0.5 outdoor fitness stations
- 2 play spaces
- 0.3 indoor courts (there is a CBD-wide gap of 2 courts by 2036)
- 0.4 double sportsfields

While some of these needs can be provided on-site, others like sportsgrounds can be met through contributions to quality improvements.

Considering the forecast young population and high worker population, considering the recreation demand is critical to servicing the needs of future residents, visitors and workers on the site. The Community Needs Analysis has not considered this demand for recreation facilities generated by the development proposal.



# 5. Community facility needs

**This section provides an audit and mapping of existing social infrastructure and benchmarking of social infrastructure needs against industry standards resulting from the proposal.**

## Defining social infrastructure

For the purposes of this study social infrastructure refers to public and communal/semi-private community and cultural facilities and services. Community and cultural facilities are those indoor (built form) spaces for individuals and organisations to conduct and engage in a range of community development, recreational, social and cultural activities that enhance the community's wellbeing.

Public community facilities are those facilities that are accessible by the general public including community centres and childcare centres.

Communal or semi-private community facilities are those facilities located within medium and high-density buildings and are specifically created for the private use of those tenants.

## Audit of existing social infrastructure

An audit of all social infrastructure within 400m, 800m and 2km of the site is shown in Figure 5. A summary of this social infrastructure is provided below by social infrastructure type.

### Community centres

There is one community hall within 800m of the subject site and one community centre within 2km of the site.

### Libraries

There are two public libraries within the investigation zone. Bankstown Library and Knowledge Centre is situated within 400m of the subject site while Greenacre Library and Knowledge Centre is within 2km of the subject site.

### Cultural facilities

There are two cultural facillties within 800m of the subject site, the Bryan Brown Theatre (378m from the site) and the Bankstown Arts Centre (727m from the site).

### Early education and care (separate by Long day care/ preschools and Out of School Hours Care)

Within 2km of the subject site, 26 early education and care centres have been identified. There are three Long Day Care (LDC) facillities within 400m of the subject site. 7 LDCs are situated within 800m of the subject site. A preschool and 13 LDCs are further situated within 2 km of the subject site.

There are two Out of School Hours Care (OOSHC) facilities within the audit range, one within 800m away from the subject site and one within 2km away.

### Schools

Located within 800m of the subject site are: one public primary school, one public secondary school, one private combined primary and secondary school, and two tertiary education facilities. There are 5 public primary schools, 2 private primary schools, public secondary school, 2 private secondary schools and a coaching college within 2km of the subject site.

### Youth/Seniors

There is one senior citizen's hall located within 400m of the subject site. No public youth facilities are located within site investigation area.

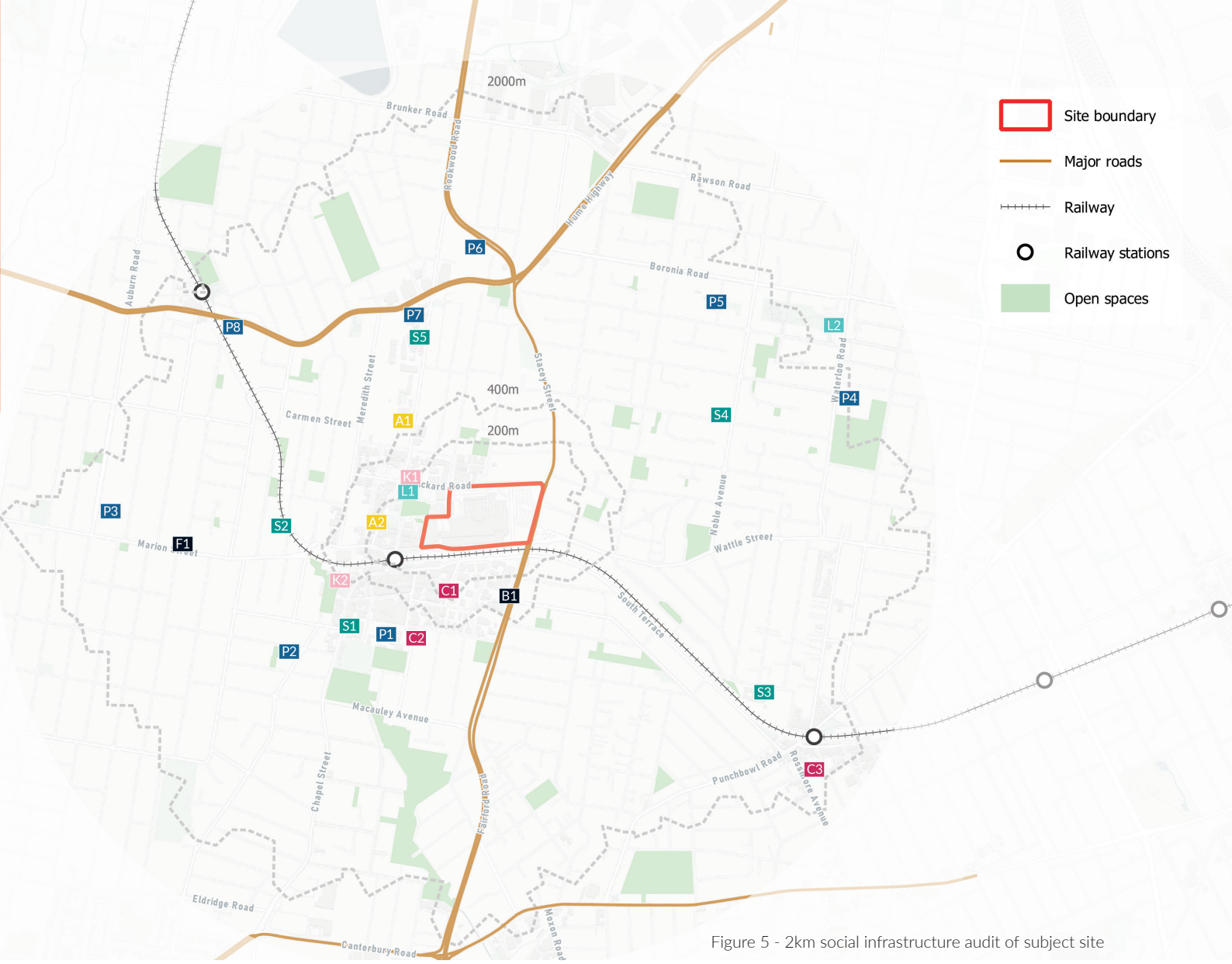



Figure 5 - 2km social infrastructure audit of subject site

| Map Ref | Name of facility | Walking distance from site |
|---|---|---|
| L1 | Bankstown Library and Knowledge Centre | 368m |
| L2 | Greenacre Library and Knowledge Centre | 1.83km |
| C1 | Bankstown Senior Citizens' Centre | 381m |
| C2 | 2nd Bankstown Scout Hall | 631m |
| C3 | Punchbowl Community Centre | 1.92km |
| K1 | Bryan Brown Theatre | 378m |
| K2 | Bankstown Arts Centre | 727m |
| P1 | Bankstown Public School | 700m |
| P2 | St Brendan's Catholic Primary School | 400m |
| P3 | Bankstown West Public School | 1.74km |
| P4 | Greenacre Public School | 1.82km |
| P5 | Banksia Road Public School | 1.51km |
| P6 | Bankstown North Public School | 1.30km |
| P7 | St Felix Catholic Primary School | 1.01km |
| P8 | Yagoona Public School | 1.49km |
| F1 | HSC Coaching School | 1.41km |
| B1 | St Euphemia College | 404m |

| Map Ref | Name of facility | Walking distance from site |
|---|---|---|
| S1 | Bankstown Girls High School | 747m |
| S2 | Al Amanah College | 928m |
| S3 | Punchbowl Boys High School | 1.54km |
| S4 | Alnoori Muslim School | 1.21km |
| S5 | La Salle Catholic College | 876m |
| T1 | Bankstown Tafe | 594m |
| T2 | ATQ College | 492m |
| A1 | Yagoona Station | 1.64km |
| A2 | Bankstown Station | 464m |
| A3 | Punchbowl Station | 1.86km |

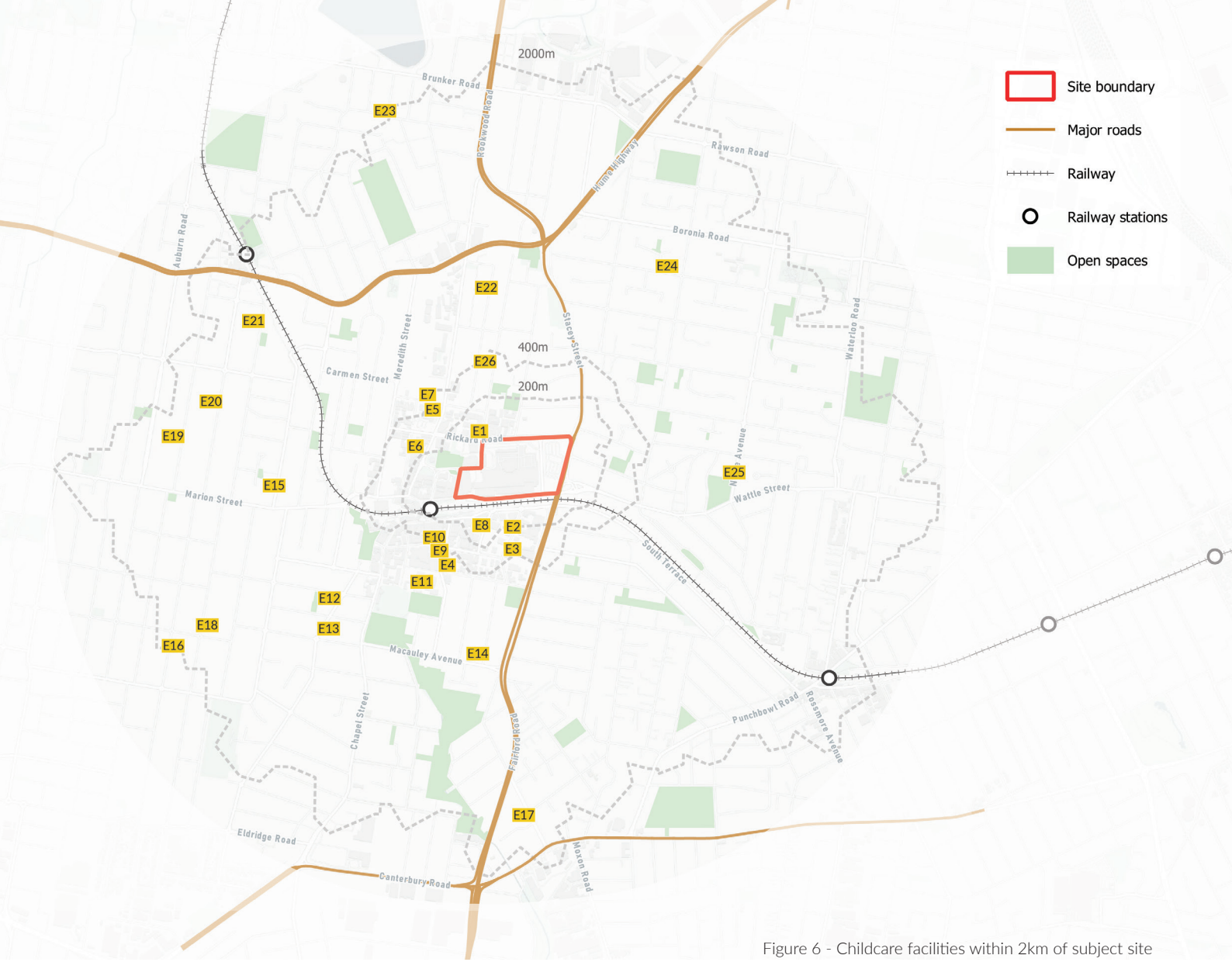



Figure 6 - Childcare facilities within 2km of subject site

| Map Ref | Name of facility | Walking distance from site |
|---|---|---|
| E1 | KU Bankstown AMEP | 264m |
| E2 | Roly-Poly Child Care | 284m |
| E3 | Goodstart Early Learning | 403m |
| E4 | Five star Family Day Care | 580m |
| E5 | Bankstown Montessori Academy Child Care Centre | 508m |
| E6 | Better Future Family Day Care | 495m |
| E7 | Coolamon Children's Centre | 571m |
| E8 | Shymaa Family Day Care | 337m |
| E9 | Flinders Centre Early Learning School | 508m |
| E10 | INSIGHT FAMILY DAY CARE | 521m |
| E11 | SAFE MULTICULTURAL OUT OF SCHOOL HOURS CARE | 715m |
| E12 | ST BRENDAN'S OUT OF SCHOOL HOURS CARE | 1.10km |
| E13 | MONTESSORI EDU | 1.19km |
| E14 | BANKSTOWN MONTESSORI CHILDCARE | 943m |

| Map Ref | Name of facility | Walking distance from site |
|---|---|---|
| E15 | LOVE & CUDDLES PRE SCHOOL | 1.18km |
| E16 | Kids Kindy Childcare Centre | 1.89km |
| E17 | Bankstown South Infants School | 1.7km |
| E18 | Teddy Tammy's Childcare | 1.71km |
| E19 | Mickey's World Early Learning Centre | 1.7km |
| E20 | BUZZING BEES EARLY LEARNING CENTRE | 1.57km |
| E21 | Just Little Kidz Long Day Child Care | 1.51km |
| E22 | Sunshine Kiddies Early Learning Centre | 1.89km |
| E23 | Peachtree Kindergarten Early Learning Centre | 1.93km |
| E24 | Tiny Tots Kindergarten | 1.25km |
| E25 | Mount Lewis Infants School | 1.05km |
| E26 | Brightest Start Early Learning Centre | 582km |

## Community facilities benchmarking

Benchmarks (also commonly referred to as provision standards) are a commonly used tool in estimating the demand for various types of community assets (including social infrastructure and cultural infrastructure) based on populations and catchments.

Benchmarks are used to give an indication of the number and size of community facilities that would ideally be provided if opportunity exists, feasibility is demonstrated, funding is available and the local context and site opportunities and limitations, as well as the broader provision close by, are taken into account. For developer contributions planning, these benchmarks also often form the 'nexus' between future population and future demand.

Benchmarks can have multiple sources including:

- Derived from a professional body or industry source (e.g. Growth Centres Commission)
- Derived from the experience and application of other similar council areas (e.g. City of Parramatta, Liverpool and Wollongong seeks to deliver 80m2 of community facility floor space per 1,000people)
- Derived from sources internal to the organisation, either based on maintaining existing levels of provision or an internal assessment of what is an appropriate or adequate level of provision for the future.

For this review, a range of well supported and used industry benchmarks have been used to determine a indication of need resulting from the proposed development and the broader Bankstown CBD. The benchmarks approaches are shown in Table 6 with an analysis of need and any

The independent review conducted results in the following community facility needs:

- Demand for approximate 1,200m$^2$ of community and library floorspace (noting that recommendations have not considered demand generated by worker for library floorspace)
- Demand for 0.2 - 0.4 cultural facilities
- Demand for 84 Long Day Care places (although this is generally provided for by the market and should not be considered a community benefit unless the centre is to be dedicated to Council or a not for profit manager)
- Demand for 89 Out of School hours care places
- There will be approximately 241 primary aged children and 171 secondary aged students living on site. Discussions with the Department of Education around capacity of existing schools to absorb this incoming population, plus surrounding CBD growth should be considered.

Table 7 - Community facilities benchmarking

| **Facility type** | **Urbis Benchmark Approach** | **Cred Consulting benchmark approach** | **Development Proposal** *4,228 residents; 8,437 workers* | **Bankstown CBD** *2036: 39,249* | **Needs** *(based on Cred benchmarking approach)* |
|---|---|---|---|---|---|
| Multipurpose community centre | Same | 80m2 per 1,000 (source: Wollongong, Liverpool, City of Parramatta) | 338m$^2$ | 3,139m$^2$ | Currently adequate community floorspace, however previous Needs Analysis (Ethos Urban) identified a lack of local community floorspace |
| Library | Same | State Library of NSW People Places calculator | 874m$^{2*}$ | 2,379m$^2$ | Bankstown Library and Knowledge centre is currently 5,000m$^2$ however serves a regional catchment. |
| Cultural facilities | Same | 1 per 20,000 to 30,000 (City of Sydney) | 0.2 - 0.4 | 1.4 - 2 | Needs met by Bryan Brown Theatre and Bankstown Arts Centre |
| Early education and care – Long Day Care | 1 place per 3 aged 0 to 4 years | 1 place for every 2.48 children aged 0 to 4 years (City of Parramatta) | 84 places | 1,293 places | Currently 904 LDC spaces within 2km of the subject site (447 LDC places are within 800m) |
| Out of School Hours Care | None | 1 for every 2.7 children aged 5 to 11 (City of Parramatta) | 89 places | 1,368 places | Total 132 OOSH places within 2km (40 within 800m) |
| Primary school | Same | No benchmark set by NSW department of education. Demand based on capacity and opportunity. | Will be home to 241 primary school aged children | Will be home to 3,685 primary school aged children | There are 5 public primary schools, 2 private primary schools within 2km of site (total 3,445 public places and 1,468 private places) |
| Secondary school | Same | No benchmark set by NSW department of education. Demand based on capacity and opportunity. | Will be home to 171 secondary school aged children | Will be home to 2,697 secondary school aged children | Public secondary school, 2 private secondary schools and a coaching college within 2km of the subject site (total1,052 public places and 3,503 private places) |

The following tables provides feedback against the open space and community facility needs identified in the Bankstown Central Community Needs Assessment based on the independent assessment undertaken as part of this peer review.

Table 8 - Peer review of Urbis Community Needs Analysis Open Space and Recreation Needs

| Identified needs | Peer Review Comments |
|---|---|
| There is an existing shortfall of open space in the Bankstown CBD which with the increased population resulting from the development proposal, with generated increase demand.<br><br>Bankstown's Open Space Strategy recognises this deficit and recommends Council investigate opportunities to create new pocket parks and a community garden in the CBD to help meet demand. | **Agree with Community Needs Assessment.**<br>A significant portion of the site is not within walking distance to a park and due to this identified shortfall, it appropriate to expect that current provision of open space per person remains at a minimum, which results in an identified need of 2.5ha of open space generated from the development proposal. In addition to the provision of a central park, a linear recreation boulevard should be created that links Paul Keating Park to the new park, as well as a network of open space (including a pocket park on the eastern portion of the site) should be provided. |
| While Council's Playgrounds and Play Spaces Strategy notes there is room to improve existing playgrounds to increase the diversity of play and provide better shade options. Consultation with Council indicates that Paul Keating Park and Griffith Park are currently undergoing a master-planning process. This is likely to help improve the quality and diversity of open space in the CBD and will help meet the needs of the incoming population. | **Disagree with Community Needs Assessment.**<br>Improvements to Griffith Park and Paul Keating Park will continute to support the growing population of Bankstown CBD. Specific to the development proposal site, Griffith Park is beyond a 200m walking distance from th site and Paul Keating Park, currently services a wider catchment and already in high demand.<br><br>To cater for the needs of future residents of Bankstown Centre, and that it is expected that it will be home to families with children, space and play options for children and young people should be accommodated on site. Additionally it will be important that the students living on site are provided for through the provision of outdoor fitness equipment (static), half courts, social seating, access to wifi and indoor and outdoor spaces with power, suitable for study. |
| With an increase in smaller dwellings and an associated lack of private open space there is an increased need for the incoming population to have easy access to high quality parks for passive recreation, physical activity, play, social get togethers. | **Agree with Community Needs Assessment.**<br>To support the incoming population, the Community Needs Assessment and development proposal recommends 1x public park, 1x retail plaza open space, and 1x urban plaza. This review recommends a combination of public and communal open spaces will be required to service the incoming population that also include facilities (BBQs, sheltered picnic areas etc.) for social gathering and a diversity of active and passive activities. |
| More pedestrian and cycling connections throughout the CBD to create linkage opportunities to major sites. There is approximately 3ha of open space within walking distance (400m) and 59ha within 2km. Open space to the north of the station is generally disconnected, with limited cycling or pedestrian connections to major sites. | **Agree with Community Needs Assessment.**<br>While the Community Needs Assessment does not make recommendations of where or how pedestrian and cycle connections will be provided it does acknowledge the importance to ensure good health outcomes for the future community. As per complete streets the development can contribute towards the creation of separated cycle lanes along Rickard Road. It is recommended that the Green Boulevard that punctures the proposed central park is pedestrian only. |
| While there is no agreed approach to determining the amount of open space required in new developments, leading practice is a principles based approach based on performance outcomes. Spatial standards such as the 2.83ha/1,000 people are no longer considered an effective approach. A balanced approach is required as too much open space could have negative impacts, including the need for taller buildings or higher housing costs to achieve viability. | **Neutral.**<br>It is important that the approximately 4,000 residents, 8,000 workers and visitors to the site will have access to adequate open space. This review has identified that the development will generate demand for at least 2.5ha of new open space to deliver a range of active and passive opportunities. This can be provided through a connected 0.5ha park in addition to smaller pocket parks, private communal open space and improvements to surrounding sports infrastructure. |
| | **Additional Needs**<br>This independent review recommends a need for 2x play spaces, outdoor fitness, indoor and outdoor courts, as well as contribution to the upgrade of existing sportsfield network to cater for the additional population and demand generated by the proposed development. |

Table 9 - Peer Review of Urbis Community facility needs analysis

| Identified needs | Peer Review Comments |
|---|---|
| The Bankstown Library and Knowledge Hub, a large integrated multipurpose community facility, is within walking distance to the site and will help meet the needs the incoming population by providing good access to community meeting space and library facilities. With the exception of Punchbowl Community Centre, the other community facilities in close proximity to the site (within 2km) are generally older, specialised spaces with limited multi-purpose functionality. | **Neutral.**<br>While Bankstown Library and Knowledge Hub is a high quality multi-purpose facility within walking distance to the site, there is still significant community and library floorspace generated by the site. This existing facility services a district/ civic purpose, and does not provide space for local programs and community activities/events. This independent analysis indicates a need for the provision of a local multi-purpose space that can also accommodate an indoor court, in addition to office accommodation for service providers and enterprise/incubator spaces. |
| Given the higher density style of development proposed for this site and associated smaller dwellings, this development is likely to contribute to demand for informal gathering spaces, 'community lounge room spaces' and spaces in which people can connect with others. The large student population is also likely to increase pressure on study spaces and library facilities. | **Agree with Community Needs Assessment.**<br>This independent analysis supports the stated need. However, whilst the Community Needs Assessment noted the increased demand for informal gathering spaces, lounge room spaces and pressure on study spaces and library facilities, this has not been translated into tangible recommendations. |
| Using a community facility benchmark of 80sqm/1,000 people this proposed (with forecast 4,172 people) is likely to generate demand for approximately 330sqm of community and cultural facility space.<br>NSW State Library population and service based calculator would suggest around an additional 175sqm for library space (using a calculation of 42sqm/1,000 people). The benchmarks provided in the Canterbury – Bankstown Community Needs Analysis (2019) of between 3 to 4 local community facilities for every 20,000 – 30,000 people (or 1 for every 5,000 – 7,500 people) with a minimum size of 400sqm. | **Neutral**<br>While the same benchmarks have been applied, there this independent review relies on a slightly higher forecast population, by applying the forecast median household size of the Bankstown CBD (2.7 instead of 2.6).<br>Worker demand for library floorspace has also been consider for this review resulting in a substantially higher library floorspace need of approximately 800m2 compared to the 175m2 recommended in the Community Needs Assessment. |
| Council's Creative City Strategic Plan, reccomends investigation of opportunities for a showcase space (i.e. gallery/studio/workshop space) in Bankstown to enhance creative visibility and access to creative spaces. Consultation with Council confirmed that they are open to discussions around the location of this facility. Currently Council are investigating the inclusion of this type of space in the master plan for Paul Keating Park. | **Neutral**<br>While a creative showcase space may be important for the CBD, the assessment of needs undertake as part of this review indicates that a higher priority is for indoor recreation space, local community space and social enterprise and office accommodation. |
| Council's Creative City Strategic Plan also includes a commitment to delivering creative outcomes as part of any planning proposal, which may include spaces for community and creative activities, or public art installations, led by advice from Council's Arts & Culture Reference Group. | **Agree with Community Needs Assessment.** |
| Based on the likely age profile, there will be approximately 236 children aged 0 to 4 year living on site. Based on benchmarks, this equates to an approximate demand for 79 places. In addition, the worker population is likely to create a demand for approximately 112 places. Assuming that a contemporary childcare centre can provide for between 90 to 120 childcare places, this equates to the need for 2 new childcare centres. | **Agree with Community Needs Assessment.**<br>There will be a need for childcare however this is not considered as a public benefit. |



# 6. Review of proposed recommendations

Table 10 - Proposed recommendations and comments from Cred

| Proposed community benefit/recommendation | Peer review recommendations |
|---|---|
| **Open space and recreation** | |
| Approx. 11,000m2 of open space (overall comments on total open space provision) | **Support new open space, however a larger amount is needed**<br>• The site generates overall 2.5ha of public open space if it is to maintain existing level of provision in the CB Centre, higher than the 1.1ha proposed by Urbis.<br>• The proposed open space network does not result in a complete 200m walking coverage of the site . The proposal includes open space that is not actually public, but serves more of a commercial purpose. In addition to the proposed parks/civic spaces Cred recommends a park of at least 0.15ha to be provided on the eastern block. |
| 1 x 4,500m2 city park | **Support a city park but larger and consolidated**<br>• Cred recommends 1 consolidated city park of at least 0.5ha up to 2ha on site, with no walking/ cycling path puncturing the centre and splitting the park in two pieces.<br>• The central park from the development should also be wider and longer to increase its use and capacity and have good access to natural light.<br>• Will need to accommodate local uses as Paul Keating park is regional/civic use including fitness equipment, informal kick around and play. |
| Jacobs Street Food Precinct (4,500m2) | **Do not support this being defined as a "public open space"**<br>• Highly commercialised site with a retail setting. Our review does not consider that this space accommodates the needs of future residents of the development, will primarily cater for visitors to the retail precincts.<br>• Due to basement underneath, there is no capacity for deep-soil planting and subsequent substantial shade and tree canopy.<br>Support the provision of a revised public park which should be minimum 0.5ha |
| Urban Plaza | **Support**<br>• Cred supports an urban plaza which could cater to pop-up events and activations. There should be adequate seating in all these public spaces. Public art witin the plaza could be reflective of local stories and culture. |
| Shared pedestrian cycle path along Rickard Road | **Support**<br>• This is proposed in the concept but not identified in the Urbis recommendations. |
| **Community facilities** | |
| 5% affordable housing | **Support**<br>• Recommended that the proposed 5% be provided as physical housing product on site and not via a in lieu monetary contribution. |
| Childcare centre of approximately 891m$^2$ (equating to approx. 60 places) | **Not supported as a community benefit**<br>• Childcare should not be considered a public benefit, unless it will be dedicated to a Council or NFP provider, it is generally a high profit commercial use. Given the density of the site, and the lack of ground level open space proposed, it is likely the childcare centre would also be located at podium level of higher and may not have access to natural open space, which would be a poor outcome for local children. It should be noted that the floorspace proposed will cater for approximately 60 places. |

Table 10 - Proposed recommendations and comments from Cred

| Proposed community benefit/recommendation | Peer review recommendations |
|---|---|
| A creative 'showcase space' of around 500m² be provided onsite, or off site through monetary contributions | **Supported, but with increased floor space requirements**<br>• Our analysis demonstrates a generated demand for 872m² of library space and 338m² community space (total approx. 1,200m²)<br>• The Canterbury Bankstown Community Needs Analysis (Ethos) reports an identified under-supply of local community spaces in the CBD.<br>• Given the location of the site in proximity to the bus interchange, metro station and other social infrastructure, Cred supports a minimum 500m² community space provided on-site. However we consider that providing a flexible recreation/community multi-purpose space should be considered instead of a cultural showcase space to accommodate a multi-purpose court and flexible community space. In addition, a social enterprise space/accommodation for local service providers of approx. 100m² of the floorspace should be provided considering the high unemployment, high disability rates and high proportion of students. This means the total community space provided should be minimum 600m²<br>• Potential for conditions that the site remains public and leased to a Council-selected Community service provider to manage, to ensure that the space remains in public use for perpetuity. |
| The Needs Assessment states that the proposal is unlikely to generate demand for an additional primary or high school. | **Neutral**<br>• The proposal indicates that there will be no demand for a new primary or high school<br>• Our forecasting indicates 241 primary school students aged 0-11 and 171 secondary school aged children (12 – 17 years)<br>• Overall there is a forecast 3,695 primary aged, and 2,617 secondary school aged children living in Bankstown CBD by 2031<br>• Discussions with the Department of Education should be held considering the total forecast population growth in the CBD (approx 100% over the next 20 years) |
| The Needs Assessment states that the site can support 5 GPs/one new medical practice, however largely left to market forces | **Support**<br>• Support recommendation, ok to be left to market forces and demand |
| **Cred additional recommendations** | |
| Outdoor recreation facilities for young people/students | • The proposal/Urbis studies do not identify specific outdoor recreation opportunities for young people. Cred has identified a need for:<br>– Outdoor courts (potential to use rooftop car park through sharing space in the evening)<br>– Table tennis in public domain, half courts, Wi-fi, (opportunity to think of the boulevard as the goods line with pockets of activities/spaces for young people) |
| Indoor recreation/ courts | • Opportunity to provide multi-purpose indoor courts which could be provide a multipurpose court surface with a future community facility. |
| Night-time activation and cultural/play trail commitment | • Urbis recommended this as a need, but no recommendation has been made.<br>• Need for creative lighting, play trails, street libraries, playful public art. |
| Play (for young and old) | • The site should provide a variety of local play options to accommodate children and young people living there. Based on Council's Play Strategy, a play space at a Play Level 2 could be provided that is unique and reflective of the local community. Play space of this size would range from 300m2 to 500m2 at a rate of around $500m2.<br>• 1 outdoor fitness station would benefit residents young and old and could be provided within future open space or along recreation links at a cost of around $120 to $180,000.<br>• Outdoor games tables providing seating and "boards" for chess, checkers and mah jong would support the ageing population. No spatial or cost information is available for these. |
| Off-leash dog area | • There are no off-leash dog areas in the CBD apart from Ruse Park (just South of Bankstown Memorial Park). Residents will need a place to let their dogs off-leash, also build social connections.<br>• Proposal can provide a communal dog run for residents on podium or ground level.<br>• May be opportunity to contribute to the conversion of residual lands from Stacey St widening into an off-leash dog- area off-site. |

Table 10 - Proposed recommendations and comments from Cred

| Proposed community benefit/recommendation | Peer review recommendations |
|---|---|
| Greening Bankstown CBD | • Priority for more greening including utilisation of rooftop and podium opportunities<br>• Explore WSUD interventions to assist with cooling on rooftop carpark. |
| Communal facilities | • Urbis report/proposal does not discuss communal needs (for both community facilities and open space) there is a need for residents to have access to communal spaces including:<br>– Music and craft rooms<br>– Outdoor bbq and picnic spaces<br>– Indoor/outdoor rooms for small parties and gatherings<br>• Student accommodation should also include a communal lounge space/games room for the forecast 1,644 students who will be living on site. |

# BANKSTOWN CENTRAL

## PEER REVIEW OF ECONOMIC SUPPLY AND DEMAND ANALYSIS

CITY OF CANTERBURY-BANKSTOWN

OCTOBER 2020



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# EXECUTIVE SUMMARY

## BACKGROUND & SCOPE

A Planning Proposal was received by the City of Canterbury Bankstown ('Council') from Urbis on behalf of Vicinity Centres in December 2019. The Proposal seeks to amend the Bankstown Local Environmental Plan 2015 (BLEP 2015) with respect to the Bankstown Central Shopping Centre site ('the Site') located at 1 North Terrace, Bankstown.

The Proposal would enable a redevelopment of the Site as follows:

- Relocation of the bus interchange and layover within the site.
- Reconfiguration of the existing shopping centre layout to accommodate the proposed additions, resulting in a significant upgrade to the retail experience for customers and visitors for the centre.
- Development of 18 towers containing a mixture of uses across the site, including commercial, retail, hotel and student accommodation.
- Provision of open spaces and through site links which will be activated and contribute to placemaking and the night-time economy.

In response to comments provided by Council following the preliminary assessment of the Planning Proposal, a Market Depth Assessment and Development Potential Assessment was prepared by Urbis in May 2020 and April 2018 respectively to accompany the Proposal. These assessments have been prepared to demonstrate that the proposed mix of uses within the Proposal are suitable for the site and there is market supportability for the scale of uses proposed.

AEC was engaged by Council to review these attachments provided to support the planning proposal. The peer review examines the methodological approach, assumptions and data sources used. In doing so, it determines the extent to which the conclusions reached in the two reports are reasonable and whether the proposed floorspace in the Planning Proposal is supportable.

Subsequent to the assessments outlined above, Urbis submitted a letter (dated 21 July 2020) which included revised planning proposal diagrams prepared by FJMT, in response to feedback from Council. These revised plans included proposed GFA figures which differed slightly than the Planning Proposal prepared in December 2019.

AEC notes that the Market Depth Assessment was prepared based on figures in the original proposal. Where figures differ, AEC has noted this in the relevant sections of the report.

## KEY FINDINGS

### Review of Commercial Office Demand Assessment

Urbis indicates that 105,596 sqm of commercial floorspace is proposed for the Site, across twelve (12) mixed-use towers (the revised masterplan concept proposes 118,565 sqm).

Overall, we agree that demand for commercial floorspace will increase in the future in line with employment projections. However, in our view, future demand may be over-estimated due to the following:

- It is not clear the benchmarks applied to employment figures to obtain the proportion of jobs that will be accommodated in office space.
- The vacancy rate applied to the demand calculation slightly inflates the total floorspace demanded to 2036.
- Cumulative withdrawn floorspace may be over-estimated because the withdrawal rate is applied to the total office floorspace, which includes new commercial developments.
- The assessment does not determine whether the existing commercial stock in the market is undersupplied or oversupplied.

- The revised masterplan specifies that the commercial floorspace proposed total 118,565 sqm, which is approximately 12% more than the originally submitted Proposal. This exceeds the projected additional demand for office floorspace of 106,833 sqm by 11%, which may indicate that the proposed supply of floorspace may not be supportable in the specified time horizon.

The Peer Review makes the following recommendations:

- The impact on the other commercial and business centres in the LGA should be analysed in the assessment to determine whether this will cause a negative impact on these centres.
- It is important to understand the quality of existing stock in the market and the demand for commercial stock by subcategory.
- An analysis of the current commercial market including recent activity and office supply may further support in assessing the underlying and developing demand and uptake of commercial stock.

### Review of Residential Demand Assessment

The Proposal includes 86,418 sqm of residential floorspace, with an estimated yield of 929 apartments (inclusive of affordable housing, up to 15%). The revised masterplan concept proposes 88,735 sqm of residential floorspace and 972 apartments.

Overall, the Peer Review agrees with Urbis, that the construction of 929 apartments (972 apartments per the revised masterplan) on the Site by 2036 is supportable. This is based on the following:

- The residential development at the Site contributes to the housing targets set in the South District Plan and Local Housing Strategy.
- The housing supply at the Site will contribute to the diversity of housing types in the LGA.
- The site is located within walking distance of mass transit.
- The provision of housing supply at the Site will strengthen the role of Bankstown CBD as a strategic centre.

An analysis of the current residential market including purchaser and renter profile, and sales activity of new and existing residential product may further support in assessing the underlying and developing demand and uptake of residential stock.

### Review of Short-Term Accommodation Assessment

The Proposal includes a multi-storey hotel located on the western border of the site. The tower is expected to provide 656 hotel rooms and 84 serviced apartments. There were no changes to the total GFA and yield of the hotel component in the revised masterplan, however the serviced apartment component appears to be excluded from the revised scheme.

Whilst the Peer Review agrees that there is limited offering of short-term accommodation at a similar scale to the proposed hotel and serviced apartment, it is likely that future demand of short-term accommodation is overestimated. This is due to the following:

- The provision of serviced apartments and Airbnb's are not considered in the analysis. These accommodation types provide direct alternatives to hotels.
- The forecast information is for the Sydney Tourism Region, which encompasses the entire Greater Sydney Region. The Canterbury-Bankstown LGA has limited tourist attractions and is unlikely to capture much of this market. It is unclear how the catchment share % were estimated to calculate the visitor nights in the catchment.

### Review of Student Accommodation Assessment

The Proposal includes two multi-storey student housing towers located on the western corner and norther eastern portion of the Site. The towers are expected to provide 1,664 student accommodation beds and support housing choice for students at the proposed Western Sydney University (WSU) Bankstown Campus.

The revised masterplan concept estimates that the Site will provide 1,597 beds, a reduction of 67 beds from the originally submitted Proposal.

Key findings from the Peer review include:

- Forecasted enrolments for the WSU Bankstown campus appear to be overestimated, with enrolments in 2036 forecast to be 14,093 students by 2036. The capacity of the new campus is approximately 10,000 students, as indicated in media releases.
- The adopted propensities are higher than the benchmark average (with the exception of commencing and continuing local domestic students). If the benchmark averages were applied, the demand for student accommodation beds decreases to 1,209 by 2036 based on Urbis' enrolment forecasts, or 858 beds if the 10,000 students estimate was used.

However, the Peer Review agrees with Urbis in that there is an existing undersupply of purpose-built student accommodation in the catchment, and that the proposed beds at the Site will provide the market with more housing choice, high level of amenities in an attractive location that is close to the new WSU Bankstown campus.

### Review of Retail Potential Assessment

Urbis indicate that an additional 15,293 sqm of retail floorspace is proposed for the Site (15,683 sqm in the revised masterplan concept), with 91,100 sqm of retail GFA retained from the existing centre. The planning proposal makes no indication of the proposed retail mix and tenancies intended for the Site.

Urbis present a retail development potential assessment that outlines the trade area catchment, related socio-demographic profiles and analyses the retail spending forecasted in the trade area. The assessment presents a robust assessment of the future development potential of the Bankstown Shopping Centre.

Overall, the Peer Review agrees with Urbis, that the demand for retail floorspace will increase in the future with population growth. The proposed 15,293 sqm of retail floorspace for the Site falls within the recommended scale for the future redevelopment/expansion of Bankstown Central in the short term and long term.

The Peer Review makes the following recommendations:

- Clarify the proposed retail mix and tenancies for the Bankstown Central site for the additional 15,293 sqm of retail floorspace.
- An analysis of the impact of the proposed retail provision to the existing and planned centres will assist to determine whether this level will adversely impact the viability of the retail provision provided in the nearby local and strategic centres. In any case, demand is not a material consideration for planning purposes. Rather it is the impact on existing or planned centres that is the pertinent matter, although a lack of demand will exacerbate any adverse impacts. We do not consider the Urbis report has properly examined the impacts on existing and planned centres in the area.
- Whilst the report gives great guidance and benchmarks the development potential for retail, it does not provide for a detailed understanding of market depth (existing plus future supply and demand). The quantum (15,294 sqm) of additional retail space seems appropriate, however we cannot confirm this without a more granular analysis of supply and demand.

## OTHER CONSIDERATIONS

Council has also asked AEC to address the indicative staging of the delivery of the proposed development and highlight the market conditions relating to the financing for commercial office space.

### Implications of Staging the Development

The timing of the delivery of floorspace is an important consideration so the market is not flooded with an oversupply of a certain type of floorspace at a given time. With regards to the staging, the following factors should be noted:

- The indicative staging scheme indicates that the majority of student housing will be delivered by 2025. As the student accommodation is expected to predominantly cater to the students of UWS Bankstown campus, which is set to open in 2022, the staging of this appears to be reasonable.
- Commercial floorspace is proposed to be delivered at each stage of the proposal, with most of the commercial towers being delivered by 2026. This roughly aligns with the expected completion of the Sydney Metro Southwest Project in 2024, which will provide workers greater access and connectivity to the Bankstown CBD.
- Commercial floorspace makes up 35% of the total proposed new floorspace. Given there have been significant job losses and work-from-home orders, the current demand for commercial floorspace is certainly impacted, but to an unknown extent when it comes to suburban office markets. The Sydney CBD office market has observed a decline in leasing activity, with vacancy rates increasing from 5.8% at the onset of the pandemic to 10.2% (JLL, 2020). As such, a flexible approach should be considered for the commercial floorspace to develop into other uses (dependent on demand and market up-take) but while still maintaining a sufficient level of non-residential floorspace in order for Bankstown to develop into one of the largest strategic, administration centre in the Sydney's south-west. If Council were to impose non-residential floorspace caps or restrictions, it should be reviewed at each stage of the development.

### Financing Market Conditions in the Current Economic Environment

In general, commercial properties are typically more susceptible to economic downturns, which may be perceived by lenders as a risker investment than say residential. Commercial debts are also more complex and are generally priced on risk. Given the existing economic environment and increased regulatory pressure, banks may be more conservative and require more security from developers before committing finance.

Key factors that may influence a lending institutions' decisions include:

- Pre-commitment levels;
- Loan-to-Value (LVR) ratios;
- Construction and Market risks; and
- Performance and Profitability of the Developer

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# 1. INTRODUCTION

## 1.1 BACKGROUND

A Planning Proposal has been received by the City of Canterbury Bankstown ('Council') from Urbis on behalf of Vicinity Centres in December 2019. The Proposal seeks to amend the Bankstown Local Environmental Plan 2015 (BLEP 2015) with respect to the Bankstown Central Shopping Centre site ('the Site') located at 1 North Terrace, Bankstown.

Table 1.1 shows a comparison of the amendments to the planning controls sought by the planning proposal.

**Table 1.1: Key changes proposed by the planning proposal**

| Key Aspects | Current | Proposed |
|---|---|---|
| Land Use Zoning | B4 Mixed Use | B4 Mixed Use |
| Maximum Building Height | 35 and 41 metres | 108.3 AHD (approx. 84m) |
| Maximum FSR | 3.0:1 | 3.5:1 |
| Gross Floor Area | 91,110 $m^2$ | 395,467 $m^2$ |
| BLEP 2015 Clause 6.9 | Ground and 1st floor must be non-residential in "Area 3" | Remove this site from "Area 3" |
| BLEP 2015 New Clause | N/A | Insert clause enabling transfer of FSR across this site |

Source: Urbis (2019)

The Proposal would enable a redevelopment of the Site as follows:

- Relocation of the bus interchange and layover within the site.
- Reconfiguration of the existing shopping centre layout to accommodate the proposed additions, resulting in a significant upgrade to the retail experience for customers and visitors for the centre.
- Development of 18 towers containing a mixture of uses across the site, including commercial, retail, hotel and student accommodation.
- Provision of open spaces and through site links which will be activated and contribute to placemaking and the night-time economy.

In response to comments provided by Council following the preliminary assessment of the Planning Proposal, a Market Depth Assessment and Development Potential Assessment both prepared by Urbis in May 2020 and April 2018 respectively to accompany the Proposal. These assessments have been prepared to demonstrate that the proposed mix of uses within the Proposal is suitable for the site and there is market supportability for the scale of uses proposed.

## 1.2 PURPOSE AND APPROACH

AEC was engaged by Council to review the Economic Supply and Demand Analysis that has been provided to support the planning proposal. The documents reviewed include:

- Bankstown Central Market Depth Assessment (May 2020), Urbis; and
- Bankstown Central Development Potential Assessment (April 2018), Urbis.

This peer review examines the methodological approach, assumptions and data sources used. In doing so it determines the extent to which the conclusions reached in the two reports are reasonable and whether the proposed floorspace in the Planning Proposal is supportable.

Subsequent to the assessments outlined above, Urbis submitted a letter (dated 21 July 2020) which included revised planning proposal diagrams prepared by FJMT, in response to feedback from Council. These revised plans included proposed GFA figures which differed slightly than the Planning Proposal prepared in December 2019.

AEC notes that the Market Depth Assessment was prepared based on figures in the original proposal. Where figures differ, AEC has noted this in the relevant sections of the report.

In addition to the peer review, Council has asked AEC to provide analyses on the following:

- Implications of staging the development; and
- Market conditions relating to financing for commercial office space.

These issues are addressed in Section 8 of the report.

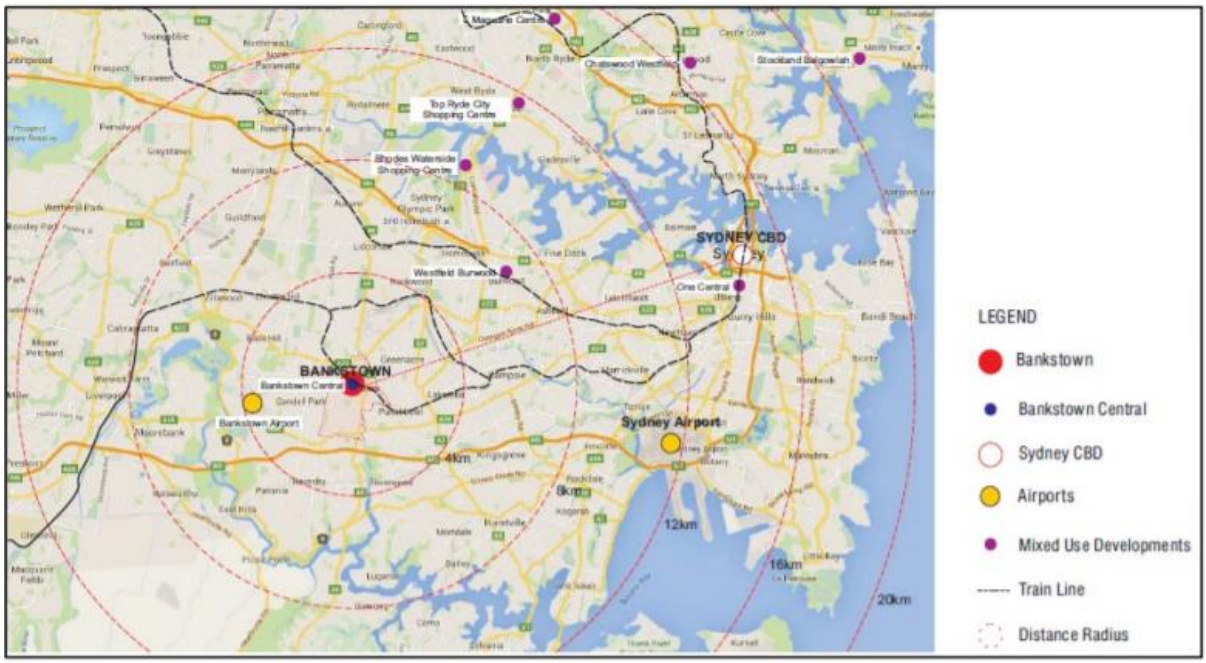
We highlight that site inspections have not been carried out and the Peer Review is desktop in nature only.

# 2. THE PLANNING PROPOSAL

## 2.1 SITE CONTEXT

The Bankstown Central site comprises two large land parcels totalling 113,920 sqm in area. It is located approximately 16km south-west of the Sydney CBD, approximately 10km east of Liverpool City Centre and the Parramatta CBD is located approximately 10km north. Figure 2.1 indicates the Site's location within a broader context.

**Figure 2.1: Regional Context of the Site**




Source: Urbis (2019)

The Site is adjacent to the Bankstown Train Station (and proposed Metro Station site) and covers a significant portion of the centre of Bankstown CBD. Figure 2.2 illustrates the local context of the site.

**Figure 2.2: Local Context of the Site**




Source: Urbis (2019)

## 2.2 MASTERPLAN CONCEPT

The Planning Proposal (2019) seeks to amend the Bankstown LEP (2015) to provide the following:

- Increase building height on the site from 35 and 41 metres to 108.3 AHD;
- Increase of the FSR control on the Site from 3.0:1 to 3.5:1; and
- An exemption from the provision of non-residential tenancies at the ground and first floor of future buildings on part of the site, where such non-residential uses are considered unsustainable (BLEP 2015 clause 6.9).

The proposed amendments to the LEP would enable a redevelopment of the Site as follows:

- 105,996 sqm of commercial floorspace across twelve (12) towers.
- 15,293 sqm of new retail floorspace, in addition to the 91,110 sqm retained of the existing provision.
- 86,418 sqm of residential floorspace, equating to 929 apartments with 5% dedicated to affordable housing.
- A 656-room hotel of 29,298 sqm GFA.
- Student Accommodation with 1664 rooms with 59,976 sqm GFA.
- 84 serviced apartments with GFA totalling 6,485 sqm.

The proposal additionally envisages the following assumed mix in the concept masterplan:

- Relocation of the bus interchange and layover from within the site.
- Reconfiguration of the existing shopping centre layout to accommodate the proposed additions.
- Development of eighteen (18) towers containing a mixture of uses across the site.
- Provision of open spaces such as a city park and green boulevards acting as places of recreation and through the site links which will be activated and contribute to placemaking and the night-time economy.

**Revised Masterplan Concept**

A revised masterplan was included in a letter addressed to Council from Urbis, dated 21 July 2020. The revised scheme includes the following changes:

- **Floor Space Ratio –** A number of proposed maximum FSR levels will be sought across the site, with the Town Centre Precinct at 6.35:1, North Terrace Precinct at 3.8:1 and the Rickard Road and Stacey Street Precincts remaining at the current LEP control of 3:1. The overall FSR across the wider site remains at 3.5:1, as previously proposed in the originally submitted Proposal.
- **Height of Building** – In response to Council's request to have building height transition across the site, the proposed heights of the buildings have been revised to accommodate a range of maximum height levels.

Table 2.1 summarises the changes in GFA by floorspace type as a result of the revised masterplan concept.

**Table 2.1: Overall GFA Changes in the Revised Masterplan Concept**

| | Revised (2020) | Proposed (2019) | Difference |
|---|---|---|---|
| Retail (new) | 15,683 sqm | 15,293 sqm | +390 sqm |
| Retail (retained) | 91,090 sqm | 91,110 sqm | - 20 sqm |
| Commercial | 118,565 sqm | 105,996 sqm | + 12,569 sqm |
| Hotel | 29,296 sqm / 656 rooms | 29,298 sqm / 656 rooms | +2 sqm (immaterial) |
| Residential | 88,735 sqm / 972 units | 86,418 sqm / 929 units | + 2,317 sqm / 43 units |
| Student Accommodation | 54,877 sqm / 1,597 beds | 59,976 sqm / 1,664 beds | - 5,099 sqm / 67 units |
| Serviced Apartments | - | 6,485 sqm / 84 units | - 6,485 sqm / 84 units |
| Childcare | 891 sqm | 891 sqm | - |
| **Total GFA** | **399,138 sqm** | **395,467 sqm** | **+ 3,670 sqm** |

Source: Urbis (2019, 2020b)

# 3. REVIEW OF COMMERCIAL ASSESSMENT

This chapter contains a peer review of the commercial component of the Market Depth Assessment carried out by Urbis (2020a) to support the Planning Proposal.

## 3.1 THE PROPOSAL

Urbis indicates that 105,596 sqm of commercial floorspace is proposed for the Site, across twelve (12) mixed-use towers. This amount of floorspace is estimated to generate 7,950 additional jobs within in the Canterbury-Bankstown LGA.

Overall, the Market Depth Assessment identifies that:

- The Site can meet 99% of the additional floorspace demand in the catchment to 2036.
- The Site will represent 25% of the total supply in the catchment by 2036.
- The site can meet 89% of the total floorspace deficit in the catchment by 2036.
- The construction of 105,996 sqm of commercial floorspace at the site by 2036 is supportable.

Urbis adopts the Canterbury-Bankstown LGA as the office catchment area which appear to be reasonable.

## 3.2 COMMERCIAL OFFICE SUPPLY

**Historical Supply**

Urbis estimates that there is an estimated 299,628 sqm of commercial floorspace in the catchment in 2019. The methodology used to estimate the quantum of commercial floorspace is based on a number of assumptions such as employment growth rate, average job density and the proportion of jobs in each industry that will be accommodated in office floorspace. These assumptions appear to be reasonable, however, to obtain a more accurate representation of the existing state of the office market in the City, a floorspace audit of the commercial buildings in the LGA is required.

The Employment Lands Strategy identifies the following amount of office and business floorspace within the Strategic and Business Centres:

- Bankstown Strategic Centre: approx. 152,041 sqm
- Campsie Strategic Centre: approx. 31,710 sqm
- Business Centres: approx. 19,470 sqm

The total office and business floorspace in these centres total's 203,221 sqm. Other neighbourhood centres within the LGA noted some non-retail commercial floorspace, however is not considered significant. Therefore, it is possible that the Urbis assessment has overestimated the amount of commercial floorspace.

The Urbis report also does not assess major office supply of similar nature that is within close proximity to the site. AEC identifies two major office buildings were completed within 1km of the Site:

- Flinders Centre, 25 Restwell Street, Bankstown – 10,525 sqm – Current vacancy: 5,750 sqm
- Civic Tower, 66-72 Rickard Road, Bankstown – 12,800 sqm – Current vacancy 2,640 sqm

An analysis of the current commercial market including recent activity and office supply may further support in assessing the underlying and developing demand and uptake of commercial stock.

**Future Supply**

The assessment indicates that a total of 28,670 sqm of office floorspace has been proposed, with 16,239 sqm of this total being 'firm'. Since the issuance of the Urbis report, AEC has identified that a number of projects have been deferred or updated, and thus impacting the calculations for the market depth assessment.

Table 3.1 identifies the updated proposed office floorspace in the Canterbury-Bankstown LGA.

**Table 3.1: Updated Commercial Office Future Supply**

| | Possible | Firm | Total |
|---|---|---|---|
| **2020** | - | 1,488 | 1,488 |
| **2021** | 948 | 2,448 | 3,396 |
| **2022** | - | 9,663 | 9,663 |
| **2023** | 3,371 | 8,217 | 11,588 |
| **2024** | 2,624 | 808 | 3,432 |
| **Total** | **6,942** | **22,624** | **29,566** |

Source: AEC, Cordell Connect

## 3.3 COMMERCIAL OFFICE DEMAND

Urbis calculates future demand for commercial office space in Table 2.3.5 by forecasting the additional number of office workers employed in the LGA to 2036 and applying the following assumptions:

- **Transport for NSW employment projections**
  AEC has corroborated the employment projections in Table 2.3.4 on page 39 of the report against the Transport for NSW data. However, there are some inconsistencies noted in the projected employment figures in Table 2.3.5 of the report where office demand is calculated.
- **Projected office job benchmarks**
  The calculations are driven by the benchmarks applied by Urbis for the proposition of jobs that will be accommodated in office floorspace. As these benchmarks are not presented in the assessment, we are unable to determine whether the estimated office jobs that is driving demand are appropriate.
- **Benchmark office job density**
  The average job density of 12 sqm of office space per job appears to be reasonable for a non-CBD location to calculate demand.
- **Estimated vacancy rate for new office space**
  The vacancy rate applied in the demand calculation is based on the historical performance of comparable office markets such as that within Chatswood, according to Urbis. The Chatswood commercial precinct is a more established office market, with a vacancy rate of 3.7% at January 2020 (Knight Frank, 2020). Whilst the 10% vacancy rate is a more conservative rate for the calculation, it slightly inflates the demand figure by 10%, increasing demand from 96,150 sqm to 106,833 sqm in 2036.
- **Estimate withdrawal rate**
  An annual withdrawal rate of 0.5% is assumed in the gap analysis, which appears to be reasonable. However, the rate is also applied to the firm proposed office supply that is included in the total office floorspace estimate. It is unlikely that new commercial stock will be withdrawn from the market not long after development. As such the cumulative withdrawal floorspace figure in Table 2.3.7 of the report may be over-estimated.

The Urbis assessment calculates the additional demand for office floorspace for the period 2019 to 2036. The assessment does not consider whether the catchment is a currently undersupplied or oversupplied with commercial floorspace.

## 3.4 KEY FINDINGS

Overall, we agree that demand for commercial floorspace will increase in the future in line with employment projections. However, in our view, future demand may be over-estimated due to the following:

- It is not clear the benchmarks applied to employment figures to obtain the proportion of jobs that will be accommodated in office space.
- The vacancy rate applied to the demand calculation slightly inflates the total floorspace demanded to 2036.
- Cumulative withdrawal floorspace may be over-estimated because the withdrawal rate is applied to the total office floorspace, which includes new commercial developments.
- The assessment does not determine whether the existing commercial stock in the market is undersupplied or oversupplied.
- The revised masterplan specifies that the commercial floorspace proposed total 118,565 sqm, which is approximately 12% more than the originally submitted Proposal. This exceeds the projected additional demand in the Market Depth Assessment of 106,833 sqm by 11%.

The Peer Review makes the following recommendations:

- The impact on the other commercial and business centres in the LGA should be analysed in the assessment to determine whether this will cause a negative impact on these centres.
- It is important to understand the quality of existing stock in the market and the demand for commercial stock by subcategory.
- An analysis of the current commercial market including recent activity and office supply may further support in assessing the underlying and developing demand and uptake of commercial stock.

# 4. REVIEW OF RESIDENTIAL ASSESSMENT

This chapter contains a peer review of the residential component of the Market Depth Assessment prepared by Urbis (2020a).

## 4.1 THE PROPOSAL

The Proposal includes 86,418 sqm of residential floorspace, with an estimated yield of 929 apartments (inclusive of affordable housing of up to 15%).

Overall, the Market Depth Assessment identifies that:

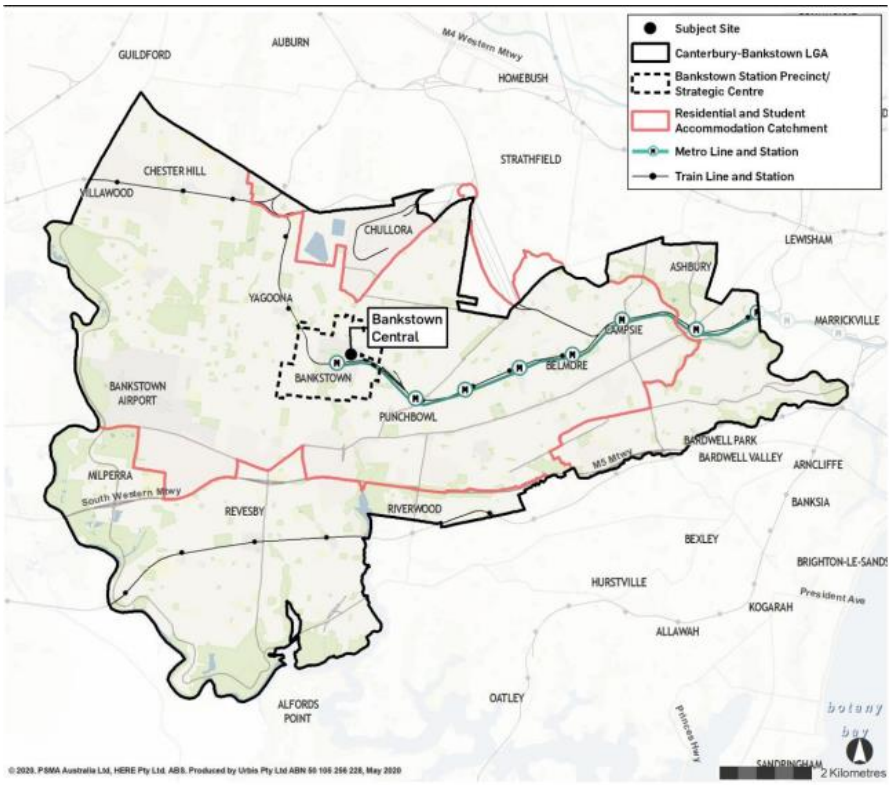
- The subject site will represent 4.5% of the total apartment market demand in the catchment by 2036.
- The subject site will represent 5.5% of the total apartment supply in the catchment by 2036.
- The subject site will meet 13% of the apartment supply-demand gap in the catchment by 2036.
- The construction of 929 apartments on the subject site by 2036 is supportable.

The revised masterplan concept specifies total residential floorspace as 88,735 sqm, with a yield of 972 apartments.

## 4.2 CATCHMENT AREA DEFINITION

The Market Depth Assessment defines the residential catchment as indicated by Figure 4.1.

**Figure 4.1: Residential Catchment per Planning Proposal**




Source: Urbis (2020a)

The catchment excludes areas that are within the LGA. Upon a high-level review, these excluded areas are mainly zoned RE1, RE2 and IN2 and thus appears to be reasonably excluded given these zonings do not generally permit residential development. For the purposes of this peer review, AEC will define the residential catchment as the Canterbury-Bankstown LGA boundary to account for the remainder of residential stock in the LGA and compare this with Urbis' analysis to determine whether there are material differences in the findings.

## 4.3 HOUSING SUPPLY

The Urbis assessment identifies that there are currently 103 apartment projects that are either under construction or proposed within the catchment area, delivering 6,216 dwellings by 2024. Since the issuance of the report, AEC has identified that a number of projects have been deferred or updated, and thus impacting the calculations for the market depth assessment.

In addition, we have identified other residential projects that are within the other areas of the LGA but not included in Urbis' catchment. This analysis will help determine whether the proposed residential dwellings are supportable for the LGA.

**Table 4.1: Updated Future Apartment Supply**

| | Within the Catchment | | | Other areas of the LGA | | | LGA Total |
|---|---|---|---|---|---|---|---|
| | Proposed | Firm | Total | Proposed | Firm | Total | |
| 2020 | 12 | 738 | 750 | - | 86 | 86 | 836 |
| 2021 | - | 1,112 | 1,112 | - | 172 | 172 | 1,284 |
| 2022 | 591 | 1,431 | 2,022 | 524 | 212 | 736 | 2,758 |
| 2023 | 457 | 2,420 | 2,877 | 120 | 208 | 328 | 3,205 |
| 2024 | 737 | 368 | 1,105 | 164 | - | 164 | 1,269 |
| 2025 | 242 | - | 242 | - | - | | 242 |
| **Total** | **2,039** | **6,609** | **8,108** | **808** | **678** | **1,486** | **9,594** |

Source: AEC, Cordell Connect

The Urbis report does not include the existing quantum of apartment stock within the Catchment or LGA. AEC has obtained Figure 4.2 from the City's Housing Strategy. It indicates that there are an estimated 120,862 dwellings in the Canterbury-Bankstown LGA, with 26.9% of the total dwellings being of flat, unit or apartments. This dwelling type has increased by 8.99% annually.

**Figure 4.2: Dwelling Structure Totals and Growth Rates (2006-2016)**

| Year | Separate House | Semi-Detached | Flat, Unit or Apartment | Other |
|---|---|---|---|---|
| 2016 | 68,069 | 20,222 | 32,550 | 21 |
| 2011 | 69,030 | 15,557 | 28,935 | 87 |
| 2006 | 69,167 | 13,926 | 27,403 | 129 |
| *Growth (Total)* | -1,098 | 6,296 | 5,147 | -108 |
| *Growth (CAGR %)* | *-0.80%* | *20.50%* | *8.99%* | *-59.65%* |

Source: City of Canterbury Bankstown (2020b)

## 4.4 HOUSING DEMAND

Urbis indicates that there is a demand of 20,616 apartments by 2036, and an overall deficit of 7,155 apartments.

The calculations which have informed the assessment are not clear. Whilst the methodology is outlined, the steps in the process which leads to the demand conclusions are not laid out. Presenting the methodology and calculations in a step-by-step process would bring greater clarity to understanding the process and assumptions that have been applied. Presenting the data in table rather than a bullet point format would facilitate more thorough interrogation.

AEC has subsequently taken the following steps to determine whether there is sufficient demand for the 929 apartments proposed for the Site:

- Obtain the population and household projections prepared by the NSW Department of Planning, Industry and Environment (DPIE).
- Determine whether the proposed pipeline of apartments is sufficient to meet demand.

**Table 4.2: Population and Household Projections (2016-2036)**

| | 2020 | 2021 | 2026 | 2031 | 2036 | Change |
|---|---|---|---|---|---|---|
| Population | 389,403 | 396,288 | 432,566 | 463,956 | 482,222 | +92,819 |
| Households | 131,068 | 133,688 | 147,705 | 160,090 | 168,393 | +37,325 |
| Average Household Size | 2.95 | 2.93 | 2.89 | 2.86 | 2.82 | |

Source: DPIE (2019)

The Canterbury Bankstown LGA is estimated to grow to 482,222 residents in 2036, from an estimated 389,403 people in 2020 (+92,819 persons). Households are projected to increase from 131,068 households in 2020, to 168,393 households in 2036.

From the analysis of future supply, there are around 9,600 apartments in the pipeline to be delivered until 2025. As such, it is estimated that the 929 apartments proposed on the Site will contribute to the need for 37,325 dwellings by 2036 within the LGA.

**Housing Targets**

The South District Plan (GSC, 2018) sets targets for new housing supply based on the Districts dwelling needs and existing opportunities. The five-year housing target for the Canterbury-Bankstown LGA is 13,250 new dwellings, out of a total of 23,350 dwellings in the South District. The 20-year strategic housing target for the District is 83,500 new dwellings, of which Canterbury-Bankstown will be a key contributor.

The Canterbury Bankstown Housing Strategy (2020) further identifies a target of 50,000 new dwellings by 2036 to meet housing demand for the Canterbury-Bankstown LGA, with 12,500 dwellings targeted in the Bankstown City Centre. In addition, the Strategy identifies a number of Strategic Directions to support the housing vision for the City:

1 Deliver 50,000 new dwellings by 2036 subject to the NSW Government providing upfront infrastructure support.

2 Stage the delivery of new dwellings to address complex renewal issues affecting Canterbury Bankstown.

3 Focus at least 80% of new dwellings within walking distance of centres and places of high amenity.

4 Ensure new housing in centres and suburban areas are compatible with the local character.

5 Provide a choice of housing types, size tenures and prices to suite each stage of life.

6 Design quality housing to maximise liveability and provide positive built form outcomes.

7 Align the R2 and R3 zones in the Canterbury LGA.

8 Urgently review dual occupancies in the suburban neighbourhoods.

## 4.5 KEY FINDINGS

Overall, the Peer Review agrees with Urbis, that the construction of 929 apartments (972 apartments per the revised masterplan) on the Site by 2036 is supportable. This is based on the following:

- The residential development at the Site contributes to the housing targets set in the South District Plan and Local Housing Strategy.
- The housing supply at the Site will contribute to the diversity of housing types in the LGA.
- The Site is located within walking distance of mass transit.
- The provision of housing supply at the Site will strengthen the role of Bankstown CBD as a strategic centre.
- The proposed staging of the project would allow for ample absorption across the proposed typologies (~15-year horizon).

An analysis of the current residential market including purchaser and renter profile, and sales activity of new and existing residential product may further support in assessing the underlying and developing demand and uptake of residential stock.

# 5. REVIEW OF SHORT-TERM ACCOMMODATION ASSESSMENT

This chapter contains a peer review of the short-term accommodation component of the Market Depth Assessment prepared by Urbis (2020a).

## 5.1 THE PROPOSAL

The Proposal includes a multi-storey hotel located on the western border of the site. The tower is expected to provide 656 hotel rooms and 84 serviced apartments.

The Market Depth Assessment indicates that:

- The site will meet 30% of the total room demand in the catchment in 2036.
- The site will represent 39% of the total supply in the catchment by 2036.
- The site will meet 55% of the demand supply gap in the catchment by 2036.

Urbis adopts the Canterbury-Bankstown LGA as the tourism catchment area which appear to be reasonable.

There were no changes to the total GFA and yield of the hotel component in the revised masterplan, however the serviced apartment component appears to be excluded from the revised scheme.

## 5.2 SHORT-TERM ACCOMMODATION SUPPLY

**Existing Supply**

The Urbis assessment indicates that there are currently 20 short-term accommodation establishments in the catchment, providing a total of 812 rooms. Upon review of the Table 2.2.1 in Urbis' report, it was noted that an establishment was duplicated, being 'Sleep Inn Express Motel' and 'Arena Hotel (formerly Sleep Express)' at 97 Hume Highway in Chullora. This brings the total supply in the catchment to 727 rooms over 19 establishments.

**Future Supply**

Urbis identifies three developments proposed in the catchment area, which are anticipated to deliver 320 rooms by 2023.

AEC has corroborated this information against the latest project information obtained from Cordell Connect and noted no changes to the status or details of these developments.

## 5.3 SHORT-TERM ACCOMMODATION DEMAND

Historical and forecast visitation information from Tourism Research Australia (TRA) data was analysed for the Sydney Tourism Region (TR). This TR encompasses all of the Greater Sydney Region and may not be an accurate representation of visitation in the catchment area.

The future room demand is calculated by applying the Sydney TR visitor night forecasts by a number of assumptions, including:

- **Proportion of Sydney TR visitor nights captured in catchment hotels** - It is unclear how the initial catchment rate of 0.29% of total visitor nights is derived.
- **Visitors per Room** – Average of 1.6 visitors per room appear to be reasonable for this assessment.
- **Occupancy Rate** –The average occupancy rates observed in 2019 for the Sydney region is approximately 80%. The applied occupancy rate of 75% appear to be reasonable for the catchment area.

The demand and supply gap analysis show that the existing provision of hotel rooms is appropriately supplied in the catchment. It assumes that the short-term accommodation market is at equilibrium for the catchment in 2020.

In addition, the availability of Airbnb's and serviced apartments in the catchment area is not considered. These types of accommodation generally provide direct alternatives to hotels.

Urbis makes no comment on the existing performance of the short-term accommodation within the catchment. The occupancy rate of 75% is applied for the calculation but no further analysis is provided. An assessment of historical occupancy rates and revenues is likely to further assist in assessing the current and future demand of short-term accommodation.

## 5.4 KEY FINDINGS

Whilst the Peer Review agrees that there is limited offering of short-term accommodation at a similar scale to the proposed hotel and serviced apartment, it is likely that future demand of short-term accommodation is overestimated. This is due to the following:

- The provision of serviced apartments and Airbnb's are not considered in the analysis. These accommodation types provide direct alternatives to hotels.
- The forecast information is for the Sydney Tourism Region, which encompasses the entire Greater Sydney Region. The Canterbury-Bankstown LGA has limited tourist attractions and is unlikely to capture much of this market. It is unclear how the catchment share % was estimated to calculate the visitor nights in the catchment.

# 6. REVIEW OF STUDENT ACCOMMODATION ASSESSMENT

This chapter contains a peer review of the student accommodation component of the Market Depth Assessment prepared by Urbis (2020a).

## 6.1 THE PROPOSAL

The Proposal includes two multi-storey student housing towers located on the western corner and norther eastern portion of the Site. The towers are expected to provide 1,664 student accommodation beds and support housing choice for students at the proposed Western Sydney University (WSU) Bankstown Campus.

Overall, the Market Depth Assessment concludes that:

- The subject site can meet 90% of the total student accommodation bed demand in the catchment by 2036.
- The subject site will represent 85% of the total supply in the catchment by 2036.
- The construction of 1,664 student accommodation beds on the subject site by 2036 is supportable.

The only purpose-built student accommodation currently in the catchment is the WSU Bankstown Village in Milperra, which offers 290 beds ranging from studios and three to five-bedroom apartments.

The revised masterplan concept estimates that the Site will provide 1,597 beds; a reduction of 67 beds from the originally submitted Proposal.

## 6.2 DEMAND FOR STUDENT ACCOMMODATION

**Historic Enrolments – Bankstown Campus**

Urbis indicates that the total growth in full-time on-campus students at WSU was 7.5% in 2018 and 1.7% per annum between 2010 and 2018, which equates to an average increase of 100 students per annum over the 8-year period. The data was sourced from Department of Education and Training data (DET).

AEC was able to obtain enrolment data from DET's website for Western Sydney University from 2010 to 2018, however the data does not specifically indicate what proportion of these enrolments are for the Bankstown Campus. Student headcount data by campus is publicly available from WSU's annual reports. AEC compared this data with Urbis' assessment.

**Table 6.1:Student Headcount, WSU Bankstown Campus (2010-2019P)**

| Campus | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| Bankstown | 6,438 | 6,690 | 6,870 | 7,121 | 7,677 | 8,183 | 8,159 | 7,501 | 6,874 | 5,805 |
| Ann. Growth % | - | 3.9% | 2.7% | 3.7% | 7.8% | 6.6% | -0.3% | -8.1% | -8.4% | -15.6% |
| Total WSU | 37,895 | 39,461 | 40,257 | 41,980 | 43,783 | 44,919 | 44,452 | 44,797 | 48,515 | 49,507 |

[1] Preliminary 2019 Student headcount data
Source: WSU (2014, 2016, 2019)

Between 2010 and 2015, the growth of students at the Bankstown campus was approximately 5.4% per annum. However, from 2016 onwards, the number of students at the Bankstown campus started to decline. This is due to the opening of the Parramatta City campus in January 2017. The new Parramatta CBD campus consists of a 14-storey development, approximately 26,500 sqm in size. This campus is expected to support 10,000 students, with the existing student headcount at 6,529 in 2019. Overall, total students for the Bankstown Campus have seen a *decline* in numbers between 2010 and 2019 by approx. 1.1% per annum.

The historic enrolments presented in table 2.4.1 in Urbis' report does not align with the headcount figures presented in WSU's annual reports, as it shows a growth of 1.7% per annum between 2010 and 2018 and an increase in total enrolments.

**Forecast Enrolments – Bankstown Campus**

Urbis estimates that student enrolments are projected to grow at a rate of 4.5% between 2018 and 2036. This results in the total enrolment for commencing and continuing students to be 14,093 by 2036.

However, media releases have indicated that the new Bankstown Campus will "cater to 10,000 students and around 700 professional and academic staff…, with 2,000 students on campus at any time." It is likely that the total students forecasted by Urbis to calculate housing demand is overstated, based on publicly available information. Other factors that indicate that the forecasted figures to 2036 are high include the following:

- The new Bankstown campus will mean the potential closure of the Milperra campus (existing students estimated at 5,805);
- There has been a decline in student headcount for the Bankstown Campus over the four years;
- The new Parramatta CBD campus is not yet at capacity (6,525 existing students, with a capacity of 10,000 students).

**Student Accommodation Demand**

Urbis applies the propensity approach for student accommodation demand, which recognises that different student groups will have different propensities to seek purpose-built student accommodation. The adopted propensities are outlined in Table 6.2.

**Table 6.2: Urbis' Adopted Propensities**

| | Benchmark Minimum | Benchmark Maximum | Benchmark Average | Adopted Propensities |
|---|---|---|---|---|
| **Commencing** | | | | |
| **Local Domestic** | | | | |
| Undergraduate | 0.7% | 3.0% | 1.3% | 1% |
| Postgraduate | 1.0% | 6.0% | 2.0% | 1% |
| **Domestic - Interstate** | | | | |
| Undergraduate | 29.4% | 85.0% | 52.4% | 45% |
| Postgraduate | 4.0% | 68.2% | 29.5% | 40% |
| **International** | | | | |
| Undergraduate | 2.5% | 45.0% | 16.6% | 45% |
| Postgraduate | 4.3% | 11.1% | 8.4% | 40% |
| **Continuing** | | | | |
| **Local Domestic** | | | | |
| Undergraduate | 0.3% | 2.6% | 1.0% | 1% |
| Postgraduate | 0.1% | 8.0% | 1.6% | 1% |
| **Domestic – Interstate** | | | | |
| Undergraduate | 18.4% | 35.0% | 25.0% | 40% |
| Postgraduate | 0.0% | 61.1% | 15.9% | 25% |
| **International** | | | | |
| Undergraduate | 5.1% | 20.0% | 9.7% | 10% |
| Postgraduate | 1.0% | 8.0% | 4.0% | 10% |

Source: Urbis (2020a)

The adopted propensities for domestic – interstate and international students are higher than the benchmark averages, based on the assumptions that the new WSU campus in 2022 is anticipated to increase interest from regional and international students, and that student accommodation is more attractive than private housing due to affordability issues in Sydney.

AEC has applied the minimum, maximum and average benchmark propensities identified by Urbis to understand the impact on student housing demand. In addition, AEC has adjusted the enrolment forecasts to reflect a maximum capacity of 10,000 students by 2036 at the Bankstown campus to determine whether this will also have a material impact to demand. This analysis is detailed in Table 6.3.

**Table 6.3: Sensitivity Analysis for Student Housing Demand in 2036**

| Estimated 2036 Enrolments | Minimum | Maximum | Average | Adopted |
|---|---|---|---|---|
| 14,093 students (Urbis) | 694 | 2,169 | 1,209 | 1,859 |
| 10,000 students | 493 | 1,539 | 858 | 1,319 |

Source: Urbis (2020a), AEC

The sensitivity analysis shows that based on Urbis' enrolment forecasts, demand for student housing may range from 694 to 2,169 beds in 2036 when the minimum and maximum ranges of the propensities are applied, or 1,209 beds if the average benchmark was applied. Assuming the capacity of the new WSU Bankstown campus is 10,000 students, the demand for student housing will decline to between 493 to 1,539 beds, or 858 beds if the average benchmark was applied.

The analysis suggests that the 290 beds currently provided in Milperra will not be sufficient to meet demand, and with the relocation of the Bankstown campus, this location may not be as attractive for students and this facility may not continue to operate in the future. As such, there will be an undersupply of purpose-built student accommodation for students to choose from, forcing them to turn to the private rental market.

However, student housing demand is also driven by other factors, including the:

- Pricing of the student accommodation;
- Type of student accommodation (i.e. dormitories or independent studios); and
- Pricing and availability of rental units in the private market.

Additional research on the housing preferences of existing and future students in the catchment may further support in assessing the underlying and developing demand of purpose-built student accommodation.

## 6.3 KEY FINDINGS

Key findings from the Peer review include:

- Forecast enrolments for the WSU Bankstown campus appear to be overestimated, with enrolments in 2036 forecast to be 14,093 students by 2036. The capacity of the new campus is approximately 10,000 students, as indicated in media releases.
- The adopted propensities are higher than the benchmark average (with the exception of commencing and continuing local domestic students). If the benchmark averages were applied, the demand for student accommodation beds decreases to 1,209 by 2036 based on Urbis' enrolment forecasts, or 858 beds if the 10,000 students estimate was used.

However, the Peer Review agrees with Urbis in that there is an existing undersupply of purpose-built student accommodation in the catchment, and that the proposed beds at the Site will provide the market with more housing choice, high level of amenities in an attractive location that is close to the new WSU Bankstown campus.

# 7. REVIEW OF RETAIL ASSESSMENT

This chapter contains a peer review of the Retail Development Potential Assessment carried out by Urbis (2018) to support the Planning Proposal.

## 7.1 THE PROPOSAL

Urbis indicate that an additional 15,293 sqm of retail floorspace is proposed for the Site, with 91,100 sqm of retail GFA retained via the existing centre (Bankstown Central).

The planning proposal makes no indication of the proposed retail mix and tenancies intended for the Site, other than it being podium retail.

## 7.2 RETAIL DEVELOPMENT POTENTIAL ASSESSMENT

Urbis present a retail development potential assessment that outlines the trade area catchment, related socio-demographic profiles and analyses the retail spending forecast in the trade area.

Urbis defines the trade areas to be served by the proposed development including:

- A primary core sector to reflect the more immediate or walkable resident catchment
- A secondary and tertiary trade area that extends between 5 – 10 kilometres from the subject development.
- Non-resident markets including workers and students in the area.

In general, the defined customer segments appear reasonable in relation to the area to be served by the regional centre. Data in relation to population, socio-demographic and retail spending is typical of a retail impact assessment.

Overall, the analysis suggests that future redevelopment of Bankstown Central can be supported within the next 10 years. The report indicates that the centre can support an increase of around 26,000 sqm in the next 10 years, and around 71,500 sqm in the longer term (next 30 years).

## 7.3 KEY FINDINGS

The assessment presents a robust assessment of the future development potential of the Bankstown Shopping Centre. Overall, the Peer Review agrees with Urbis, that the demand for retail floorspace will increase in the future with population growth. The proposed 15,293 sqm of retail floorspace for the Site falls within the recommended scale for the future redevelopment/expansion of Bankstown Central in the short term and long term.

The Peer Review makes the following recommendations:

- Clarify the proposed retail mix and tenancies for the Bankstown Central site for the additional 15,293 sqm of retail floorspace.
- An analysis of the impact of the proposed retail provision to the existing and planned centres will assist to determine whether this level will adversely impact the viability of the retail provision provided in the nearby local and strategic centres. In any case, demand is not a material consideration for planning purposes. Rather it is the impact on existing or planned centres that is the pertinent matter, although a lack of demand will exacerbate any adverse impacts. We do not consider the Urbis report has properly examined the impacts on existing and planned centres in the area.
- Whilst the report gives great guidance and benchmarks the development potential for retail, it does not provide for a detailed understanding of market depth (existing plus future supply and demand). The quantum (15,294 sqm) of additional retail space seems appropriate, however we cannot confirm this without a more granular analysis of supply and demand.

# 8. OTHER CONSIDERATIONS

This chapter discusses additional factors that influence the demand, supply and market depth of the different types of floorspace proposed. These include:

- Indicative staging of the proposal; and
- Market conditions of the lending environment.

## Implications of Staging the Development

The development is proposed to be staged based on the expirations of the key leases in Bankstown Central. This results in 7 stages, with four stages to be delivered by 2026 (66%), and the remainder to be delivered between 2030 to 2035.

**Figure 8.1: Indicative Staging Scheme**




Source: FJMT (2019)

The planning proposal spans across 18 towers containing a mixture of uses in specific locations of the site. Each tower also includes a retail podium, totalling 15,293 sqm of new retail floorspace outside of the existing shopping centre. Table 8.1 summarises how the towers will be delivered across the 7 stages and the anticipated timing for the stages.

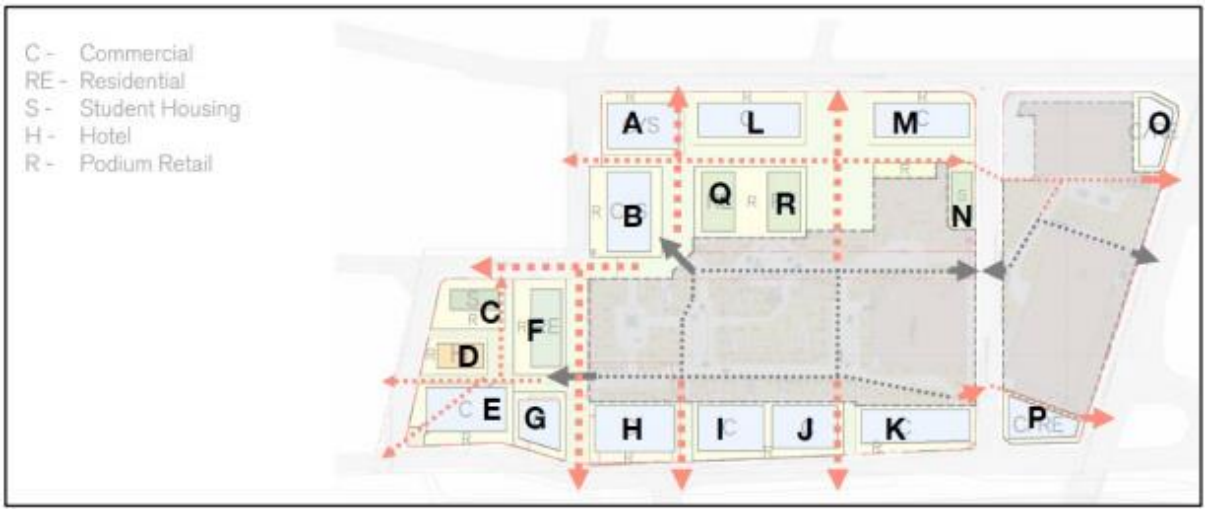
**Table 8.1: Indicative Staging Scheme**

| Stage | Stage Description | Delivery | Building | Floorspace Type | Retail Podium (Y/N)? | Building GFA | Total GFA |
|---|---|---|---|---|---|---|---|
| 1 | Bus Precinct | 2020-2023 | A | Commercial and Student Housing | Y | 11,296 | 28,641 |
| | | | B | | Y | 17,345 | |
| 2 | Town Centre | 2021-2025 | C | Student Housing | Y | 11,445 | 76,160 |
| | | | D | Hotel | Y | 13,178 | |
| | | | E | Commercial | Y | 29,554 | |
| | | | F | Residential | Y | 21,983 | |
| 3 | North Terrace West + Rickard Road North | 2022-2026 | G | Commercial | Y | 19,971 | 61,938 |
| | | | H | Commercial | Y | 21,656 | |
| | | | L | Commercial | Y | 8,773 | |
| | | | M | Commercial | Y | 11,538 | |
| 4 | North Terrace Centre | 2024-2026 | I | Commercial | Y | 35,444 | 35,444 |
| | | | J | Commercial | Y | | |

| Stage | Stage Description | Delivery | Building | Floorspace Type | Retail Podium (Y/N)? | Building GFA | Total GFA |
|---|---|---|---|---|---|---|---|
| 5 | North Terrace East + Rickard Road South | 2030-2034 | K | Commercial | Y | 27,778 | 65,840 |
| | | | Q | Residential | Y | 29,946 | |
| | | | R | Residential | Y | | |
| | | | N | Student Housing | Y | 8,116 | |
| 6 | Woolworths N/E | 2032-2034 | O | Commercial and Residential | Y | 16,839 | 16,839 |
| 7 | Woolworths S/W | 2033-2035 | P | Commercial and Residential | Y | 19,496 | 19,496 |
| | **Total** | | **18** | | | **304,358** | **304,358** |

Source: FJMT (2019), Urbis (2019)

**Figure 8.2: Indicative Building Layout on Site**




Source: FJMT (2019)

There are a number of discrepancies noted in the planning proposal related to the buildings and floorspace type. The proposed total GFA attributed to the hotel is 29,298 sqm and is situated in Building D, as illustrated in the indicative building layout at Figure 8.2. However, this exceeds the building GFA of 13,179 sqm for Building D, which also includes a retail podium. Similarly, the proposed total GFA for student accommodation is 59,976 sqm, located at Buildings A, B, C and N, which totals 48,202 sqm and includes other uses such as commercial and retail podiums. As such, it is unclear how the floorspace (by type and quantum) will be delivered across the stages. AEC notes that the masterplan concept is preliminary and indicative only; used to demonstrate how the site may develop to inform future building height and yields for the site.

Stage 1 and 2 is expected to be complete within the next five years (by 2025), providing 104,800 sqm of floorspace (35% of total proposed new GFA) across six mixed-use developments on the western end of the Site (Bus Precinct and Town Centre).

The timing of the delivery of floorspace is an important consideration so the market is not flooded with an oversupply of a certain type of floorspace at a given time. With regards to the staging, the following factors should be noted:

- The indicative staging scheme indicates that the majority of student housing (in Buildings A, B & C) will be delivered by 2025. As the student accommodation is expected to predominantly cater to the students of UWS Bankstown campus, which is set to open in 2022, the staging of this appears to be reasonable.
- Commercial floorspace is proposed to be delivered at each stage of the proposal, with most of the commercial towers being delivered by 2026. This roughly aligns with the expected completion of the Sydney Metro Southwest Project in 2024, which will provide workers greater access and connectivity to the Bankstown CBD.
- Commercial floorspace makes up 35% of the total proposed new floorspace. Given there have been significant job losses and work-from-home orders, the current demand for commercial floorspace is certainly impacted, but to an unknown extent when it comes to suburban office markets. The Sydney CBD office market has

observed a decline in leasing activity, with vacancy rates increasing from 5.8% at the onset of the pandemic to 10.2% (JLL, 2020). As such, a flexible approach should be considered for the commercial floorspace to develop into other uses (dependent on demand and market up-take) but while still maintaining a sufficient level of non-residential floorspace in order for Bankstown to develop into one of the largest strategic, administration centre in the Southwest. If Council were to impose non-residential floorspace caps or restrictions, it should be reviewed at each stage of the development.

### Financing Market Conditions in the Current Economic Environment

The global COVID-19 pandemic has generated an unprecedented impact in Australia and most countries of the world. There have been major disruptions to economic activity as a result, with some markets hit harder than others including the retail and commercial sectors. Significant job losses, social distancing requirements, work-from-home orders and the decrease in leasing activity have had major impacts both markets.

In general, commercial properties are typically more susceptible to economic downturns, which may be perceived by lenders as a riskier investment than say residential if there are not adequate levels of pre-commitment. Commercial debts are also more complex and are generally priced on risk. Given the existing economic environment and increased regulatory pressure, banks may be more conservative and require more security from developers before committing the capital.

In a survey conducted by Stamford Capital (Real Estate Debt Capital Markets Survey 2020), it was revealed that whilst there were challenges associated with an uncertain economy, a lot of liquidity remains in the market due to government stimulus, low interest rates, relaxed lending rules and RBA's decision to print more money (quantitative easing). Credit markets are likely to reprice upwards to reflect increased levels of risk and reduce risk appetite. Whilst the majority of banks and lenders surveyed require 60-100% presales, non-banks are continuing to underwrite developments with limited presales. This provides non-bank lenders with an opportunity to capture a greater market share where there is a bank dominance historically.

The survey revealed that most lenders expect lending activity to continue despite the pandemic, with lenders pricing for the heightened risk until economic conditions stabilise. It is likely that some borrowers will face a tighter lending environment during this time.

Key factors that may influence a lending institutions' decisions are discussed below.

**Pre-commitment levels**

Tenant pre-commitments for commercial developments provide a reduced risk for banks and developers as it guarantees rental income for a committed lease period. In Australian CBD office markets, landlords and developers are traditionally more prudent and will generally seek a certain level of pre-commitments prior to commencing construction. Having a sizeable amount of floorspace pre-committed (typically over 50%) will be favourable in the lenders' perspective. The anchor tenant, their financial covenant as well and the lease tenure, can also sway the decision of the financier one way or the other. As an example, having a Big 4 bank as an anchor is more favourable than a high-risk contracting business.

**Loan-to-Value (LVR) Ratios**

Underwriting in the commercial space requires a higher upfront equity contribution from the developer. This is because the lender is exposing themself to a large capital outlay in a short period of time in a high-risk activity. A lower loan-to-value ratio (LVR) will be more favourable in the eyes of the lender as it carries less risk. Typically, in more buoyant market conditions, most lenders require a contribution of 30 - 40% for commercial debt, which equates to an LVR of 60-70%. Given the current uncertainty in the market, we have observed LVR requirements of between 50 – 55% for new debt commitments.

**Risks related to the Project**

A number of risks are considered by lenders when assessing whether to provide project financing. Factors that determine project risk are generally defined as construction and market risks. Construction risks are generally associated with the build cycle and can include things like infrastructure, site challenges, engineering and architecture. As an example, a project affected by water tables (adjacent a river or harbour) is riskier than a

greenfield site. Market risks are those associated with location, sector and performance. For example, Australian major cities are more attractive to investors than regional towns, and the commercial and residential sectors are generally more attractive than hotel and retail sectors.

**Financial Capacity of Developers**

The financial security of the developers may also impact the bank's desire to provide project finance for commercial developments. Typically banks and financial institutions are looking to fund developers who have strong balance sheets, a strong P&L and consistent cashflows. If the developers fall short on these KPI's, then the possibility still exists to obtain finance but at a higher than headline interest rate and may need to consider mezzanine/junior debt sources to help fund the project.

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# APPENDIX A: RESIDENTIAL FUTURE SUPPLY PIPELINE

**Table A. 1 Updated Residential Future Supply Pipeline, Catchment Area**

| Project Title | Project Address | Suburb | Estimated Year | Stage | Units | Status |
|---|---|---|---|---|---|---|
| **Apartment Projects with Less Than 25 Units** | | | | | | |
| Haldon Street Mixed Use Development | 146-148 Haldon St | Lakemba | 2023 | Development Application | 24 | Possible |
| Canterbury Road Mixed Use Development | 287-289 Canterbury Rd | Canterbury | 2024 | Development Application | 23 | Possible |
| Canterbury Road Apartments | 784 Canterbury Rd | Belmore | 2023 | Development Application | 22 | Possible |
| Brighton Avenue Units | 127 Brighton Ave | Campsie | 2023 | Development Application | 21 | Possible |
| Beaumont St Affordable Housing | 10-12 Beaumont St | Campsie | 2021 | Site Preparation in Progress | 21 | Firm |
| Canterbury Rd Mixed Development - The Gateway | 297-299 Canterbury Rd | Canterbury | 2022 | Building Application | 20 | Firm |
| Chapel Street Units | 84-88 Chapel St | Belmore | 2022 | Development Approval | 20 | Firm |
| Stanley St Mixed Development | 53-55 Stanley St | Bankstown | 2021 | Construction | 20 | Firm |
| Evaline Street Apartments | 144-148 Evaline St | Campsie | 2021 | Development Approval | 20 | Deferred |
| Canterbury Rd Mixed Development - The Earl | 680-682 Canterbury Rd | Belmore | 2020 | Construction | 19 | Firm |
| Canterbury Rd Mixed Use Development | 773-777 Canterbury Rd | Belmore | 2020 | Construction | 18 | Firm |
| Broadway Units | 73 Broadway | Punchbowl | 2023 | Development Application | 17 | Possible |
| Brancourt Avenue Units | 73 Brancourt Ave | Yagoona | 2021 | Construction | 17 | Firm |
| Stoddart Street Dwellings | 90, 92 & 94 Stoddart St | Roselands | 2021 | Development Approval | 17 | Firm |
| Canterbury Rd Mixed Use Development | 274-276 Canterbury Rd | Canterbury | 2021 | Building Approval | 17 | Firm |
| Willeroo Street Units | 2-4 Willeroo St | Lakemba | 2022 | Development Approval | 16 | Deferred |
| Shadforth St Units | 40-42 Shadforth St | Wiley Park | 2021 | Development Approval | 16 | Firm |
| Mccourt St Units | 2-4 McCourt St | Wiley Park | 2021 | Development Approval | 16 | Firm |
| Jocelyn Street Dwellings | 6, 8, 10 & 10A Jocelyn St | Chester Hill | 2022 | Development Application | 15 | Possible |
| Kingsgrove Rd Mixed Development | 86-92 Kingsgrove Rd | Belmore | 2022 | Building Application | 15 | Firm |
| Canterbury Road Mixed Development | 1258-1260 Canterbury Rd | Roselands | 2022 | Development Approval | 14 | Firm |
| Loch St Units | 49-51 Loch St | Campsie | 2022 | Development Approval | 14 | Deferred |
| Leylands Parade Units | 80-82 Leylands Pde | Belmore | 2022 | Site Preparation in Progress | 14 | Firm |
| Ellis Street Residential Development | 9-13 Ellis St | Condell Park | 2022 | Development Approval | 13 | Deferred |
| Burwood Road Mixed Development | 504 Burwood Rd | Belmore | 2022 | Development Approval | 13 | Firm |
| Strickland Street Units | 2-6 Strickland St | Bass Hill | 2022 | Development Approval | 13 | Firm |
| Ellis Street Dwellings | 32 Ellis St | Condell Park | 2020 | Construction | 13 | Firm |
| Restwell St Mixed Development | 15-17 Restwell St | Bankstown | 2024 | Development Approval | 12 | Deferred |
| Yangoora Rd Units | 27-29 Yangoora Rd | Belmore | 2021 | Development Approval | 12 | Deferred |

| Project Title | Project Address | Suburb | Estimated Year | Stage | Units | Status |
|---|---|---|---|---|---|---|
| Karne St Nth Dwellings | 120-122 Karne St Nth | Roselands | 2020 | Construction | 12 | Firm |
| Jacobs Street Units | 48 Jacobs St | Bankstown | 2020 | Development Application Refused | 12 | Possible |
| Matthews St Apartments | 43 Matthews St | Punchbowl | 2023 | Development Approval | 11 | Deferred |
| Fletcher St Units | 27 Fletcher St | Campsie | 2022 | Development Approval | 10 | Firm |
| Chelmsford Avenue Shop Top Housing | 2 Chelmsford Ave | Belmore | 2023 | Development Application | 9 | Possible |
| Second Avenue Units | 46-48 Second Ave | Campsie | 2023 | Development Approval | 9 | Firm |
| Moorefields Road Dwellings | 179-181 Moorefields Rd | Roselands | 2022 | Development Application | 9 | Possible |
| Frederick Street Units | 52 Frederick St | Campsie | 2021 | Site Preparation in Progress | 9 | Firm |
| Eighth Av Units - Wisteria Court | 81-83 Eighth Av | Campsie | 2021 | Contract Let | 9 | Firm |
| Columbine Av Mixed Development | 96-98 Columbine Av | Punchbowl | 2020 | Construction | 9 | Firm |
| Columbine Avenue Mixed Used Development | 96-98 Columbine Ave | Punchbowl | 2020 | Construction | 9 | Firm |
| Colin Street Apartments | 44 Colin St | Lakemba | 2023 | Development Approval | 8 | Firm |
| Ellis Street Units Condell Park | 29 & 31 Ellis St | Condell Park | 2022 | Development Approval | 8 | Deferred |
| Collins Crescent Dwellings | 15-18 Collins Cr | Yagoona | 2022 | Development Approval | 8 | Firm |
| Barbers & Woodville Roads Units | 19-21 Barbers Rd | Chester Hill | 2021 | Development Approval | 8 | Firm |
| Shadforth St Apartments | 5 Shadforth St | Wiley Park | 2021 | Development Approval | 8 | Deferred |
| Linda Street Dwellings | 40-42 Linda St | Belfield | 2023 | Development Approval | 6 | Deferred |
| Daisy Street Units | 1 Daisy St | Roselands | 2022 | Development Application | 6 | Possible |
| Chapel Road Dwellings | 519 Chapel Rd | Bankstown | 2022 | Development Approval | 6 | Deferred |
| Norfolk Road Residential Development | 28-30 Norfolk Road | Greenacre | 2022 | Development Application | 5 | Possible |
| Macquarie Street Dwellings | 30-32 Macquarie St | Greenacre | 2022 | Development Application | 5 | Possible |
| Chester Hill Road Dwellings | 139 Chester Hill Rd | Bass Hill | 2021 | Development Approval | 5 | Firm |
| Chester Hill Road Units | 131 Chester Hill Rd | Bass Hill | 2021 | Development Approval | 5 | Firm |
| Latvia Avenue Units | 14-16 Latvia Ave | Greenacre | 2021 | Development Approval | 5 | Firm |
| Cardigan Road Dwellings | 37-39 Cardigan Rd | Greenacre | 2020 | Construction | 5 | Firm |
| Taylor Street Dwellings | 60 Taylor St | Condell Park | 2022 | Development Application | 4 | Possible |
| Strickland Street Dwellings | 30 Strickland St | Bass Hill | 2022 | Development Application | 4 | Possible |
| Wellington Road Dwellings | 245 Wellington Rd | Chester Hill | 2022 | Development Application | 4 | Possible |
| Hume Highway Residential Development | 776 Hume Hwy | Yagoona | 2022 | Development Application | 4 | Possible |
| Dudley Avenue Dwellings | 14 Dudley Ave | Bankstown | 2022 | Development Application | 4 | Possible |
| Nicoll Street Dwellings | 15-17 Nicoll St | Roselands | 2021 | Development Approval | 4 | Firm |
| Chapel Road Mixed Use Development | 280 Chapel Rd | Bankstown | 2020 | Construction | 3 | Firm |
| Apartment Projects with 25 Units or More | | | | | | |
| Poly Bankstown | 32 Kitchener Pde | Bankstown | 2023 | Tenders Called/Regns Advertised | 516 | Firm |

| Project Title | Project Address | Suburb | Estimated Year | Stage | Units | Status |
|---|---|---|---|---|---|---|
| Canterbury Close | 242, 246-258 Canterbury Rd | Canterbury | 2023 | Development Approval | 483 | Deferred |
| The Compass Centre Redevelopment | 83-99 North Terrace | Bankstown | 2022 | Development Application | 471 | Possible |
| Milton Street Development Site | 149-163 Milton St | Ashbury | 2024 | Rezoning Approval | 385 | Possible |
| Canterbury Rd Mixed Development - Emporia | 548-568 Canterbury Rd | Campsie | 2020 | Construction | 340 | Firm |
| Canterbury Rd Mixed Development | 1600-1602 Canterbury Rd | Punchbowl | 2022 | Development Approval | 297 | Firm |
| Hume Highway Mixed Use Development - Virtu | 350 Hume Hwy | Yagoona | 2023 | Building Approval | 290 | Firm |
| Hume Highway Mixed Use Development | 348 Hume Hwy | Bankstown | 2023 | Development Approval | 230 | Firm |
| Hillcrest Avenue & Hume Highway Mixed Development - Eden | 24 Hillcrest Av | Greenacre | 2021 | Construction | 191 | Firm |
| Canterbury Rd Mixed Use Development Site | 677 & 687 Canterbury Rd | Belmore | 2023 | Development Application Refused | 184 | Possible |
| King Georges Rd & Lakemba Street Mixed Use | 64 King Georges Rd | Wiley Park | 2025 | Development Application | 182 | Possible |
| Cross St Apartments | 11, 11A & 17 Cross St | Bankstown | 2020 | Construction | 150 | Firm |
| Canterbury Rd Mixed Development - Cornerstone | 717-727 Canterbury Rd | Belmore | 2021 | Construction | 141 | Firm |
| Croydon Street Residential Development | 5-9 Croydon St | Lakemba | 2024 | Rezoning Approval | 130 | Possible |
| Sixth Avenue Apartments | 2-16 Sixth Ave | Campsie | 2024 | Development Approval | 125 | Firm |
| Hume Hwy Mixed Development | 326 Hume Hwy | Bankstown | 2024 | Development Approval | 123 | Deferred |
| Canterbury Road Mixed Use Development | 821-855 Canterbury Rd | Lakemba | 2023 | Development Approval | 123 | Firm |
| Canterbury Rd Mixed Development - Roselands Garden | 810 Canterbury Rd | Roselands | 2023 | Development Approval | 117 | Firm |
| Campbell Hill Rd Mixed Development | 137 Campbell Hill Rd | Chester Hill | 2023 | Development Approval | 100 | Deferred |
| Canterbury Road Mixed Use Development | 918-922, 930 & 936 Canterbury Rd | Roselands | 2022 | Development Approval | 98 | Firm |
| South Terrace Mixed Development | 220-222 South Terrace | Bankstown | 2023 | Development Approval | 91 | Deferred |
| Restwell St Units | 116-124 Restwell St | Bankstown | 2023 | Development Approval | 87 | Deferred |
| Rookwood Road Units | 25A & 29B Rookwood Rd | Yagoona | 2022 | Development Approval | 87 | Deferred |
| Canterbury Rd Mixed Development | 1186-1202 Canterbury Rd | Roselands | 2023 | Development Application | 80 | Possible |
| Canterbury Road Mixed Development | 1552 Canterbury Rd | Punchbowl | 2021 | Development Approval | 78 | Firm |
| Cross St & Stanley St Units | 4 Cross St & 13-15 Stanley St | Bankstown | 2022 | Development Approval | 70 | Firm |
| Canterbury Road Mixed Use Development | 956-964 Canterbury Rd | Roselands | 2024 | Development Application Refused | 69 | Possible |
| South Parade Shop Top Housing | 46-47 & 48 South Pde | Campsie | 2021 | Development Approval | 68 | Firm |
| Beamish Street Mixed Use Development | 386, 396 & 398 Beamish St | Campsie | 2024 | Development Approval | 67 | Firm |
| Canterbury Road Mixed Development | 892-906 Canterbury Rd | Roselands | 2023 | Development Approval | 66 | Deferred |
| Canterbury Road Mixed Use Development | 1608-1612 Canterbury Rd | Punchbowl | 2022 | Development Approval | 62 | Firm |
| Sixth Avenue Mixed Development | 13 & 17 Sixth Av | Campsie | 2022 | Development Approval | 61 | Firm |
| Canterbury Road Units | 754-760 Canterbury Rd | Belmore | 2025 | Development Application Refused | 60 | Possible |

| Project Title | Project Address | Suburb | Estimated Year | Stage | Units | Status |
|---|---|---|---|---|---|---|
| Canterbury Road Mixed Use Development | 1570-1580 Canterbury Rd | Punchbowl | 2023 | Development Approval | 60 | Deferred |
| Harp Street Units | 2-12 Harp St | Campsie | 2023 | Development Approval | 60 | Firm |
| The Boulevarde Units | 108 The Boulevarde | Wiley Park | 2022 | Development Approval | 60 | Firm |
| Percy St Apartments | 47-49 Percy St | Bankstown | 2021 | Development Approval | 60 | Firm |
| Canterbury Rd Mixed Development | 388-392 Canterbury Rd | Canterbury | 2022 | Construction | 58 | Firm |
| Leonard Street Units | 32, 32A & 34 Leonard Street | Bankstown | 2024 | Development Application | 53 | Possible |
| Stanley St Units - Bankstar | 18-22 Stanley St | Bankstown | 2020 | Site Preparation in Progress | 53 | Firm |
| Canterbury Rd Mixed Development | 857-875 Canterbury Rd | Lakemba | 2022 | Development Approval | 52 | Firm |
| Lahc - Chester Hill | 48-50 Wellington Rd | Chester Hill | 2022 | Contract Let | 50 | Firm |
| Leonard Street Units | 35-39 Leonard St | Bankstown | 2021 | Construction | 48 | Firm |
| Beamish Street Mixed Use Development | 349 & 355-357 Beamish St | Campsie | 2022 | Building Approval | 47 | Deferred |
| Canterbury Road Units | 749 Canterbury Rd | Belmore | 2020 | Construction | 46 | Firm |
| Leonard Street Apartments | 18-20 Leonard St | Bankstown | 2021 | Construction | 44 | Firm |
| Canterbury Road Mixed Use Development | 684-700 Canterbury Rd | Belmore | 2024 | Development Application | 42 | Possible |
| Haldon Street Mixed Use Development | 1-7 Haldon St | Lakemba | 2022 | Development Approval | 42 | Firm |
| Drummond Street Mixed Use Development | 45-47 Drummond St | Belmore | 2024 | Development Approval | 41 | Firm |
| Fairmount St Units | 36 Fairmount St | Lakemba | 2023 | Development Approval | 39 | Firm |
| Weyland St Mixed Use Development | 9-11 Weyland St | Punchbowl | 2021 | Construction | 39 | Firm |
| Chertsey Av Units | 39-41 Chertsey Av | Bankstown | 2022 | Building Application | 38 | Firm |
| Chapel Road Apartments | 226 Chapel Rd Sth | Bankstown | 2023 | Development Approval | 37 | Firm |
| Woodville Rd Residential Development | 43-47 Woodville Rd | Chester Hill | 2021 | Building Application | 37 | Firm |
| Auburn Road & Neutral Ave Mixed Use Development | 77-81 Auburn Rd | Birrong | 2023 | Development Application | 36 | Possible |
| Canterbury Road Apartments | 599-603 Canterbury Rd | Belmore | 2023 | Development Application Refused | 36 | Possible |
| Hume Highway Units | 977 Hume Hwy | Lansdowne | 2021 | Development Approval | 36 | Firm |
| Canterbury Road Shop Top Housing | 610-616 Canterbury Rd | Belmore | 2024 | Development Application | 35 | Possible |
| Weyland Street Mixed Use Development | 1 & 3 Weyland St | Punchbowl | 2022 | Development Application | 35 | Possible |
| Charles Street Mixed Development | 6-6A Charles St | Canterbury | 2021 | Development Approval | 35 | Firm |
| Burwood Rd Mixed Development | 440-442 Burwood Rd | Belmore | 2020 | Construction | 35 | Firm |
| Alfred Street Units | 1-5 Alfred St | Clemton Park | 2023 | Development Approval | 32 | Firm |
| Marshall St Units | 23-27 Marshall St | Bankstown | 2022 | Development Approval | 32 | Firm |
| Hume Highway Mixed Development | 324 Hume Hwy | Bankstown | 2022 | Development Approval | 31 | Firm |
| Burwood Rd Mixed Development | 11 Burwood Rd | Belfield | 2022 | Development Approval | 31 | Firm |
| Angus Crescent Shop Top Housing | 7-11A Angus Cr | Yagoona | 2023 | Development Approval | 29 | Firm |

| Project Title | Project Address | Suburb | Estimated Year | Stage | Units | Status |
|---|---|---|---|---|---|---|
| Vicliffe Avenue Lahc | 24-28 Vicliffe Ave | Campsie | 2023 | Development Application | 28 | Possible |
| Broughton St Residential Building | 6 Broughton St | Canterbury | 2022 | Development Approval | 28 | Firm |
| Canterbury Rd Mixed Development | 147-151 Canterbury Rd | Canterbury | 2023 | Development Approval | 26 | Deferred |
| Canterbury Road Mixed Use Development | 813-819 Canterbury Rd | Lakemba | 2022 | Development Approval | 26 | Deferred |
| Canterbury Road Mixed Development | 520-522 Canterbury Rd | Campsie | 2022 | Development Approval | 26 | Firm |
| Beamish St Mixed Development | 349 Beamish St | Campsie | 2022 | Building Approval | 26 | Firm |
| Sir Joseph Banks St Units | 27-31 Sir Joseph Banks St | Bankstown | 2021 | Development Approval | 26 | Deferred |
| Cairds Avenue Apartments | 74-80 Cairds Av | Bankstown | 2020 | Contract Let | 26 | Firm |
| Burwood Road Shop Top Housing | 460-462 Burwood Rd | Belmore | 2022 | Development Application | 25 | Possible |
| Lakemba Street Mixed Use Development | 188 Lakemba St | Lakemba | 2022 | Development Approval | 25 | Firm |
| Helen Street Units | 67-69 Helen St | Sefton | 2021 | Construction | 25 | Firm |
| Canterbury Rd Mixed Use Development | 1408-1410 Canterbury Rd | Punchbowl | 2021 | Development Approval | 25 | Firm |
| Georges Cr Mixed Development | 38 Georges Cr | Georges Hall | 2021 | Development Approval | 25 | Firm |
| Broadway Units | 39-43 Broadway | Punchbowl | 2021 | Development Approval | 25 | Firm |

Source: AEC / Cordell Connect

**Table A. 2 Updated Residential Future Supply Pipeline, Other Areas within LGA**

| Project Title | Project Address | Suburb | Estimated Year | Stage | Units | Status |
|---|---|---|---|---|---|---|
| Riverlands (East Hills) Golf Course | 56 Prescot Pde | Milperra | 2022 | Development Application Refused | 490 | Possible |
| Brighton Av Mixed Use Development | 15-33 Brighton Ave | Croydon Park | 2023 | Development Approval | 200 | Firm |
| Regents Park Masterplan Development | 30-46 Auburn Rd | Regents Park | 2022 | Development Approval | 137 | Firm |
| Canterbury Rd Mixed Development | 220-222 Canterbury Rd | Canterbury | 2021 | Development Approval | 84 | Firm |
| Broadarrow Road Mixed Use Development | 41 Broadarrow Rd | Narwee | 2024 | Development Application | 63 | Possible |
| Georges River Road Mixed Use Development | 236-240 Georges River Rd | Croydon Park | 2024 | Development Application | 55 | Possible |
| Karne Street South & Graham Road Dwellings | 35 Karne St South | Narwee | 2024 | Development Application | 46 | Possible |
| Broughton St Mixed Development | 2 Broughton St | Canterbury | 2020 | Completed | 42 | Firm |
| Penshurst Road Shop Top Housing | 153 Penshurst Rd | Narwee | 2023 | Development Application | 39 | Possible |
| Tower Street Shoptop Housing | 229 Tower St | Panania | 2023 | Development Application | 37 | Possible |
| The Grove On Anderson | 35 Anderson Av | Panania | 2020 | Construction | 28 | Firm |
| Georges River Road Mixed Use Development | 230-234 Georges River Rd | Croydon Park | 2022 | Development Approval | 24 | Firm |
| New Canterbury Road Mixed Use Development | 636-638 New Canterbury Rd | Hurlstone Park | 2021 | Development Approval | 21 | Firm |
| Graham Road Units | 54 & 56 Graham Rd | Narwee | 2023 | Development Application | 20 | Possible |
| Iberia Street Units | 51 Iberia St | Padstow | 2023 | Development Application | 16 | Possible |
| Homer Street Mixed Use Development | 364-368 Homer St | Earlwood | 2022 | Development Approval | 13 | Deferred |
| Graham Road Apartments | 51-53 Graham Rd | Narwee | 2021 | Development Approval | 12 | Deferred |
| Lambeth Street Mixed Development | 146 Lambeth St | Panania | 2021 | Development Approval | 12 | Firm |
| Iberia Street Mixed Use Development | 50-56 Iberia St | Padstow | 2022 | Development Application | 10 | Possible |
| Dunmore Street Units | 7-9 Dunmore St | Croydon Park | 2020 | Development Approval | 10 | Firm |
| Homer Street Mixed Use Building | 2-10 Homer St | Earlwood | 2022 | Development Approval | 9 | Firm |
| Balmoral Avenue Dwellings | 67-69 Balmoral Ave | Croydon Park | 2021 | Development Approval | 9 | Firm |
| Hydrae Street Duplexes | 103 & 105 Hydrae St | Revesby | 2023 | Development Approval | 8 | Firm |
| Duntroon Street Dwellings | 65-69 Duntroon St | Hurlstone Park | 2023 | Development Application | 8 | Possible |
| Hampden Road Apartments | 107 Hampden Rd | Lakemba | 2022 | Development Application | 8 | Possible |
| Graham Road Units | 47 Graham Rd | Narwee | 2022 | Development Approval | 8 | Firm |
| Grove Avenue Dwellings | 45 Grove Ave | Narwee | 2022 | Development Approval | 8 | Firm |
| Forrest Road Dwellings | 18-20 Forrest Rd | East Hills | 2022 | Development Approval | 7 | Firm |
| Henry Lawson Drive Dwellings | 864 Henry Lawson Dr | Picnic Point | 2022 | Development Application | 7 | Possible |
| Picnic Point Road Dual Occupancies | 19-21 Picnic Point Rd | Panania | 2022 | Development Approval | 6 | Firm |
| Anderson Avenue Dwellings | 25 Anderson Ave | Panania | 2021 | Building Approval | 6 | Firm |
| Albert Street Dwellings | 59-61 Albert St | Revesby | 2021 | Building Application | 6 | Firm |

| Project Title | Project Address | Suburb | Estimated Year | Stage | Units | Status |
|---|---|---|---|---|---|---|
| Hydrae Street Dwellings | 5 Hydrae St | Revesby | 2021 | Development Approval | 6 | Firm |
| Alma Rd Mixed Development | 136 Alma Rd | Padstow | 2021 | Development Approval | 6 | Deferred |
| Queen Street Dwellings | 57 Queen St | Revesby | 2020 | Construction | 6 | Firm |
| Balmoral Avenue Dwellings | 23-25 Balmoral Ave | Croydon Park | 2022 | Development Application Refused | 5 | Deferred |
| Rowland Street Dwellings | 8-10 Rowland St | Revesby | 2021 | Development Approval | 5 | Firm |
| Karne Street Dwellings | 1 Karne St | Narwee | 2021 | Development Approval | 5 | Firm |
| Karne Street South Units | 2 Karne St South | Riverwood | 2022 | Development Application Refused | 4 | Possible |

Source: AEC / Cordell Connect

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Issue History

| File Name | Prepared by | Reviewed | Issued by | Date | Issued to |
|---|---|---|---|---|---|
| P4655.001T Bankstown Central PP Peer Review | A. Lewis & D. Scutt | D. Scutt | J. Yang | 1/09/2020 | Wesley Folitarik at City of Canterbury Bankstown Council via email at Wesley.folitarik@cbcity.nsw.gov.au |
| P4655.002T Bankstown Central PP Peer Review | J. Hu & J. Yang | A. Ahmed | J. Yang | 23/10/2020 | Patrick Lebon at City of Canterbury Bankstown Council via email at Patrick.Lebon@cbcity.nsw.gov.au |
| P4655.003T Bankstown Central PP Peer Review | J. Yang | A. Ahmed | J. Yang | 30/10/2020 | Patrick Lebon at City of Canterbury Bankstown Council via email at Patrick.Lebon@cbcity.nsw.gov.au |

# Bankstown Central Planning Proposal

## Traffic & Transport Peer Review Report

## 1. Background

Relevant background information is summarised below for context:

- On 20th December 2019, a planning proposal was lodged with the City of Canterbury Bankstown Council (Council) by Urbis Pty Ltd (Urbis) on behalf of Vicinity Centres PM Pty Ltd (the proponent) over the Bankstown Central Shopping Centre (subject site)
- The subject site is approximately 11.4ha in size and contains a 91,110m$^2$ shopping centre over multiple levels with both at-grade and multi-storey car parking facilities
- The planning proposal is for a mixed-use development with a variety of land uses including commercial, residential, student accommodation, serviced apartments, hotel, retail, and child care, with a total Gross Floor Area (GFA) of 395,415m$^2$
- In July 2020, GTA Consultants prepared a "Transport Impact Assessment" for the proposed development (referred to herein as the "traffic report")
- Council has engaged Bitzios Consulting to peer review the traffic and transport aspects of the planning proposal. The peer review will assess the assumptions, methodology and key recommendations outlined in the traffic report and provide Council advice on whether the study is adequate and can be used to inform strategic land use decisions and / or highlight any shortcomings and gaps.

Table 1.1 summarises the land use and yield changes outlined within the traffic report.

**Table 1.1: Summary of Changes**

| Land Use | Current | Proposed | Increase |
|---|---|---|---|
| Retail | 91,090m$^2$ GFA | 106,773m$^2$ GFA | 15,683m$^2$ GFA |
| Commercial | - | 118,565m$^2$ GFA | 118,565m$^2$ GFA |
| Residential | - | 972 apartments | 972 apartments |
| Hotel | - | 656 rooms | 656 rooms |
| Student Accommodation | - | 1,597 units | 1,597 units |
| Child Care | - | 891m$^2$ | 891m$^2$ |

*GFA = Gross Floor Area*

Table 1.2 lists the documents reviewed as part of this report, noting that this engagement focuses on the traffic and transport aspects of the planning proposal (i.e. the traffic report).

**Table 1.2: Reviewed Documents**

| ID | Title | Author | Date |
|---|---|---|---|
| 1 | Planning Proposal - Bankstown Central Shopping Centre, Bankstown | Urbis Pty Ltd | 20 December 2019 |
| 2 | Bankstown Central Shopping Centre Planning Proposal Transport Impact Assessment | GTA Consultants | 17 July 2020 |
| 3 | Bankstown Complete Streets Project Traffic Modelling Report | GTA Consultants | 18 April 2019 |

# 2. Peer Review

## 2.1 Overview

This peer review has been structured based on the following traffic and transport items:

- Item 1: Walking and Cycling
- Item 2: Public Transport
- Item 3: Loading and Logistics
- Item 4: Car Parking
- Item 5: Traffic Generation and Traffic Impacts.

Key findings from the peer review are summarised below.

## 2.2 Item 1: Walking and Cycling

The traffic report states the following in relation to walking and cycling:

- The Bankstown Central Business District (CBD) benefits from a well-established urban pedestrian network, with all streets in the local area having sealed paths and lighting. However, some connections have reduced widths and low levels of amenity
- The Bankstown CBD currently lacks dedicated cycling infrastructure on the surrounding network, and cyclists are required to share the road space with vehicles
- The proposal includes additional pedestrian links including two (2) east-west connections and a new north-south connection through the Jacobs Street extension
- The proposal states that (min) 0.5 bicycle spaces per 100m2 of office will be provided.

The traffic report concludes that the proposal: *"seeks to promote pedestrian and cycling modes to/from the CBD through the provision of public open space, improved pedestrian connections in all directions and the provision of bicycle parking consistent with other Sydney based developments. These improvements will encourage the use of sustainable modes of transport and discourage the reliance on private vehicles."*

Notwithstanding the above, further detailed investigations should be undertaken during future development application stages to confirm the following:

- Safe and compliant connectivity to the surrounding network
- Appropriate design of bicycle parking spaces in accordance with AS2890.3
- Appropriate End of Trip Facilities (i.e. lockers, showers, change rooms) that promote the continued use of active transport mode share.

Given that the Planning Proposal's intensification of use is dependent on a shift away from private vehicle trips, it is recommended that a Green Travel Plan (GTP) be prepared and submitted as part of the documentation. The GTP is considered to be a strong planning tool which can support the applicant's statements regarding the anticipated mode share. By implementing specific travel initiatives or measures as a part of the GTP, the proposal can organically encourage a shift towards more sustainable modes of travel.

## 2.3 Item 2: Public Transport

The traffic report states the following in relation to public transport:

- The site benefits from excellent access to and is well serviced by public transport including the Bankstown railway station (with 15 minute peak hour services to the Sydney CBD) and bus interchange (with 22 bus routes run by three operators)
- The future new metro line, interchange and pedestrian connections between the metro station and CBD will improve the accessibility of the CBD and public transport services

- The proposal seeks to improve the public transport servicing the subject site through the extension of Jacobs Street into a 'bus only transit street' which facilitates bus movements through the site and removing stops from the surrounding road network.

Whilst 'in-principle' support may have been provided by Transport for NSW (TfNSW) for the proposed changes to the bus network and associated staging, further stakeholder engagement will be required during future development application stages to ensure that the outcomes are consistent with the requirements of the subject site and TfNSW.

The following comments are noted in regard to the three Stages of the bus network modifications:

- Stage 1:
  - The creation of the 'through-site link' between The Mall and North Terrace would require a thorough review of manoeuvrability and priority control during design stage, particularly given its close proximity to the Jacob Street intersection. Eastbound buses on The Mall turning right into the 'through-site link' would likely have to give way to oncoming vehicles and pedestrian, which could result in delays and queues on this approach.
  - It is understood that buses currently stopping at the layover east of Jacobs Street would stop at on-street bus stops on Jacobs Street and The Mall during Stages 1 and 2. Increase in bus usage at these stops may lead to queues which could significantly impact the performance of the surrounding road network, as there are only single lanes in each direction.
- Stage 2:
  - The conversion of Fetherstone Street to two-way could result in a loss of pedestrian amenity on the northern end due to required adjustments to the intersection layout to accommodate two-way traffic. To ensure pedestrian safety is not compromised, there may be opportunity to convert the intersection to traffic signal control, with signalised pedestrian crossings.
  - Similarly, the adjustments at the intersection of Fetherstone Street and North Terrace would enable a refresh of the pedestrian crossing arrangements at this location. This would allow clearly marked foot crossings, which could assist with reinforcing pedestrian safety in the highly trafficked location.
  - The alterations at The Mall / The Appian Way to allow for westbound traffic would impact the existing pedestrian zebra crossings. The proposed design should retain measures to accommodate pedestrian safety and amenity at this location. It is noted that if Fetherstone Street is signalised, another set of traffic signals may not be supported at this location due to safety issues raised by close proximity.
- Stage 3:
  - The proposed traffic signals at Jacobs Street extension / North Terrace would be located around 60m west of the North Terrace / South Terrace railway underpass signals. This could compromise traffic safety due to the 'see through' effect (being able to see the traffic lights at a different set of signals). This could also result in a decrease of the road capacity in the area, and vehicles are liable to get caught between the signals.

More details are required regarding the changes in bus stop and layover capacity resulting from the Bankstown CBD Bus Network Modifications.

## 2.4 Item 3: Loading and Logistics

The traffic report outlines the following in relation to loading and logistics:

- The site is currently serviced by a basement level loading dock which includes:
  - 10 loading bays suitable for vehicles up to a length of 14.6m
  - 10 loading bays suitable for smaller commercial sized vehicles (i.e. 8.8m and below).
- The loading dock is separated from existing / proposed pedestrian and cycling links
- The proposal seeks to adopts a strategy that optimises and manage the existing servicing provisions rather than provide new or additional loading facilities / capacity

Whilst the traffic report sets out a servicing strategy that appears to be appropriate, further detail will be required during the subsequent application stages including, but not limited to:

- The capacity for the existing loading dock to accommodate the servicing demands for the development, both in terms of quantify and size of service vehicles
- The appropriateness of the existing loading dock to safely and efficiently service the entire development, noting the distance between loading dock and new buildings
- A detailed Servicing Management Plan to formally document the servicing arrangements to ensure that queuing or services vehicles, on-street loading does not occur, and safe vehicles movements are undertaken within the existing servicing area.

The Traffic Report notes that the redevelopment of periphery sites will likely include separate underground loading docks designed specifically for the mixed use land uses proposed in those areas. More details are required regarding the proposed locations of the loading docks accesses, in particular for the 'Target site'. Additional heavy vehicle movements may have significant impacts on the road network surrounding the site, as it currently serves a high volume of buses and pedestrian traffic. Delivery trucks may cause friction and delays in the traffic as they look for gaps in the traffic to turn into the loading dock. If accesses are proposed on The Appian Way to the 'Target site', delivery vehicles would be required to detour through Fetherstone Street and The Mall to access the southbound-only road.

Furthermore, it is observed that 'Shared zones' are proposed on Fetherstone Street and The Appian Way as a part of the bus network modification. To ensure that pedestrian safety is not compromised, it is recommended not to have high volumes of heavy vehicles using those roads to access any loading dock entrances.

## 2.5 Item 4: Car Parking

The traffic report outlines the following in relation to car parking:

- Bankstown Central currently accommodates 3,283 car parking spaces
- Car parking at Bankstown Centre is uncontrolled (i.e. no limits or payment required), and provided in a mixture of at-grade, multideck and basement car parks
- Car parking occupancy surveys from March 2019 recorded a peak demand of:
  - **Thursday Peak:** 3,188 spaces or 97% capacity at a rate of 3.9 spaces / 100m$^2$
  - **Saturday Peak:** 3,086 spaces or 94% capacity at a rate of 3.8 spaces / 100m$^2$.
- GTA claim that a portion of the surveyed demand were all day rail commuters
- GTA note that in 2019, Council approved a DA which permitted the introduction of controlled parking (i.e. paid) at Bankstown Centre
- GTA claim that the introduction of paid parking will reduce demands at the subject site by 20% on weekdays and 10% on weekends, by supressing commuter demands. This assertion is supported by a case study at Castle Towers Shopping Centre
- Based on the assumed reduction in parking demands triggered by the introduction of paid parking, GTA nominate the following revised Bankstown Central parking rates:
  - **Thursday Peak:** 2,558 spaces or 78% at a rate of 3.1 spaces per 100m$^2$

- **Saturday Peak:** 2,777 spaces or 85% at a rate of 3.4 spaces per 100m$^2$.

- GTA recommend car parking rates for the various proposed uses.

Table 2.1 summarises our review of the nominated parking rates.

**Table 2.1: Nominated Parking Rate**

| Land Use | Proposed | Source | DCP Requirement | Appropriate |
|---|---|---|---|---|
| Retail | 3.0-3.5 spaces / 100m$^2$ GFA | Modified parking survey data for Bankstown Central | A parking survey should be carried out by the applicant, to assess the appropriate level of parking for developments greater than 4,000m$^2$ in gross floor area | Yes, however further detail justification is recommended in relation to the commuter demand reductions |
| Commercial | 0 to 0.5 spaces / 100m$^2$ GFA | Approved parking rates for commercial developments in other LGAs | 1 space per 40m$^2$ of half the GFA of the premises; and a planning agreement is considered on the remaining 50% of parking requirements for the purpose of public parking. | A relaxation of DCP rates is considered appropriate given the site context and recently approved rates in other LGAs. However, further justification is required to justify the minimum rate (no parking) |
| Residential | 0 to 1 space / apartment | Adaptation of RMS Guide to Traffic Generating Development | A minimum of 1 car space and a maximum of 3 car spaces per dwelling; and 1 visitor car space per 5 dwellings. | Yes, however it is recommended that the RMS GTGD per bedroom rates are adopted (i.e. 0.4, 0.7, and 1.2 spaces per 1, 2 and 3+ bedroom dwelling) instead of a blanket per apartment rate |
| Hotel | 0 to 0.2 spaces / room | n/a | 1 car space per unit; and 1 car space per 2 employees. | No, further detailed justification is required to support the reduced rate |
| Student Accommodation | 0.1 spaces / apartment | n/a | n/a | No, further detailed justification is required to support the proposed rate |
| Child Care | No parking | n/a | 1 car space per 4 children + 2 additional car spaces for the exclusive use of any associated dwelling. | No, further detailed justification is required to support the reduced rate (no parking). |

Based on the above, the traffic report estimates that 4,774 spaces would be required to service the development, which is an increase of 1,491 spaces on the current provision. These are broken down in Table 2.2.

**Table 2.2: Car Parking Provision**

| Land Use | Pre-development Parking Spaces | Post-development Parking Spaces | Change in Parking Spaces |
|---|---|---|---|
| Retail | 3,283 | 3,469 | +186 |
| Commercial | - | 593 | +593 |
| Residential | - | 486 | +486 |
| Hotel | - | 66 | +66 |
| Student Accommodation | - | 160 | +160 |
| **Total** | **3,283** | **4,774** | **+1,491** |

In summary, the traffic report sets out recommended parking rates for the proposal. Whilst the intent to adopt reduce parking rates is sound and can be supported in-principle, further detailed justification will be required during subsequent applications to ensure adequate parking is provided for the various land uses. This should consider all land uses, temporal parking demands, and the cross-utilisation of parking spaces.

Key points from Table 2.1 are reiterated below:

- Further justification is recommended in relation to the commuter demand reductions from the Bankstown Centre car parking survey (and subsequent parking rates)
- Further justification is recommended in relation to the significantly reduced commercial parking rates, particularly the minimum rate (nil) which does not seem appropriate
- Further justification is recommended to support the parking rates for hotel land, student accommodation, and child care land uses, particularly the child care (nil)
    - For hotels: the DCP has nominated a rate of 1 parking space per unit for hotel uses. In our experience, other Local Council DCPs typically allow for a reduced rate to be applied where the proposed development is located in close proximity to the town centre or a public transportation hub, which this development satisfies. The reduction can be around 50% of the ordinary rate, which would entail 0.5 hotel parking spaces / unit. However, there are select case study sites in Parramatta which have been allowed a rate of 0.2 hotel parking spaces / unit, plus spaces for employees. For these reasons, we would advise that a parking rate between **0.2 – 0.5 hotel parking spaces / unit** should be acceptable.
    - For student accommodation: it is acknowledged that student accommodation does not generate the greatest parking demand. The DCP does not differentiate between typical residential accommodation and that for students. Given the expected lower car ownership amongst tertiary students, a reduction in the standard residential parking rate (assuming one-bedroom, 0.4 parking spaces / unit) is acceptable. However, the proposed rate of 0.1 parking spaces / unit is considered to be a significant reduction which should be justified via evidence-based means; this will ensure that any parking impacts due to potential overflow parking have been taken into account. For consideration, we reference the City of Monash Student Accommodation Car Parking Study (July 2009), which recommended a parking rate of **0.3 parking spaces / bed** when within close proximity to tertiary education facilities and/or public transportation.
    - For child care: While it is acknowledged that it is likely that childcare centre patronage will be for parents working in Bankstown Central, the provision of zero parking spaces for the childcare centre is not supported. Parking at childcare centre facilitates the pick-up and drop-off of young children in a safe and isolated environment, while ensuring operational efficiency during the busy before and after work peak periods. An area should be provided with sufficient parking capacity to accommodate these movements independent of other car parking modules, to ensure that queues do not affect general traffic movements. Furthermore, excepting cases where visitors live very close to the site, in our experience, childcare centres patrons are less likely to use active or public modes of travel. For these reasons, the **unreduced rates from the DCP** are recommended to be adopted for the childcare centre.
- It is recommended that the RMS GTGD per bedroom rates are adopted for the residential land uses instead of a blanket per apartment rate.

## 2.6 Item 5: Traffic Generation

The traffic report notes the following in relation to traffic generation:

- Traffic generation is based on 'per space' basis in lieu of the typical 'per GFA'
- This has been adopted to reflect the Travel Demand Management approach to minimise traffic generation and encourage alternative modes of transport
- The proposed development will have a negligible and acceptable impact on the operation and safety of the surrounding road network.

Table 2.3 summarises our review of the nominated traffic generation rates.

**Table 2.3: Adopted Traffic Generation Rates**

| Land Use | Trips per space | | | Source | Appropriate |
|---|---|---|---|---|---|
| | AM Peak | PM Peak | Saturday | | |
| Retail | None Identified | | | - | Justification Required |
| Commercial | 0.40 | 0.35 | 0.0375 | Not Identified | Equates to 0.2 trips / 100m$^2$ compared to typical RMS rates of 1.2 trips / 100m$^2$. Whilst it is acknowledged that reduced parking is proposed, this rate seems low. Further justification required |
| Residential | 0.15 | 0.12 | 0.135 | | Yes, however the source of this rate should be referenced |
| Hotel | 0.25 | 1.00 | 1.00 | | Yes, however the source of this rate should be referenced |
| Student Accommodation | 0.15 | 0.15 | 0.15 | | Yes, however the source of this rate should be referenced |
| Child Care | None Identified | | | - | Justification Required |

The traffic report states that the proposal will increase peak hour traffic demands by:

- **AM Peak Hour:** +351 trips
- **PM Peak Hour:** +356 trips
- **Weekend Peak Hour:** +178 trips.

Key points to note are summarised below:

- The increase of retail GFA (15,683m2) as outlined within the traffic report has not been included within the traffic generation estimates for the proposed expansion
- Whilst it is acknowledged that the proposal includes reduced parking rates, the estimated additional traffic demands equates to a peak hour trip rate of 0.24 trips per additional space (1,491 spaces), which seems low. Further justification is required
- The child care trip generation rate has not been provided, and detailed justification has not been provided detailing the reasoning behind the exclusion
- The trip generation rates for student accommodation, residential and hotel are generally appropriate, however the source of these rates should be referenced.

In summary, the traffic report sets out recommended trip rates for the proposal. Whilst it is acknowledged that adopting reduced parking rates would result in reduced trip rates, further detailed justification will be required during subsequent applications to ensure potential road network impacts are adequately considered and mitigated (if required).

## 2.7 Item 6: Traffic Impacts

The traffic report notes the following in relation to traffic impacts:

- GTA prepared an AIMSUN traffic model for 'Complete Streets'
- The Complete Street model was used to test the potential impacts of the added development traffic demands on road network surrounding Bankstown Central
- The modelling was conducted using a 2036 design scenario which incorporated the Complete Streets recommendations in addition to the additional development traffic
- Broad network statistics for the PM peak scenario have been reported to demonstrate negligible impacts. The broad network statistics (which are aggregated across the entire modelled area for all trips within the model) include total travelled distance, total travel time, average speed, average delay, and vehicles waiting to enter
- The report concludes '*the additional traffic generated by the indicative development yield is unlikely to have a notable impact on the operation of the road network'*
- The report also concludes that *'there are also opportunities for Vicinity Centres, Council and / or TfNSW to improve the operation of the network. These Opportunities will be investigated in future Development Applications or the like'*.

Key points to note are summarised below:

- The traffic report only outlines the PM peak hour results (i.e. no comment is made on the performance of the AM and Weekend scenarios). Whilst it is acknowledged that the PM peak is typically the busiest, for a development of this scale, at minimum the AM scenario should also be analysed. The difference in traffic directionality (incoming in the morning and outgoing in the afternoon for commercial, vice versa for residential) should result in an appreciable difference between the scenarios
- Whilst the traffic report considers broad network impacts, further detailed intersection based analysis will be required during the subsequent application stage to ensure potential road network impacts are adequately considered and mitigated (if required)
- Whilst the Complete Street model includes infrastructure upgrades, and the traffic report notes that there are opportunities to improve the operation of the network, the timing and responsibility of these potential upgrades have not been investigated. This will need to be undertaken during the subsequent application stage
- The 'Vehicles Waiting to Enter Network' statistic is shown to be around 1,000 vehicles at the end of the PM scenario, with ~75% associated with Bankstown Central. Whilst it is acknowledged that this number may be improved via future intersection upgrades or peak spreading, it should be stated that the release of this volume of vehicles into the network may have consequential downstream effects on the road network. These impacts are being masked behind the 'Vehicles Waiting to Enter Network' statistic
- The traffic report compares the intersection Level of Service (LoS) pre- and post-development across the study area via two figure extracts from AIMSUN software with colour-coded intersection nodes. These figures do not provide a clear understanding of the traffic impacts at each of the intersections, particularly in light of the fact that AIMSUN-calculated intersection delays can misrepresent actual performance due to limitations caused by short sections on approach to an intersection node. Furthermore, these figures are unclear on the adopted LoS thresholds. For these reasons, it is advised that a table of key intersections and their average delay and associated LoS will enable a more quantitative and effective analysis of the traffic impacts.

In summary, the traffic report includes high level network based modelling which appears to demonstrate that the planning proposal (with reduced car parking rates) would have manageable impacts on the surrounding road network. Nevertheless, further justification is required for the adopted parking rates (refer Section 2.5), and further detailed intersection based analysis is required to ensure road network impacts are adequately considered and suitable mitigation measures are identified to offset development impacts.

# 3. Summary

Key findings from this peer review report are summarised below:

- **Item 1 - Walking and Cycling:** The proposal seeks encourage the use of sustainable modes of transport and discourage the reliance on private vehicles. Whilst this is supported and encouraged given the site context, further detailed investigations should be undertaken during the future development application stages to confirm safe and compliant connectivity to the surrounding network, and adequate internal provisions (i.e. bicycle parking, end of trip facilities etc.). A GTP is recommended to be prepared, as it will be a strong planning tool to create a strategy for more sustainable travel options.
- **Item 2 - Public Transport:** The proposal seeks to improve public transport and land use integration via the creation of a new 'bus only transit street' through the subject site as an extension to Jacobs Street. Whilst this is a significant departure from the new bus station envisaged by Complete Streets, it is understood there has been extensive consultation with and 'in-principle' support provided by TfNSW regarding the 'bus only transit street' concept. Nevertheless, further stakeholder engagement will be required during future development application stages to ensure that the outcomes are consistent with the requirements of the subject site and TfNSW. The proposed Staged upgrade for this transit street is anticipated to have implications for pedestrian safety and amenity which should be addressed.
- **Item 3 – Loading and Logistics:** The proposal seeks to adopt a strategy that optimises and manages the existing servicing provisions rather than provide new or additional loading facilities / capacity. Whilst the strategy appears to be appropriate, a Servicing Management Plan will need to be prepared during subsequent application stages to confirm the capacity of the existing loading dock to accommodate increased servicing demands generated by the proposed development, and the appropriateness of the existing loading dock to safely and efficiently service the entire development. Further clarity is required on the proposed accesses to the separate loading docks, particularly for the 'Target site'. The implications and impacts of heavy vehicle routing and turning movements must be considered.
- **Item 4 – Car Parking:** The proposal seeks to adopt reduced car parking rates to maximise travel by sustainable transport modes and minimise travel by private motor vehicles. Whilst the intent is sound and can be supported in-principle, further detailed justification will be required during subsequent applications to ensure adequate parking is provided for the various uses. This should consider all land uses, temporal parking demands, and the cross-utilisation of parking spaces
- **Item 5 – Traffic Generation:** The traffic report sets out recommended trip rates for the proposal. Whilst it is acknowledged that adopting reduced parking rates would result in reduced trip rates, further justification will be required during subsequent applications to ensure road network impacts are adequately considered and mitigated (if required)
- **Item 6 – Traffic Impacts:** The traffic report includes high level network based modelling which appears to demonstrate that the planning proposal (with reduced car parking rates) would have manageable impacts on the surrounding road network. To ensure that the planning proposal has undertaken a full assessment of the expected traffic impacts, further justification is required for the adopted parking rates, insofar as where they have significant influences on generated trip volumes, and further intersection analysis is required to ensure that the ultimate road network impacts have been adequately considered across all scenarios.

It is noted that the proposal is in the CBD and adjacent to high quality public transport services, and that the applicant will seek to encourage travel modes other than private vehicles. However, the proposal is a significant redevelopment of the site and has the potential to generate significant traffic demands onto the surrounding road network.

Furthermore, the traffic report includes departures from standard practice such as reduced parking rates, and reduced trip generation rates.

Nevertheless, we are generally satisfied that the development would likely have manageable road network impacts on the surrounding road network, and that the level of detail required to investigate specific mitigation measures to offset development impacts can and should be undertaken during subsequent application stages.

24 December 2021

TfNSW Reference: SYD21/01120/01

Mr Mathew Stewart
General Manager
Canterbury-Bankstown Council
Po Box 8
Bankstown NSW 1885

Attention: Camille Lattouf

Dear Mr Stewart,

**PLANNING PROPOSAL BANKSTOWN CENTRAL SHOPPING CENTRE, BANKSTOWN**

I refer to your email of 25 August 2021 regarding the Planning Proposal for the Vicinity Central Shopping Centre located at 1 North Terrace, Bankstown and the proposed future location of the bus interchange currently located in Jacob Street.

Transport for NSW (TfNSW) is currently reviewing the bus interchange matter referenced in your email and will provide advice to Council under separate correspondence.

TfNSW understands that the Planning Proposal seeks to amend Bankstown Local Environmental Plan 2015 (BLEP 2015) with respect to Bankstown Central Shopping Centre site to:

- Establish a site-specific height of buildings control, with a maximum building height of 108.2 RL;
- Establish a site-specific floor space ratio (FSR) control of 3.5:1 (which retains the existing available FSR for the land but consolidates it to one LEP provision); and
- Amend the application of BLEP 2015 Clause 6.9 to northern parts of the subject site to allow residential uses to occur on the lower two levels of future redevelopment in those locations.

TfNSW recognises the importance of the Bankstown City Centre as Council's key Strategic Centre.

Given the significant scale of development proposed in the masterplan for the Bankstown Central Shopping Centre site associated with the LEP amendment, as well as the evolving character of the Bankstown City Centre, it is suggested that a comprehensive Transport Study be undertaken to assess the cumulative impacts of the planning proposal on existing and planned public transport infrastructure and regional road network.

**Transport for NSW**

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta CBD NSW 2124

**P** 131782 | **W** transport.nsw.gov.au | ABN 18 804 239 602

A proposed methodology for a Transport Study to support the LEP amendment is provided at **TAB A** for Council's consideration. It is acknowledged that this would require a significant addendum to the Transport Review prepared by Colton Budd Rogers and Kafes Pty Ltd (December 2019) and the Transport Impact Assessment prepared by GTA Consulting (17 July 2020). As part of this addendum, TfNSW is of the view that consideration should be given for a dynamic network traffic model (i.e. a microscopic or a mesoscopic simulation model) to be undertaken to determine the wider impacts of the proposal and identify any mitigation measures required.

If required, TfNSW is willing to meet with Council and the proponent to discuss the suggested transport assessment methodology outlined in **TAB A** in further detail.

Should you have any questions or further enquiries in relation to this matter, please contact the undersigned on 0418962609 or via email at james.hall@transport.nsw.gov.au.

Yours sincerely

James Hall
**A/Senior Manager Strategic Land Use**
**Land Use, Network & Place Planning, Greater Sydney**

## TAB A:

## TRANSPORT STUDY METHODOLGY

## PLANNING PROPOSAL BANKSTOWN CENTRAL SHOPPING CENTRE

It is suggested that a comprehensive Transport Study be undertaken to assess the impact of the proposal on public transport services, transport infrastructure and regional road network.

The study should include reference to (but not limited to) the following documents:

- Future Transport Strategy 2056
- NSW Freight and Ports Plan
- State Infrastructure NSW Design Policy (Better Placed)
- Greater Sydney Region Plan
- South District Plan (GSC)
- Connective City 2036 – Canterbury-Bankstown LSPS
- Bankstown CBD and Bankstown Airport Collaboration Area Place Strategy
- Bankstown Station Design and Precinct Plan – Sydney Metro
- Bankstown Complete Streets CBD Transport and Place Plan
- Practitioner's Guide to Movement and Place
- Beyond the Pavement

The following methodology is suggested for the Transport Study which should be undertaken in consultation with TfNSW, Sydney Metro and Sydney Trains.

Existing conditions assessment

- Define the existing conditions of the transport system serving the master plan site, addressing the levels of performance for all transport modes, including walking, cycling and freight.

Connections

- Assess the impacts and opportunities arising from the master plan proposal on travel demands and operation of the rail and bus networks and future Metro.

- Define a clear, permeable and accessible precinct network of walking and cycling connections to help achieve a sustainable transport system to accommodate the master plan proposal.

- Investigate opportunities for a permanent bus interchange in consultation with TfNSW and Council.

Traffic generation rates

- Traffic generation rates should be identified through empirical evidence (i.e. surveys of similar land uses with comparable characteristics) with consideration of cumulative impacts of other known traffic generating developments within the area of influence.

Transport Modelling

- The following three stage modelling approach should be considered:
    1. Strategic transport modelling using existing model resources (i.e. STM and STFM) to identify travel demands, patterns and mode splits. Critically review the strategic modelling outputs to ensure that they adequately reflect future travel behaviours, including travel patterns and travel demands.
    2. Appropriate modelling software that considers route choice based on travel time delay and dynamic/coordinated traffic signal operations (i.e. microsimulation, hybrid model, or mesoscopic model).
    3. Intersection modelling (incorporating network-based signal operations) - based on the flows from the above modelling exercise.

- The above modelling approach should include a base year model, future years base case (without development), and a separate model with full development and background traffic growth. Consultation should be undertaken with TfNSW and Council to agree on the year the future base should be modelled.

- The applicant's traffic consultant should collaborate with TfNSW and Council to identify and agree on the geographical boundary/extent of the model study area which will be based on the output from the strategic models (Item #1 above), key travel links to measure impacts of development traffic on travel time and intersections to be modelled.

Identified Road and Transport Infrastructure

- Based on the above modelling outputs, identify transport and road infrastructure requirements to support the proposed increase in floor space and changes to land use. Staging based on trigger points linked to GFA/masterplan stages should be identified.

- The applicant's traffic consultant will be required to work in collaboration with Council and TfNSW to develop a precinct network of walking and cycling connections linked to the master plan site to help achieve a sustainable transport system.

Funding of transport and road network infrastructure

- High level strategic/concept engineering plans overlayed on an aerial to scale should be developed to determine feasibility including any third party land components.

- Strategic cost estimates of any identified walking, cycling, and road infrastructure required in support of the planning proposal should be prepared. These costs should align with the NSW Global Rates.

- In consultation with Council, DPIE and TfNSW, identify a planning/funding mechanism to deliver the identified transport infrastructure.

**Stantec Australia Pty Ltd.**
Level 25, 55 Collins Street
Melbourne VIC 3000

18 February 2022

Project/File: N186960

**Mr. Nik Wheeler**
Urbis
Angel Place
Level 8, 123 Pitt Street
Sydney NSW 2000

Dear Nik,

**Reference: Planning Proposal Bankstown Central Shopping Centre (SYD21/01120/01)**

A Planning Proposal was submitted on behalf of Vicinity Centres (VCX) to Canterbury-Bankstown Council (Council) to initiate an amendment to the Bankstown Local Environmental Plan (BLEP 2015) with respect to the Bankstown Central Shopping Centre site located at 1 North Terrace, Bankstown (the site).

It is understood that Council invited Transport for New South Wales (TfNSW) to review the Planning Proposal. Upon their review, TfNSW suggested that a *"comprehensive Transport Study be undertaken to assess the cumulative impacts of the planning proposal on existing and planned public transport infrastructure and regional road network".* The letter clarifies TfNSW's view that this is warranted *"given the significant scale of development proposed in the masterplan for the Bankstown Central Shopping Centre site associated with the LEP amendment, as well as the evolving character of the Bankstown City Centre*".

This letter has been prepared to respond to the TfNSW letter to provide additional information to Council regarding the transport impact assessment report previously prepared by GTA (now Stantec) which was submitted with the Planning Proposal. The overarching conclusion of this letter is that whilst we consider that the comprehensive transport study requested by TfNSW has merit in guiding the delivery of transport infrastructure in the Bankstown CBD, it is not considered necessary or reasonable for completion as part of a Planning Proposal submission. This conclusion is held for the following reasons:

1. The transport assessment submitted with the Planning Proposal contains a robust assessment of the transport impacts of the anticipated future land use. In our view, the level of assessment provided in that report is consistent with typical requirements for a Planning Proposal. If there are any clarifications of assessment assumptions or a need for further assessment of development implications, we consider that it is reasonable that this occurs post-Gateway or for subsequent development applications when there is greater certainty regarding the land use and prevailing transport conditions.

2. The request from TfNSW appears to have limited regard to the extensive body of work that was completed by Council, including detailed traffic modelling, that informed Complete Streets for the Bankstown CBD. The Complete Streets documents sets out the future Year 2036 transport infrastructure proposed for the Bankstown CBD, which appears to be the principal outcome sought to be determined by the TfNSW requested study. It is further noted that the Planning Proposal has been prepared having regard to Complete Streets, including its recommended network of active travel linkages, and the accompanying transport report outlines the extent of any transport differences. Most notably, this includes the provision of bus bays on the future extension of Jacobs Street, rather than an off-street bus interchange on adjacent land.

3. The requested TfNSW study seeks to identify infrastructure works and determine a funding / cost apportionment mechanism for those works. This is not a body of work that can reasonably or effectively be led by a private sector property owner. Rather, it needs to be led by Council, in collaboration with key stakeholders (including, but not limited to, Vicinity Centres and TfNSW). This approach will be particularly important for the Bankstown CBD given projects like the extension of Jacobs Street (as proposed in Complete Streets) will not be "required" by the development of the Bankstown Central site, but will naturally be dependent on it occurring, and will have far broader benefits to the movement of people between the train station and Western Sydney University campus as it is proposed to allow the creation of shared zones along The Appian Way and Fetherstone Street. In this regard, it is recommended that the transport study sought by TfNSW is completed separate to the Planning Proposal process.

For completeness, a summary of how the transport assessment submitted with the Planning Proposal responds to and/or addresses the comments outlined in the TfNSW letter is contained in **Appendix 1** of this letter. Moreover, at Council's request, our recommendation as to how the broader transport study could best be completed separate to the Planning Proposal process is outlined in **Appendix 2**. This latter recommendation is provided for Council's consideration, and further discussion / agreement with Vicinity Centres.

Naturally, should you have any questions or comments regarding the above or attached, please do not hesitate to contact me.

Sincerely,



**Tim De Young** BEng (Civ) Hons / BCom / MBA
Senior Principal | Group Leader - Transportation Engineering

Mobile: 0411 863 774
tim.deyoung@stantec.com

Attachments: Appendix 1, Appendix 2

# Appendix 1 - Detailed Commentary on TfNSW Letter

The TfNSW letter outlines a recommended methodology for the transport study.

The key elements of this methodology, including the extent to which they have been already assessed in the transport report that accompanied the Planning Proposal, is outlined as follows:

***Existing conditions assessment***

***"Define the existing conditions of the transport system serving the master plan site, addressing the levels of performance for all transport modes, including walking, cycling and freight."***

An existing conditions assessment of transport modes is contained in the Colston Budd Rogers & Kafes (CBRK) Transport Impact Assessment Report (dated March 2019). This report provided a preliminary assessment which was followed by a more detailed Transport Impact Assessment Report (dated July 2020) prepared by Stantec (then GTA); hereafter referred to as the July 2020 TIA. This includes an assessment of the pedestrian network, cycling network, public transport network and car parking.

In addition, it is noted that the existing transport network was comprehensively assessed in Complete Streets, including within the technical appendices. These appendices included a Transport Issues and Opportunities (Appendix A) and Traffic Modelling Report (Appendix C).

In combination, these documents are considered to provide an extremely thorough overview of existing transport conditions in the Bankstown CBD.

***Connections***

***Assess the impacts and opportunities arising from the master plan proposal on travel demands and operation of the rail and bus networks and future Metro.***

The July 2020 TIA contains extensive discussion on the impacts and opportunities with respect to the bus network, including (most notably) the construction of the Jacobs Street extension to provide an on-street bus interchange.

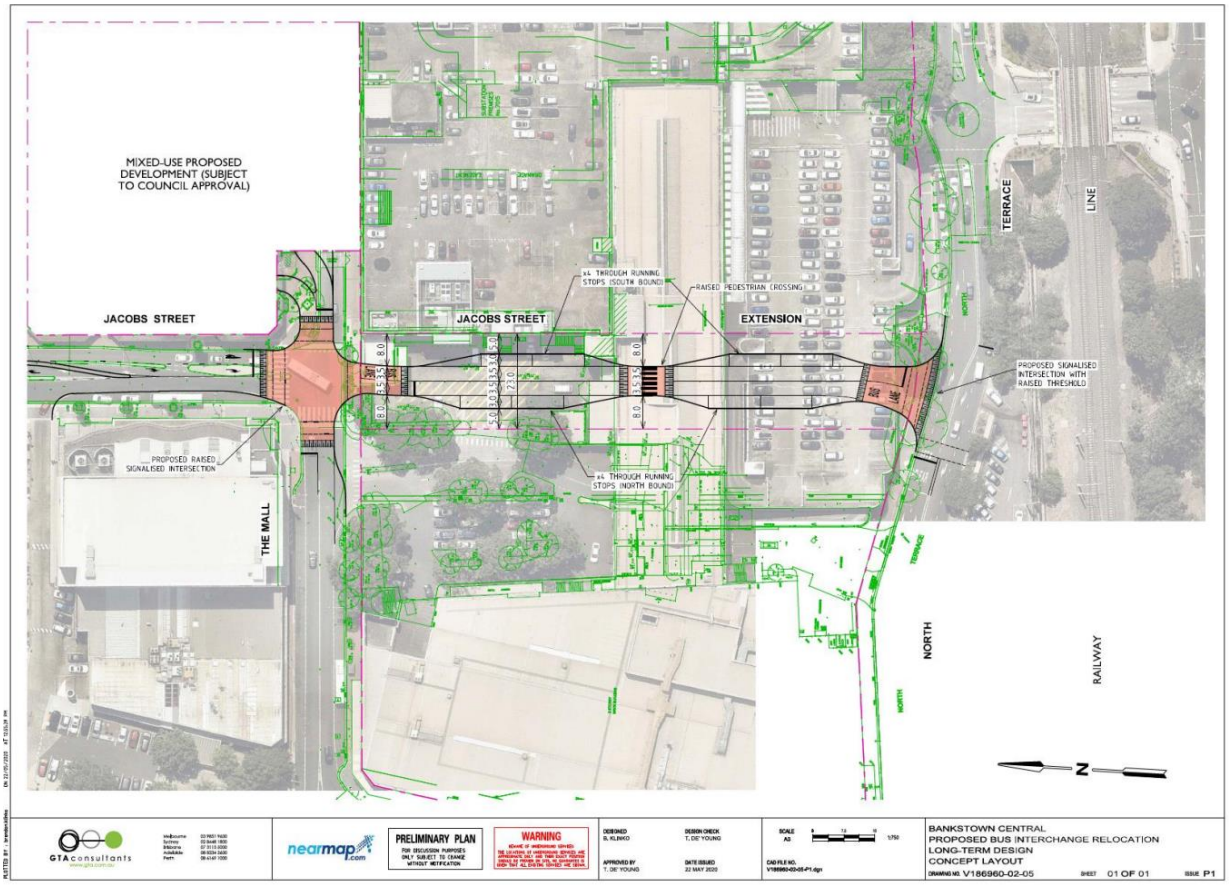
Specifically, the TIA includes a concept layout plan for the on-street bus interchange with the provision of 8 on-street bus bays. This concept layout is reproduced below in Figure 1 for reference. It is noted that the provision of 8 bus stops is consistent with the arrangements recently approved by Council and TfNSW for the relocation of the existing bus interchange off the Bankstown Central site. The relocation will see two bus stops provided on Bankstown Central land (together with 10 layover bays), two bus stops located on Jacobs Street north of The Mall, and four bus stops located on The Mall west of Jacobs Street. This arrangement is anticipated up to the delivery of the long-term solution.

The TIA also includes discussion regarding bus layover and how this ought to be located outside of the CBD in the fullness of time. (The TIA includes discussion how the bus infrastructure can be staged to achieve this outcome.) As such, the concept layout does not show layover bays as they are not expected to be accommodated in the Bankstown CBD in the long term.

The TIA does not include an assessment of the implications on the rail network as it is considered beyond the reasonable expectations of a report submitted for a Planning Proposal. However, it is assumed that the planning for the rail network has considered the likely uplift from the future development of the site.

**Reference:** **Planning Proposal Bankstown Central Shopping Centre (SYD21/01120/01)**

**Figure 1: Proposed Jacobs Street Extension and Bus Interchange – Concept Design**




Source: July 2020 TIA

***Define a clear, permeable, and accessible precinct network of walking and cycling connections to help achieve a sustainable transport system to accommodate the master plan proposal.***

The masterplan for the Bankstown Central site has been informed by Complete Street which outlines the proposed active travel network for the area.

The benefits to walking and cycling as a result of the infrastructure proposed within the masterplan has been documented within the TIA. This includes improvements to connectivity in both the east-west and north-south directions. In addition, it is understood that VCX submitted a Letter of Offer to Council with the Planning Proposal which will see it construct cycleways along Rickard Road and The Appian Way to the site frontages.

***Investigate opportunities for a permanent bus interchange in consultation with TfNSW and Council.***

As outlined above, the July 2020 TIA contains a discussion and concept layout plan showing the proposed location of the bus interchange on the Jacobs Street extension. It is understood that this arrangement is currently being assessed by TfNSW and can be progressed concurrently with, and thus not hold up, consideration of the Bankstown Central Planning Proposal.

***Traffic generation rates***

***Traffic generation rates should be identified through empirical evidence (i.e., surveys of similar land uses with comparable characteristics) with consideration of cumulative impacts of other known traffic generating developments within the area of influence".***

The July 2020 TIA contains a trip and traffic generation estimate which have principally been informed by data provided in the RMS Technical Direction (TDT 2013/04a). The TIA does not include an assessment of the generation of other development in the area as it is considered beyond the reasonable requirements for a Planning Proposal submission. Appendix 2 of this report outlines how the broader land use changes in the Bankstown CBD can be assessed.

***Transport Modelling***

***The following three stage modelling approach should be considered:***

1. ***Strategic transport modelling using existing model resources (i.e., STM and STFM) to identify travel demands, patterns and mode splits. Critically review the strategic modelling outputs to ensure that they adequately reflect future travel behaviours, including travel patterns and travel demands.***
2. ***Appropriate modelling software that considers route choice based on travel time delay and dynamic/coordinated traffic signal operations (i.e. microsimulation, hybrid model, or mesoscopic model).***
3. ***Intersection modelling (incorporating network-based signal operations) - based on the flows from the above modelling exercise.***

***The above modelling approach should include a base year model, future years base case (without development), and a separate model with full development and background traffic growth. Consultation should be undertaken with TfNSW and Council to agree on the year the future base should be modelled.***

***The applicant's traffic consultant should collaborate with TfNSW and Council to identify and agree on the geographical boundary/extent of the model study area which will be based on the output from the strategic models (Item #1 above), key travel links to measure impacts of development traffic on travel time and intersections to be modelled.***

The July 2020 TIA includes an assessment of the operation of the surrounding road network with consideration of the Planning Proposal. This assessment was completed using the AIMSUN traffic model prepared by Stantec (then GTA) that tested the appropriateness / impacts of the transport network changes proposed in Complete Streets for Year 2036 conditions.

Specifically, the TIA includes results for two scenarios: "future base with complete streets" (which is the 2036 land use yield as assumed within Complete Streets plus the transport network changes) and a "post development with complete streets" (which adds the development yield associated with the Planning Proposal). Using the terminology used by TfNSW, the two scenarios considered within the TIAR equates to a 'future years without development' and 'future years with development' scenarios.

If additional traffic modelling is required for the CBD (including considerations for additional development and/or the staged delivery of transport infrastructure), we contend that this work would be best completed separate from the Bankstown Central Planning Proposal and form part of a broader review of transport infrastructure and stage for the Bankstown CBD. A recommended methodology for this broader review is in Appendix 2.

***Identified Road and Transport Infrastructure***

***Based on the above modelling outputs, identify transport and road infrastructure requirements to support the proposed increase in floor space and changes to land use. Staging based on trigger points linked to GFA/masterplan stages should be identified.***

***The applicant's traffic consultant will be required to work in collaboration with Council and TfNSW to develop a precinct network of walking and cycling connections linked to the master plan site to help achieve a sustainable transport system.***

The identification of transport and road infrastructure requirements to support Bankstown CBD has already been documented in Complete Streets which we understand has previously been reviewed and supported by TfNSW.

For the Planning Proposal, the masterplan and July 2020 TIA have been prepared on the basis that the future transport network outlined in Complete Streets represents the desired transport network. This includes the extension of Jacobs Street, which is discussed in depth in the TIA.

If the configuration of this network requires further testing including consideration of how its best staged / delivered over time, we would contend its best completed by Council, and effectively as an addendum to Complete Streets (rather than as a requirement of the Planning Proposal), using the methodology presented in Appendix 2.

***Funding of transport and road network infrastructure***

***High level strategic/concept engineering plans overlayed on an aerial to scale should be developed to determine feasibility including any third-party land components.***

***Strategic cost estimates of any identified walking, cycling, and road infrastructure required in support of the planning proposal should be prepared. These costs should align with the NSW Global Rates. In consultation with Council, DPIE and TfNSW, identify a planning/funding mechanism to deliver the identified transport infrastructure".***

The completion of this scope item is not reasonable nor appropriate to be led by a private sector party given they would ultimately also be contributing to the works through identified mechanism.

# Appendix 2 - Recommended Methodology for TfNSW Requested Transport Study

It is recommended that the approach for the transport study is tailored to best achieve the objectives sought by TfNSW whilst maintaining a high level of collaboration between the stakeholders (particularly Council and VCX).

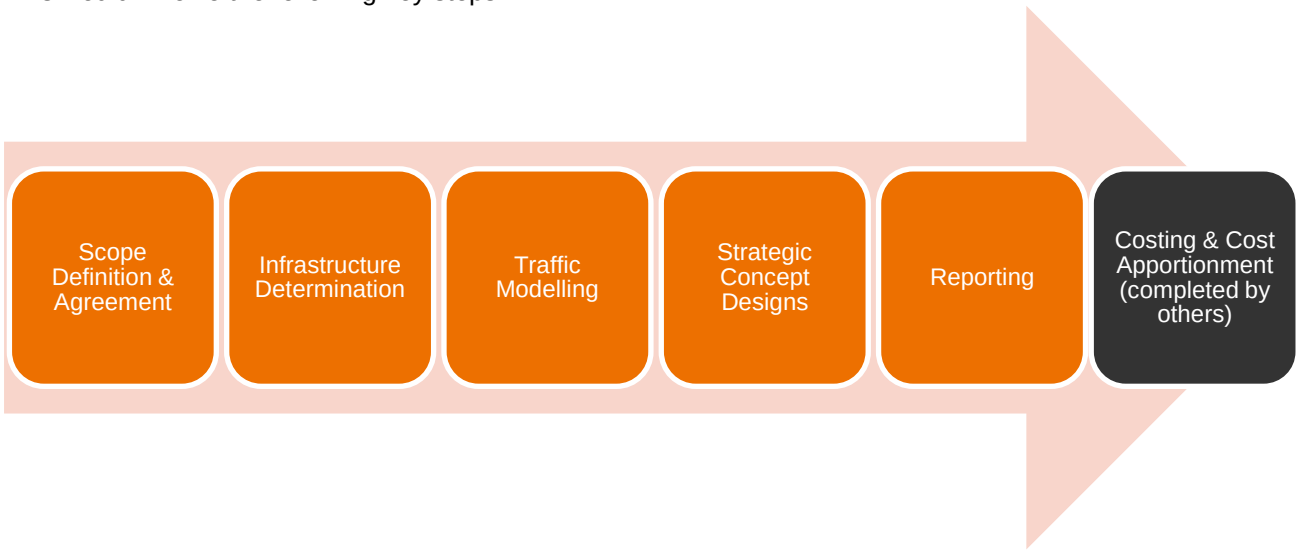
In the absence of this collaboration or without an approach that deals with likely conflicts and differences of opinion at an early stage, we expect that the transport study may have limited benefit, as key inputs, assumptions, and/or modelling outputs may become debated amongst the stakeholders.

In this instance, it is evident that the desired objective sought by TfNSW is the identification, scoping and costing of the transport infrastructure required in the Bankstown CBD over the next 10-20 years, having regard to both the network changes proposed by Complete Streets and the envisaged land use intensification on the Bankstown Central site (and broader CBD).

For the Bankstown CBD, it is evident that the majority of this work has already occurred, as the future Year 2036 transport network has already been identified through Complete Streets. This network was also tested using AIMSUN traffic modelling which informed the intersection and streetscape proposals outlined in Complete Streets.

In this context, we consider the best approach for the transport study is not to seek to determine through traffic modelling what transport infrastructure is required for the Bankstown Central Planning Proposal but rather seek to determine the impact of the developments within the CBD (including the Bankstown Central Planning Proposal) on the transport infrastructure that is proposed and can realistically be delivered per the aspirations of Complete Streets. ***In essence, we recommend a "vision and validation" approach, not a "predict and provide" approach, to this study.***

This would involve the following key steps:



1. **Scope Definition & Agreement** – This would be a twofold process whereby Council and VCX first agree on the proposed methodology that they deem most appropriate and achievable, and then secondly with TfNSW to seek their consent to that proposed methodology.

2. **Infrastructure Determination** – This would involve the identification of the Complete Street transport infrastructure including road network that can realistically be delivered for key timeframes (e.g., Years 2026, 2031 and ultimate 2036) given the constraints of land ownership and development staging of the Bankstown Central site. This would need to occur openly and collaboratively between Council and VCX, rather than being dictated by traffic modelling. Amongst other items, this would need to confirm the timing of the construction of the Jacobs Street extension and thus the implications for the timing of the creation of a shared zones on The Appian Way and Fetherstone Street.

3. **Traffic Modelling** – Following the collaborative determination of the transport / road network that will be delivered at each key timeframe and with input from VCX and Council on land use change for each timeframe, undertake traffic modelling using the three-stage approach recommended by TfNSW. This would include an assessment of the anticipated trip generation of the indicative land use to also allow consideration of other (non-vehicle) travel demands and implications. This would include scenario testing with and without the Bankstown Central Planning Proposal including consideration of whether infrastructure works above and beyond those contemplated in Complete Streets are required. For the without development scenario, it would also test and confirm intersection treatments as were proposed in Complete Streets.

4. **Strategic Concept Designs** – Based on the modelling outputs, strategic concept designs of the required transport infrastructure would be prepared. These designs would be prepared on aerial photograph bases. It is assumed that the landscape architecture plans prepared for and contained in Complete Streets would be provided to Stantec in a CAD format.

5. **Reporting** – The findings and recommendations from the above would be summarised in a standalone report. This would include the strategic concept designs to allow the costing and funding mechanisms to be determined as a separate stage of work by others. It is emphasised that the costing and funding mechanisms would not be completed or determined by Stantec, as we consider they ought to be completed by a consultant who is independent of the project.

In our view, whilst the study will undoubtedly be beneficial to all parties as it will provide greater certainty on the required transport infrastructure in the CBD (and presumably its equitable funding), we would contend that it is inappropriate to be led by the private sector or be directly linked to the Planning Proposal for the following reasons:

- The study seeks to identify CBD wide transport infrastructure works and then apportion costs for that transport infrastructure onto landowners, including VCX. This process would typically be led by Council (nor the private sector).

- The study needs to be directly linked to Complete Streets which has already identified the desired ultimate (Year 2036) transport / road network plan for the CBD. Importantly, it is noted that Complete Streets was also informed by AIMSUN traffic modelling.

- The study would be particularly challenging if led by a private sector party with the objective of identifying its own required mitigation. This latter approach would align more with the “predict and

provide" approach which is likely to lead to conflict over key transport infrastructure. (The most likely example is the new bus interchange, either on the Bankstown Central site as proposed in Complete Streets, or the extension of Jacobs Street as proposed in the Bankstown Central Planning Proposal. Putting aside its location (for now), this bus interchange will clearly serve a far broader benefit to the CBD than solely accommodating the increased travel demands of the Planning Proposal e.g., its provision will also allow for The Appian Way and Fetherstone Street to become pedestrian-focused shared zones, which have little need or nexus to the Bankstown Central Planning Proposal.)