DRAFT Canterbury Bankstown Development Control Plan 2023

Chapter 6 – Strategic Centres

Key Site No. xx – Bankstown Central Site

DRAFT July 2023

Contents

1. INTRODUCTION 3

1.1 Purpose of this Development Control Plan Section 3

1.2 Application 3

1.2.1 Development Contributions and Planning Agreements 4

1.3 General Objectives of this Development Control Plan Section 4

2. PRECINCT PLANS 5

2.1 Development Involving the Retained Shopping Centre Building 5

2.2 Site Precincts – Desired Future Character Principles 5

2.2.1 Town Centre Precinct 8

2.2.2 North Terrace Precinct 9

2.2.3 Rickard Road North and Rickard Road South Precincts 9

2.2.4 Stacey Street Precinct 10

3. PUBLICLY ACCESSIBLE SPACE AND PUBLIC DOMAIN INTERFACE 10

3.1 Public Domain and Publicly Accessible Space Principles 10

3.2 Pedestrian Links, Through Site Links, Shared Lanes and Service Lanes 11

3.3 City Park, Garden Boulevard, Town Centre plaza, Open Space and Links 16

4. BUILDING LAYOUT, FORM AND DESIGN 18

4.1 Visual Diversity, Articulation and Fine Grain of Buildings 20

4.2 Street and Upper Storey Setbacks 23

4.3 Street Wall Storey Height 25

4.4 Building Separation and Floor Plates – Tall Buildings 26

4.5 Active Street Frontages 27

5. TRANSPORT AND PARKING 29

5.1 Car and Bicycle Parking 29

5.2 Service Vehicle Access and Loading 31

5.3 Jacobs Street Extension Bus Interchange Design Requirements 32

6. SUSTAINABILITY 32

7. SIGNAGE STRATEGY AND PUBLIC ART 34

8. AFFORDABLE HOUSING 35

9. STAGING AND IMPLEMENTATION 36

1. INTRODUCTION

1.1 Purpose of this Development Control Plan Section

The purpose of this section of the Development Control Plan (DCP) is to assist the Local Environmental Plan (LEP) by providing additional objectives and development controls to guide the future development of the Bankstown Central site, a key site within the Bankstown City Centre. Objectives and controls for the built form, publicly accessible spaces and other components for development are provided to ensure outcomes within the site achieve Canterbury Bankstown Council's vision for a vibrant place to live, work, study and play and to ensure that design excellence is achieved.

This section of the DCP presents a long-term vision for the creation of a mixed-use precinct over a potential timescale of 20-30 years (from 2023). During the staging of the site's redevelopment, it is imperative to ensure ongoing operation of the shopping centre function. The aim of this section of the DCP is to ensure the interface between the existing centre and new development is enhanced, resulting in good planning and design outcomes that benefit the community.

Council acknowledges that interim solutions may be required in the short and medium term that do not meet the relevant controls within this section of the DCP. Suitable and reasonable flexibility is to be given to allow for the staging and sequencing of development, however any deviation from the control(s) must demonstrate consistency with the relevant objectives, whilst ensuring continued functionality of the shopping centre.

1.2 Application

The provisions of this section of the DCP will apply to development of the Bankstown Central Shopping Centre site as shown in Figure 1 and will prevail where there are any inconsistencies with other parts of the Consolidated Bankstown DCP 2023.

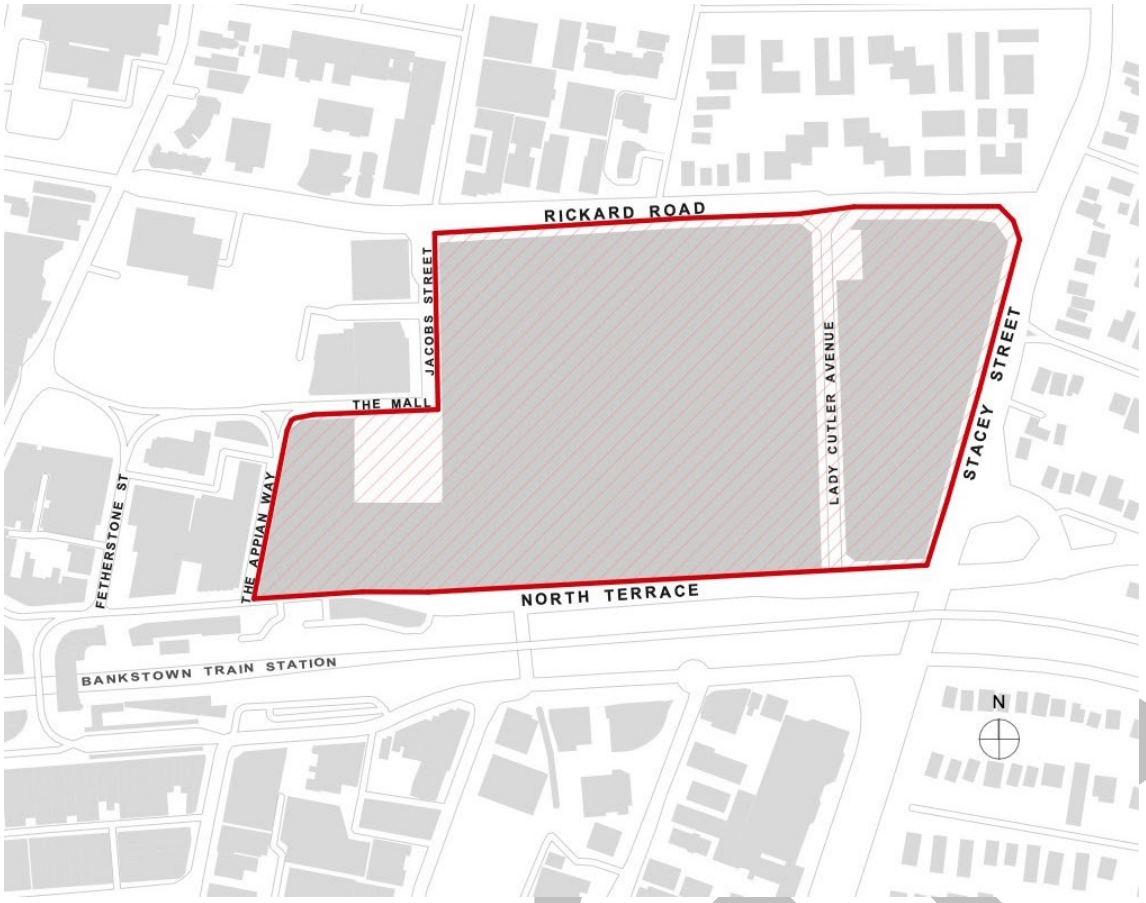

Figure 1: Bankstown Central Shopping Centre Site

1.2.1 Development Contributions and Planning Agreements

A Planning Agreement applies to the site (Planning Agreement *Ref No. XX-to be inserted*) that requires the delivery of certain public infrastructure, works and/or monetary contributions by the land owner during the staged delivery of the Site's redevelopment. Development Applications submitted on the site must refer to, and incorporate where relevant, specific items detailed in the Planning Agreement.

1.3 General Objectives of this Development Control Plan Section

O1. To deliver the growth and evolution of Bankstown as a Strategic Centre and a Health, Academic, Research and Training Precinct, as identified in The Greater Sydney Region Plan – A Metropolis of Three Cities (March 2018), The South District Plan (March 2018), the Greater Cities Commission Bankstown CBD and Bankstown Airport Place Strategy, Council's Local Strategic Planning Statement – Connective City 2036, and the Bankstown City Centre Master Plan.

O2. To expand the role of Bankstown Central into a truly mixed-use centre, supporting employment growth and increased commercial office floor space as well as a greater diversity of uses, with potential to include residential accommodation, student housing, serviced apartments, hotels, medical and child-care uses, whilst continuing its function as a regional shopping centre.

O3. To ensure that future development responds to the characteristics of the Site and surrounding context to facilitate high quality urban design of new parks, spaces, streets and laneways for people to enjoy and achieve the desired future character and key principles for the Site and Precincts.

O4. To ensure for high quality publicly accessible open spaces, streets and laneways within the site and ensure for shading and shelter, landscaping and solar access.

O5. To allow enough flexibility for the provision of future uses to respond to changing market requirements over time and to allow the Site to be developed as individual precincts that also respond to the intent of the Indicative Structure Plan at Figure 2 of this DCP.
O6. To take advantage of the proximity of existing and future public transport access to the site including the future Sydney Metro, as well as the emerging health and education uses being developed in proximity to the site.
O7. To provide new open spaces and green connections for the current and future residents, workers and visitor community, along with enhanced integration from the Site with the public domain of the Bankstown City Centre.

2. PRECINCT PLANS

2.1 Development Involving the Retained Shopping Centre Building

C1. The dark shaded area identified in Figure 2 indicates the retained shopping centre building. The centre is not proposed to be redeveloped and was not envisaged to be redeveloped as part of the amendment to the LEP.
C2. Any future development of the retained shopping centre building should give regard to the long term structure plan set by this section of the DCP particularly in terms of the indicative through site links, the interface with new or proposed development, activation and car park upgrades.
C3. Any future redevelopment of the retained shopping centre, not related to the ongoing operation of the shopping centre and located within the shopping centre footprint, requires preparation of new development objectives and controls through an amendment of this section of the DCP and/or lodgement of a Concept Development Application.
C4. Development interfacing with the retained shopping centre will need to have regard to the operational requirements of the shopping centre so to ensure its ongoing function.

2.2 Site Precincts – Desired Future Character Principles

The Indicative Structure Plan is shown at Figure 2. For staging purposes, the Bankstown Central site is divided into five Precincts as shown in

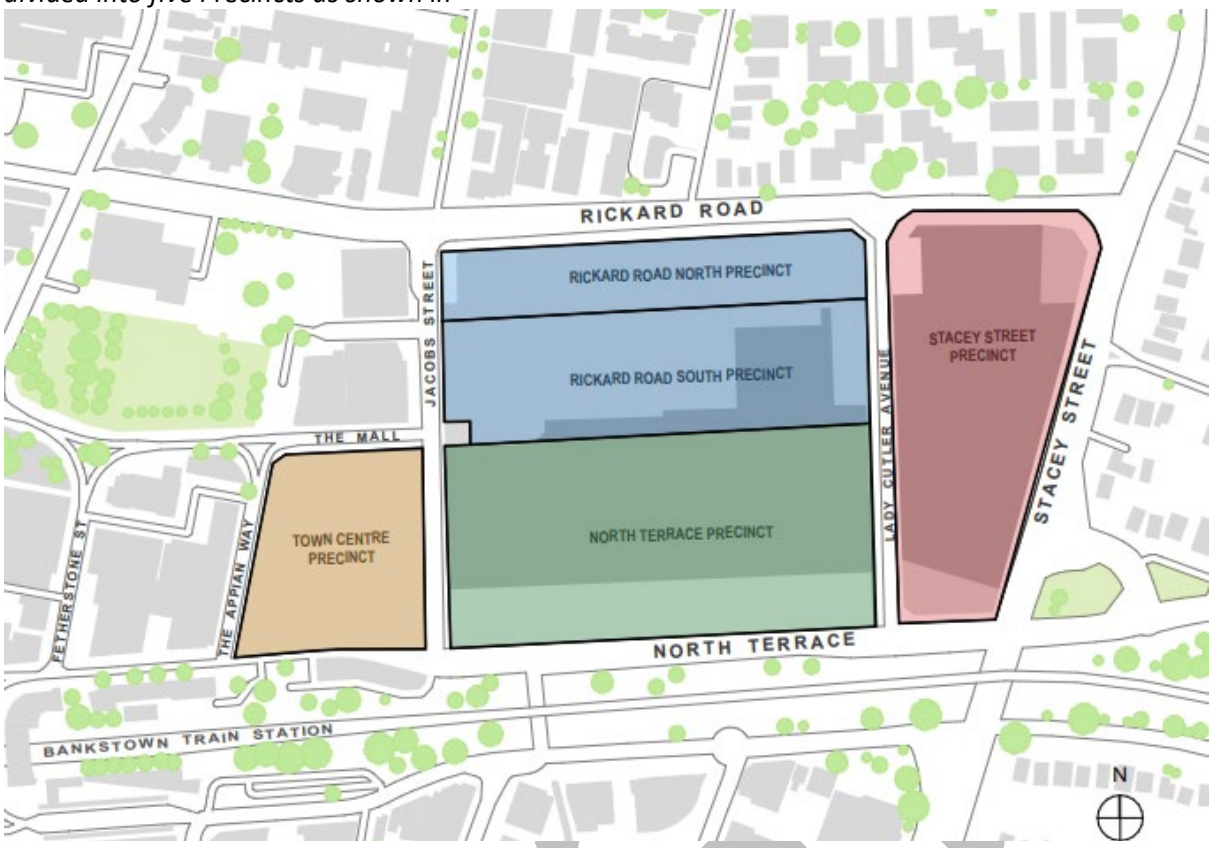

Figure *3*. The key overarching design elements to achieve the future character for the Site include:

- The extension of Jacobs Street from The Mall through to North Terrace for buses and pedestrians and not private motor vehicles.
- A focus on the pedestrian network within the Site and its interfaces.
- Delivery of a new publicly accessible City Park and principal civic space fronting Rickard Road with an area of 5,000m^2 that provides passive and active recreation opportunities for all ages.
- The delivery of pedestrian focussed plaza in the Town Centre Precinct with connections that support easy access through to the Bankstown Metro Station.
- The delivery of a total 10,000m^2 of publicly accessible open space across the Site, including plazas parks and pedestrian boulevards.
- To ensure for a ground level tree canopy cover of at least 15% for the City Park and across the Bankstown Central site overall in all open space areas and outdoor pedestrian areas in addition to vegetated rooftop areas.
- The delivery of tower podium urban form that provides an appropriate street wall height to define streets and laneways, provide solar access where possible and protects pedestrian amenity and street trees.
- Provide opportunities for towers that do not include a podium that provide architectural and visual diversity with increased publicly accessible area at the base of the building.
- Careful consideration of the building design where there is an interface with the existing shopping centre.

These key elements for the site are shown on the Indicative Structure Plan in Figure 2 below and are intended to be staged in line with the indicative Staging Plan identified in Section 9 of this DCP at Figure 21.

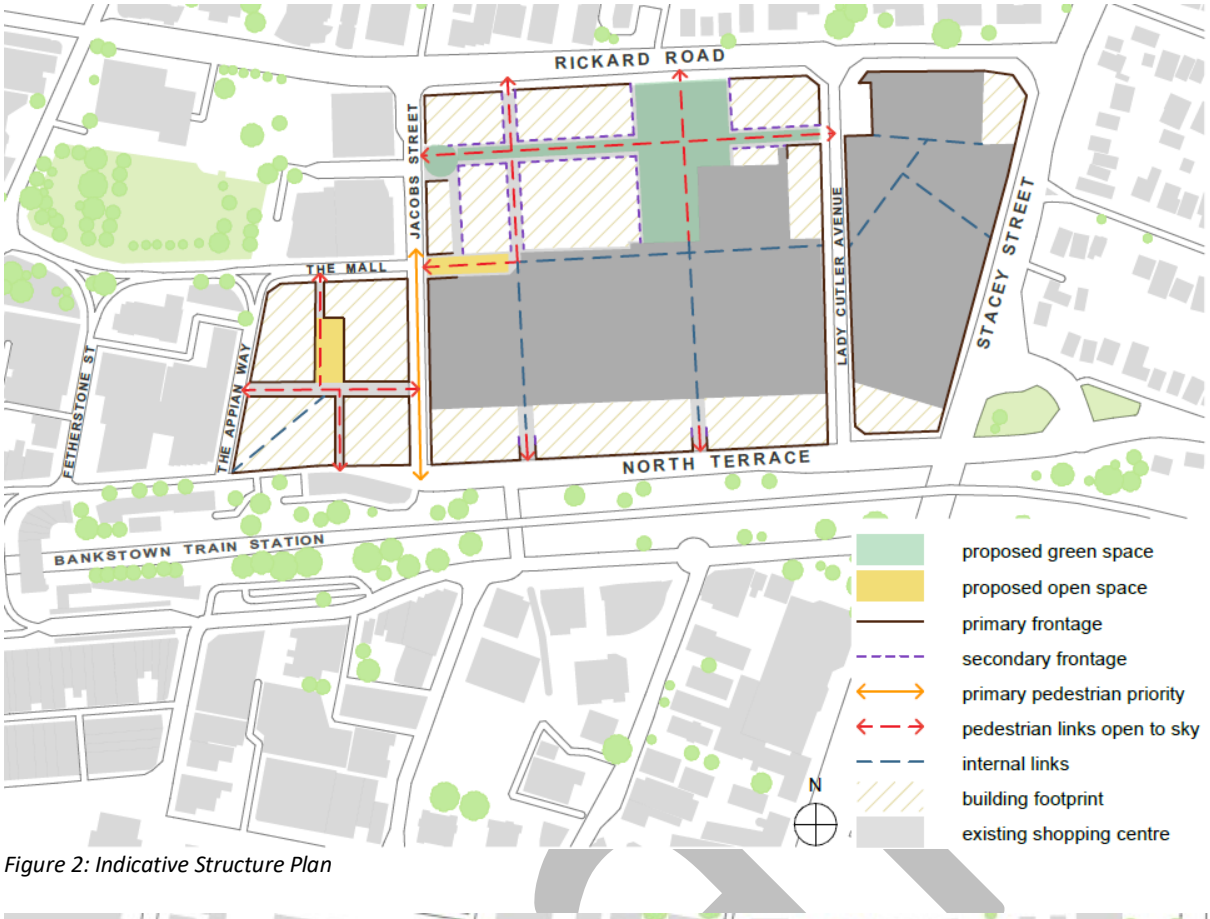

Figure 2: Indicative Structure Plan

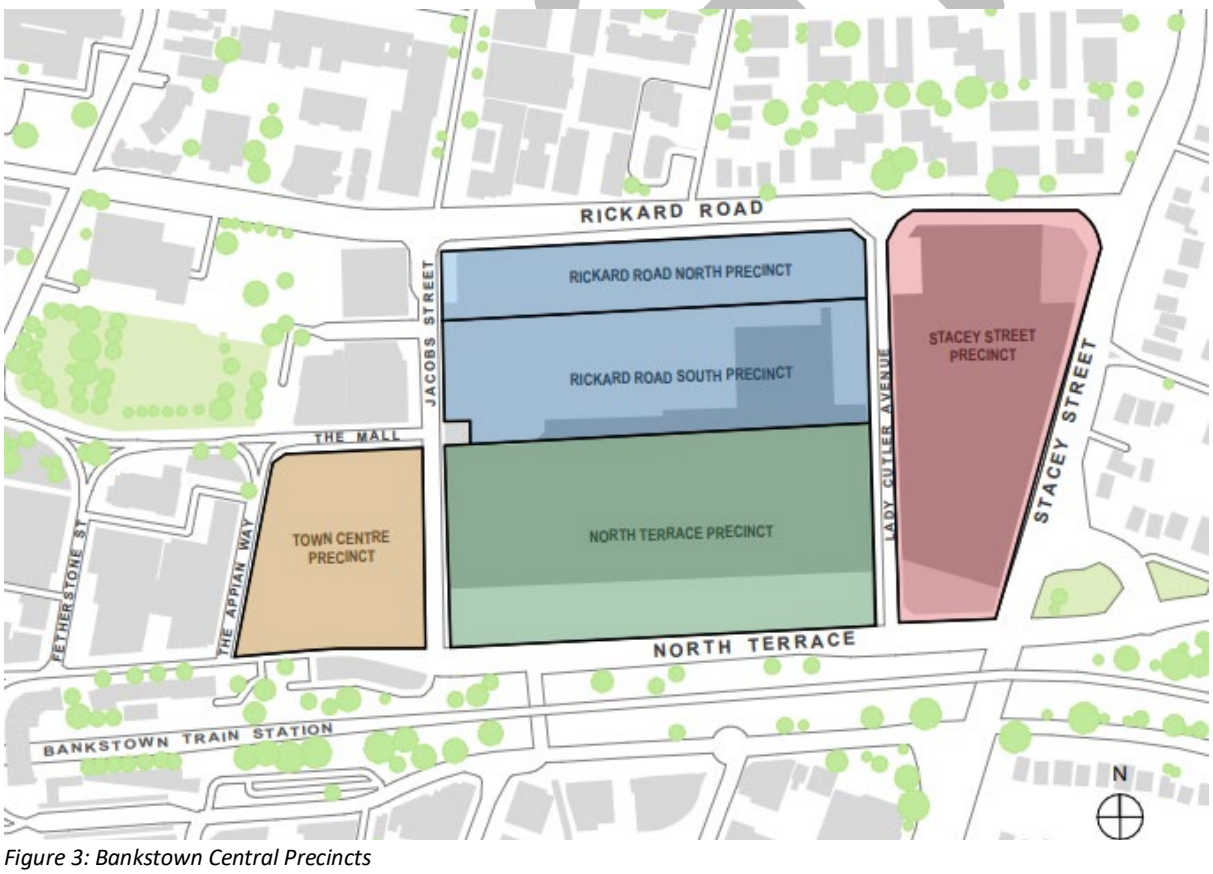

Figure 3: Bankstown Central Precincts

The key principles for each of the five Precincts are outlined below. Development is required to be consistent with the desired future character principles for the Precinct, which are generally reflected in the requirements within other sections of this DCP.

2.2.1 Town Centre Precinct

Desired Future Character Principles

a) Development is of a scale that is reflective of the location of this Precinct in the City Centre 'core' area and being adjacent to rail infrastructure.
b) Provides the 'primary entry' to the Bankstown City Centre and Bankstown Central site for residents, workers and visitors to Bankstown that arrive via the Sydney Metro, train station and buses.
c) The design of the precinct recognises the LEP requirement that at least 50% of the Gross Floor Area is employment generating.
d) Tall buildings with central precinct plaza with active uses at ground level, where possible.
e) Building separation and appropriate floor plate areas for each use, that minimise excessive visual building bulk to streets.
f) Carefully crafted and activated laneways, which can incorporate shelter and provision for seating and lighting. The interface for users with buildings is formed by quality materials and shopfronts that provide for various uses including but not limited to commercial, retail, restaurants and cafes.
g) Residential accommodation in the Precinct supports the long-term vision for Bankstown of providing accommodation for students and key workers, short-stay accommodation and hotels.

2.2.2 North Terrace Precinct

Desired Future Character Principles

a) Tall mixed use tower podium buildings with nil setback to streets and public spaces. Provide opportunities for towers that connect to the ground without a podium.
b) The existing shopping centre building is retained within the northern portion of the precinct and no development is proposed, other than that required to support the ongoing function and operation of the shopping centre and associated uses.
c) Towers that are spaced apart, and offset, if possible, that provide good access to an outlook, natural daylight and sunlight.
d) Building separation and appropriate floor plate areas for each use that minimise excessive visual building bulk to streets and controls down drafts to streets and ensures for solar access to building facades.
e) Allowance for north-south links as indicatively shown on the Indicative Structure Plan (Figure 2) as the precinct is developed. Active edges are to be provided at ground level at the North Terrace entry points to these links.
f) Vehicular and loading entries, servicing and fire egress may be located on active edges where there are existing entries or where it is demonstrated their location will not negatively impede upon pedestrian movement and safety and will continue to prioritise good building design and streetscape outcomes.
g) Provide building design and materials that attenuate noise from the adjacent railway line.
h) Ensure that the design of buildings considers the interface with the existing shopping centre and the future for the precinct and buildings are designed in the round.

2.2.3 Rickard Road North and Rickard Road South Precincts

Desired Future Character Principles

a) Rickard Road North Precinct supports the transition of Rickard Road to be the key boulevard for the City Centre.
b) A new City Park of 5,000m^2 addressing Rickard Road and shared by both precincts, which serves as the principal civic space for passive and active recreation for all ages for the site and for the city generally.
c) A new east-west Garden Boulevard that provides connectivity between Jacobs Street and Lady Cutler Avenue that is predominately open to the sky and has quality landscape design including mature trees, dense planting and uses low maintenance materials such as but not limited to, stone and face brickwork.
d) The Garden Boulevard provides a mix of passive recreation features such as seating, pods and ground level activity including potential for covered areas for food and beverage outdoor dining, stages and amphitheatres and the like to provide areas for social interaction and gathering.
e) Multiple pedestrian access points along Rickard Road that includes the consideration of the future shared pedestrian cycleway.
f) Residential focus to Rickard Road that considers the rear interface to the City Park and Garden Boulevard. Rickard Road South will have development that provides an edge to the boulevard and to the City Park.
g) A small urban plaza which is an extension to The Mall forms an entry point and link into the existing shopping centre from Jacobs Street in the Rickard Road South Precinct.

2.2.4 Stacey Street Precinct

Desired Future Character Principles

a) Careful consideration of the interface with the existing shopping centre and the future development of the precinct.
b) New development will focus on enhancing the character of Lady Cutler Avenue to being more pedestrian friendly and activated with components of retail frontages, seating, shading and landscaping.
c) New development on Stacey Street will concentrate on attenuating noise, screening the street and providing landscaping.
d) Two new towers, one to be located on the north-eastern corner and another on the southern boundary of the Precinct, of high quality design, that act as key landmarks for the City Centre.
e) Provide quality low maintenance materials such as but not limited to granite, stone and face brick work, in all new development particularly at street level that will be appropriate to the precinct's location along a major arterial road.
f) Provide building design and building materials that attenuate noise from the adjacent railway line and street traffic.

3. PUBLICLY ACCESSIBLE SPACE AND PUBLIC DOMAIN INTERFACE

Public space includes streets, squares, plazas, parks, through site links and laneways. These civic elements are key to developing a place that is enlivened, exciting and unique. Public spaces are the enduring elements of a city which people share as a social and cultural space.

3.1 Public Domain and Publicly Accessible Space Principles

Objectives

O1. Ensure pedestrian permeability within the site improves connectivity between the metro/train station and bus interchange.
O2. Ensure solar access to publicly accessible space is considered to ensure for amenity for occupants and the successful growth and survival of landscaping on the site and on adjoining land.
O3. Ensure that public spaces are designed as equitable and safe with quality pedestrian amenity including lighting and, where appropriate, 24 hour accessibility.
O4. Ensure fine grained, pedestrian scaled lanes and links are provided throughout the site and seamlessly integrate with the public domain around the site.
O5. Ensure any future Development Applications seek to accommodate modes of movement including such as electric vehicles, point-to-point vehicle services and car share services where feasible.

Controls

C1. The future streets and pedestrian network are to be consistent with Figure 4.
C2. Publicly accessible spaces, including Jacobs Street and the Jacobs Street extension site must integrate the road reserve width agreed in the Bankstown Bus Interchange Reference Design.
C3. Provide a hierarchy of streets, pedestrian lanes, through site links, share ways and service lanes within the site as detailed in
C4. Figure 6.
C5. Provide landscaping species appropriate to local climate to ensure for visual amenity and mitigation of urban heat island effect. Larger trees are to be provided in deep soil of a minimum

depth of 1.2 metres, in continuous tree trenches. Awnings and similar are provided for shading, sun protection and inclement weather as shown at Figure 9.

C6. Vehicular movements, including servicing traffic should be minimised by integrating service access to precincts, where possible. Refer to Section 5.2 of this section of the DCP.

C7. Vehicular driveways and access points should be minimised adjacent to key pedestrian entrances to the site.

C8. Two trees must be planted for every one tree removed from the site or from the surrounding public domain. New trees must be a minimum 100 litre pot size and minimum 3 metres high.

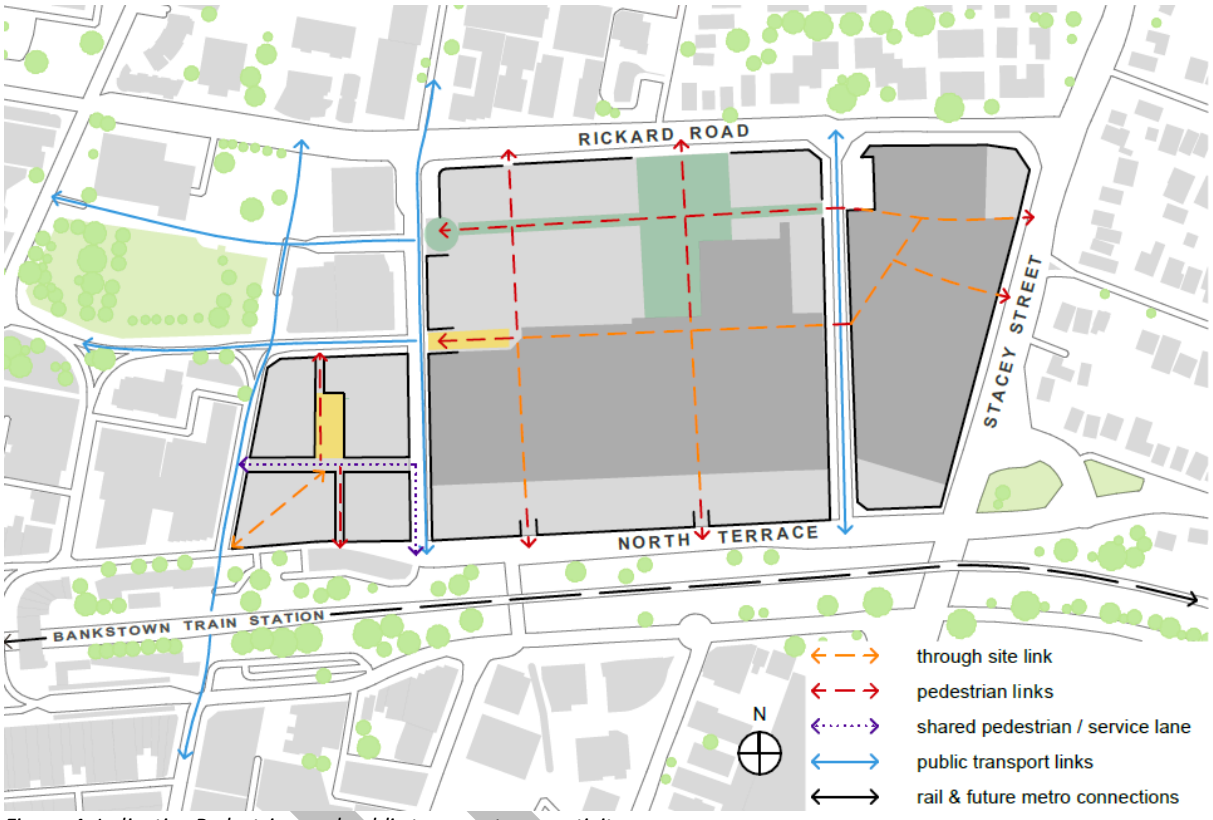

Figure 4: Indicative Pedestrian and public transport connectivity

3.2 Pedestrian Links, Through Site Links, Shared Lanes and Service Lanes

In this section:

Pedestrian links are non-trafficable by vehicles and are for pedestrians only. These lanes are narrower and are predominantly open to the sky but may in part be covered by awnings or buildings.

Through site links provide a pedestrian link that is internal to a building. These links are lined with fine grained shop fronts to activate edges, where feasible.

Shared pedestrian lanes give pedestrians priority over vehicles and have footpaths that are level with lanes. Service vehicles generally use these lanes between 8pm-7am.

Service lanes prioritise vehicles over pedestrians between 8pm-7am. At other times during the day these lanes are shared by pedestrians.

Objectives

O1. Ensure pedestrians are encouraged to use all publicly accessible spaces through the placement of active frontages, awnings, trees, seating, lighting and the quality of materials to pavements, where appropriate.
O2. Design lanes that provide an intimate space to linger within a fine grain spatial network.
O3. Provide easy wayfinding to primary nodal points within the Bankstown City Centre including the Bankstown railway and Metro stations, the Civic Precinct including key locations in close proximity to Bankstown Central.
O4. Encourage active frontages along lanes, shared lanes and service lanes, where appropriate, without compromising safety.
O5. New laneways should enhance the relationship between built form, open space, active street frontages, pedestrian paths and bicycle networks.

Controls

C1. New lanes will be provided as indicatively shown in Figure 4 and reinforce pedestrian 'desire lines' to major destinations in the Site and the City Centre.
C2. Any deviations from the indicative pedestrian connectivity layout in Figure 4 must demonstrate an equivalent or enhanced pedestrian connections and ensure good urban design outcomes in respect to pedestrian access, connectivity and convenience.
C3. Lanes and connections within the Town Centre Precinct, North Terrace Precinct, The Garden Boulevard and Lady Cutler Avenue should where possible incorporate fine grained shop fronts typically 5-15m in width with active uses as shown on Figure 20 to engage pedestrians and promote diversity in public space.
C4. Public space and laneways open to sky are to provide where appropriate 3m wide awnings as shown on Figure 9 relating to the frontage of the development being undertaken. Despite Figure 9, proposed awnings to Rickard Road and Lady Cutler Avenue are only required to the parts of buildings where:
    a. Shared or communal building entrances occur such as entrances to residential lobbies;
    b. Areas where outdoor dining is proposed linked with food and beverage premises; and
    c. Public pedestrian entrances to the existing shopping centre building.
C5. As the North Terrace Precinct is developed, provision shall be made for north-south pedestrian lanes through to the entrance of the existing shopping centre as noted on the Indicative Structure Plan in Figure 2. This will form part of any future development application. These links will be:
    a. A minimum of 8m wide.
    b. Open to the sky from the North Terrace boundary to the existing shopping centre building.
    c. Allow for bridge links for pedestrians and/or vehicles to be constructed between the podiums subject to being:
        i. a minimum setback of 8m north of the North Terrace boundary for the eastern entrance, and
        ii. for the western entrance to have a minimum setback to North Terrace boundary which is to maintain the same setback alignment as the eastern entrance reflecting the angled boundary line along North Terrace. Refer to the dashed line marked A in Figure 5.
    d. Bridge link structures are to be a maximum 6.6m wide excluding structure.
C6. Outdoor laneways, links and connections within the Town Centre Precinct and the Garden Boulevard will be open 24 hours a day, well-lit and adhere to the Crime Prevention Through Environmental Design (CPTED) principles.

C7. New streets and lanes will integrate utilities and services underground, to facilitate tree planting.

C8. Through site links not open to the sky are to generally adopt the principles outlined in Figure 7:

a. Inclusion of fine grain shopfronts
b. Warmth of finishes
c. Consistent signage and internal lighting design, and
d. Visibility to the end of laneways, where practical.

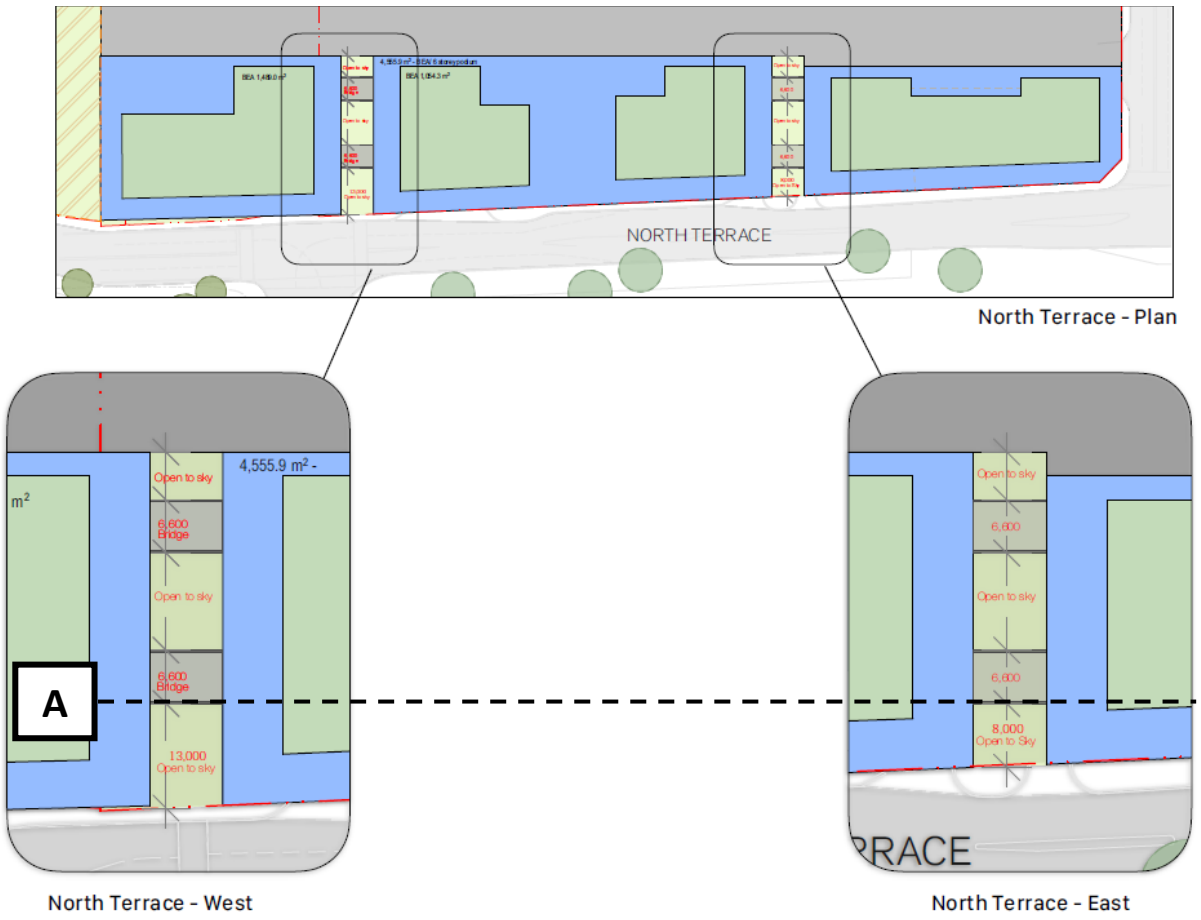

Figure 5: North Terrace pedestrian lane access points and vehicle/pedestrian bridge locations. Dashed line marked 'A' indicates the minimum setback for the southern edge of the vehicle/pedestrian bridges nearest to the North Terrace boundary which is set back the 8m setback of the eastern bridge.

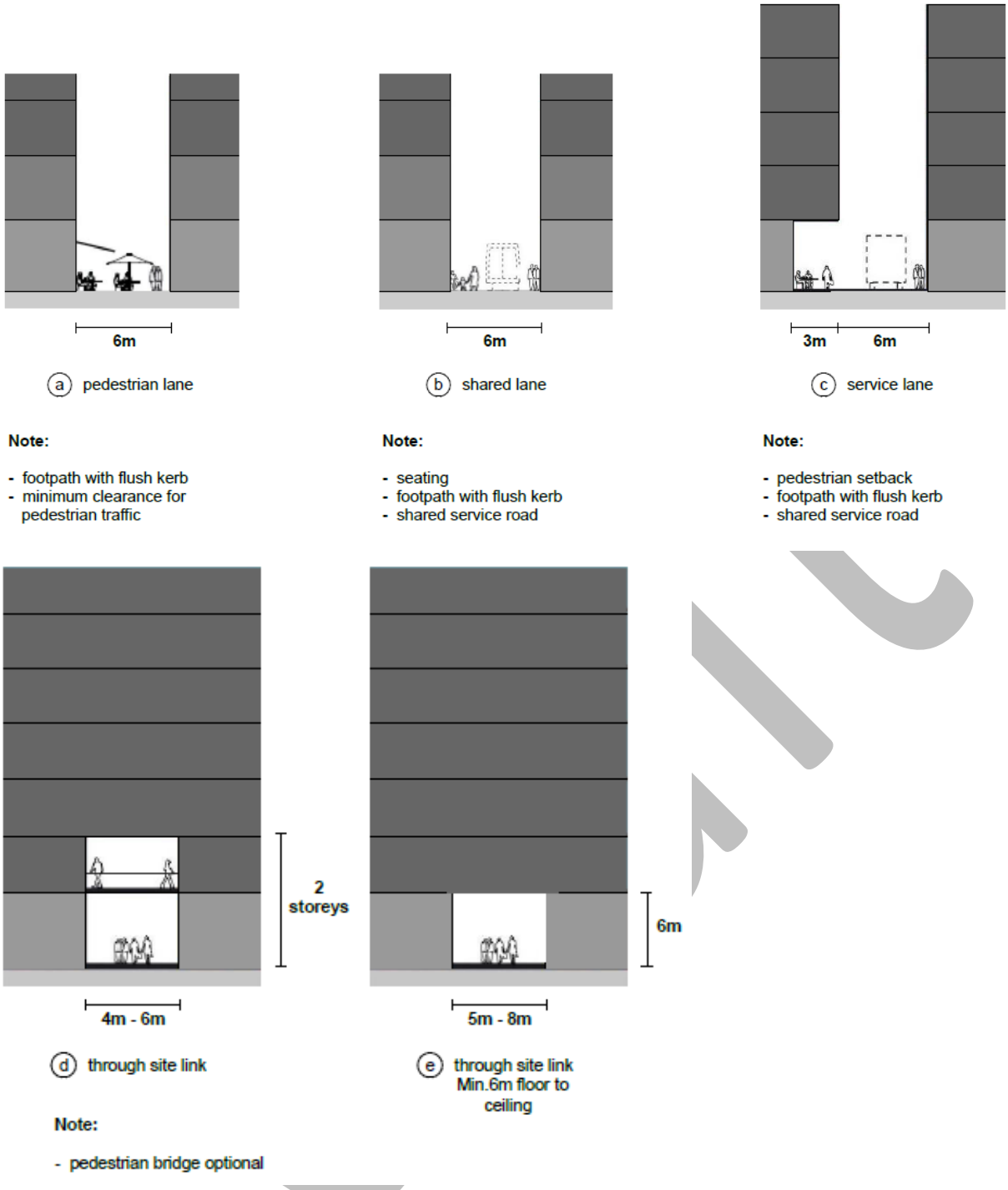

Figure 6: Lane and Links design requirements. Note, controls relating to the design of the Garden Boulevard are included in Section 3.3 - City Park, Garden Boulevard, Town Centre Urban Plaza, Open Space and Links of this DCP section

Figure 7: Example of an active pedestrian lane, showing a diversity of built form with a common language of materials

Figure 8: Example of a covered pedestrian lane showing design elements such as active frontages and visually engaging wall finishes

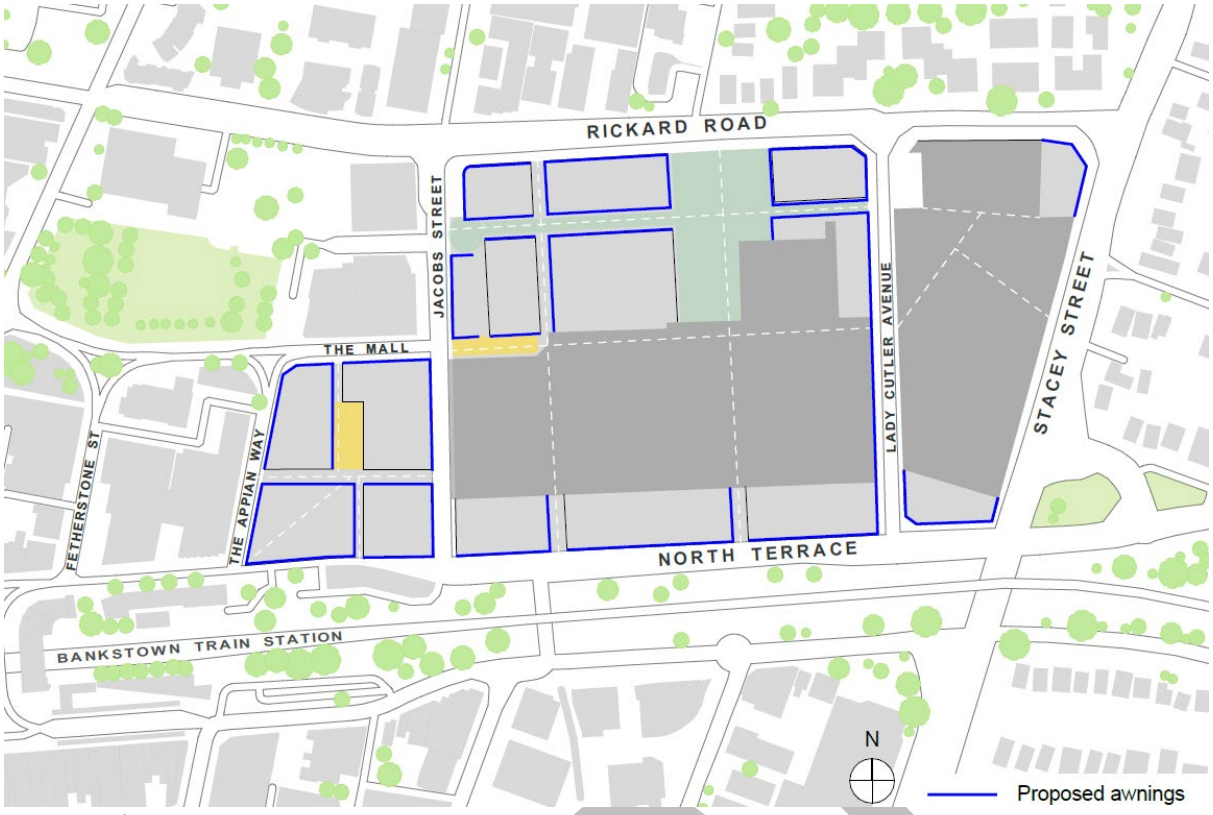

Figure 9: Indicative Awning Map

3.3 City Park, Garden Boulevard, Town Centre Urban Plaza, Open Space and Links

Objectives

O1. Ensure that the City Park, Garden Boulevard and Town Centre Precinct Urban Plaza are easily accessed by a network of pedestrian lanes and thoroughfares.
O2. Consider the needs for solar access and areas for shade to maximise amenity to public space during periods of the day they are most used for recreation.
O3. Provide tree planting appropriate to the local climate along the Garden Boulevard and within the City Park and open space areas.
O4. Provide for recreational equipment, seating, landscaping, absorptive ground treatments and an integrated consistent materials palette for hard landscape.
O5. New landscaped elements will form a green grid between open spaces, providing tree canopy, reducing the heat island effect, and increasing pedestrian amenity as shown in Figure 11.

Controls

C1. Consistent with Figure 10 and Figure 11, new open space and pedestrian focussed elements will include the following:
    a. A total 10,000m^2 of publicly accessible open space across the Site including plazas, parks and pedestrian boulevards, including:
        i. City Park of 5,000m^2
        ii. Garden Boulevard
        iii. Town Centre Urban Plaza
        iv. The Appian Way Arrival Plaza, and
        v. Jacobs Street Extension.

C2. Built form on the Bankstown Central site must provide that the City Park receives a minimum of 4 hours of direct sunlight to at least 50% of its area on the Winter Solstice (21 June) between 8am and 4pm. This is applicable to the entire City Park once completed. These metrics are not to account for shadows cast by development outside of the Bankstown Central site.

C3. The City Park is to include a playground and other equipment and facilities for the use and enjoyment of all age groups. It is to be a predominantly green open space with areas of adequate soil depth and soil volume for medium size (8 – 12 metres high, 8 metres spread) trees.

C4. Any proposed basement or underground structures under the City Park must make an allowance of minimum 1.0 metre depth and 35m^3 volume to support the growth of medium (8 – 12metres high, 8 metres spread) trees. The surface level of the deep soil areas is to be generally the average ground level of the City Park. Soil volumes are to be confirmed by a qualified arborist based on the tree species and continuous tree trench at maturity.

C5. Provide a minimum tree canopy cover of 15% at ground level for the City Park and communal and publicly accessible landscaped open space areas across the site.

C6. The City Park is to provide a range of spaces that can sustain different scales of community gatherings and events for diverse ages and groups.

C7. The Garden Boulevard will have a minimum width of 15 metres and be located a minimum 35 metres from Rickard Road once all stages completed.

C8. The overhang of future adjacent buildings over The Garden Boulevard (other than awnings, signage, lighting, façade articulation and similar ancillary building features) is to be minimised.

C9. The Town Centre Urban Plaza must have a minimum area of 800m^2 and minimum dimensions of 16 metres.

C10. The Town Centre Urban Plaza must provide a minimum of 1.5 hours direct sunlight to at least 160 m^2 of its area on 21 June (Winter Solstice). These metrics are not to account for shadows cast by development outside of the Bankstown Central site.

Note for DCP exhibition: Controls C2 and C10 are subject to further review and testing to ensure the amount of solar access of 4 hours of direct sunlight to up to 50% of City Park area for C2 and to 2 hours of direct sunlight to 160m^2 of the Urban Plaza area for C10 is able to be achieved. Detail of the result of this further testing will be included in the post-exhibition report to Council and a revised post-exhibition version of the DCP.

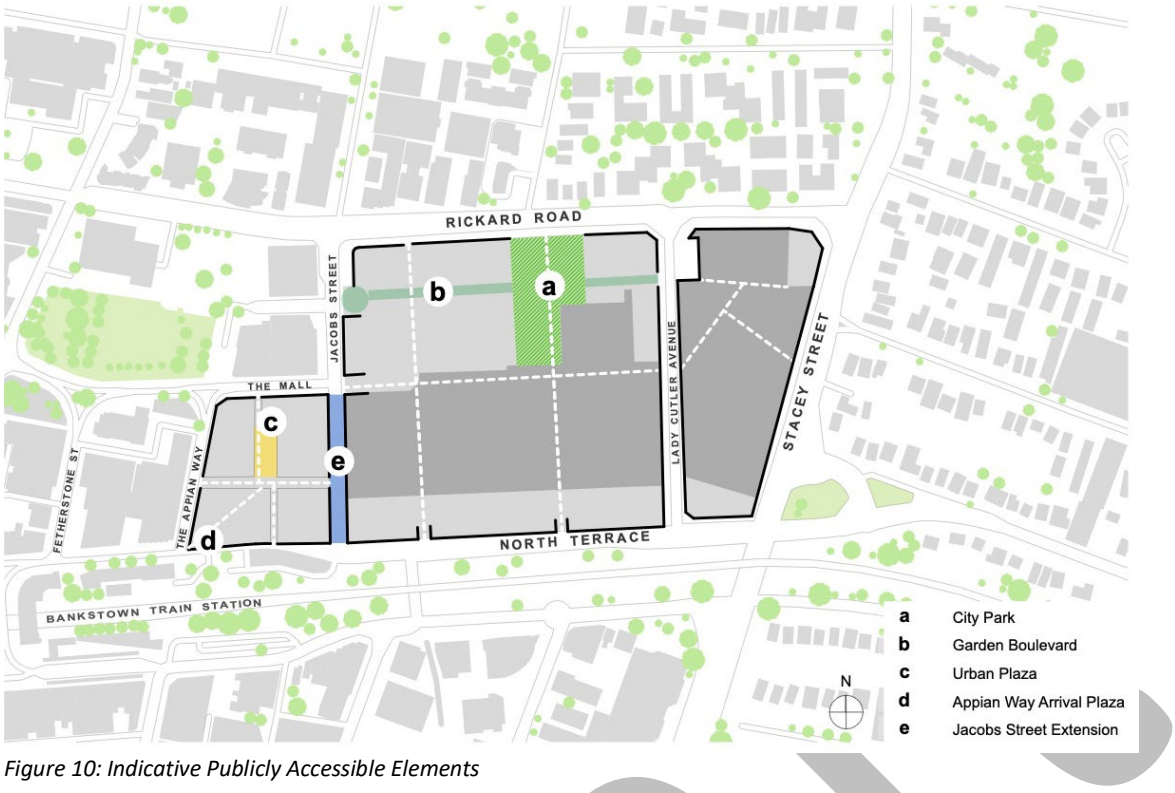

Figure 10: Indicative Publicly Accessible Elements

Figure 11: Indicative Open space and Links

4. BUILDING LAYOUT, FORM AND DESIGN

In this section:

Articulation zone applies to a tall building and means that within the street frontage length of a podium, a 1.5m deep articulation zone is provided to allow architectural form to develop. Balconies for amenity and surveillance of the street form part of this articulation zone.

Building envelope means the space that is defined by the maximum building height, gross floor area, street, side and rear setbacks and upper storey setbacks.

Fine Grain is architectural character and includes massing, articulation, composition of building elements including material use and details. These include building entrances, fenestration, signage, balconies, balustrades, awnings and planters at street and lane level.

Podium means the base of a taller building that is built close to or along the site boundary or boundaries.

Public domain as applies to this section of the DCP, are the peripheral streets and spaces surrounding the site. These include Stacey Street, North Terrace, The Appian Way, The Mall, Rickard Road, Jacobs Street and Lady Cutler Avenue.

Publicly accessible space includes streets, laneways and open space located within the bounds of the site. This includes the extension of Jacobs Street.

Reinforced corner is where the building corner that must address both street frontages, define and reinforce the street edge through massing and façade orientation and ties together the different street frontages and podiums. Reinforced corners may exceed the maximum podium height of connected street frontages.

Street frontage length is the length of a podium or street wall before a lane, link, entry lobby or similar is provided.

Street wall storey height is the storey height of the building or podium. It is what defines streets, spaces and laneways.

Street setback means a setback from a street boundary.

Upper storey setback means the setback from a site boundary for the part of the building located above the street wall or podium. The upper storey setback controls can be applied as an 'average' across the building frontage, to enable variability in appearance

Tall buildings are buildings that are over 50m in height

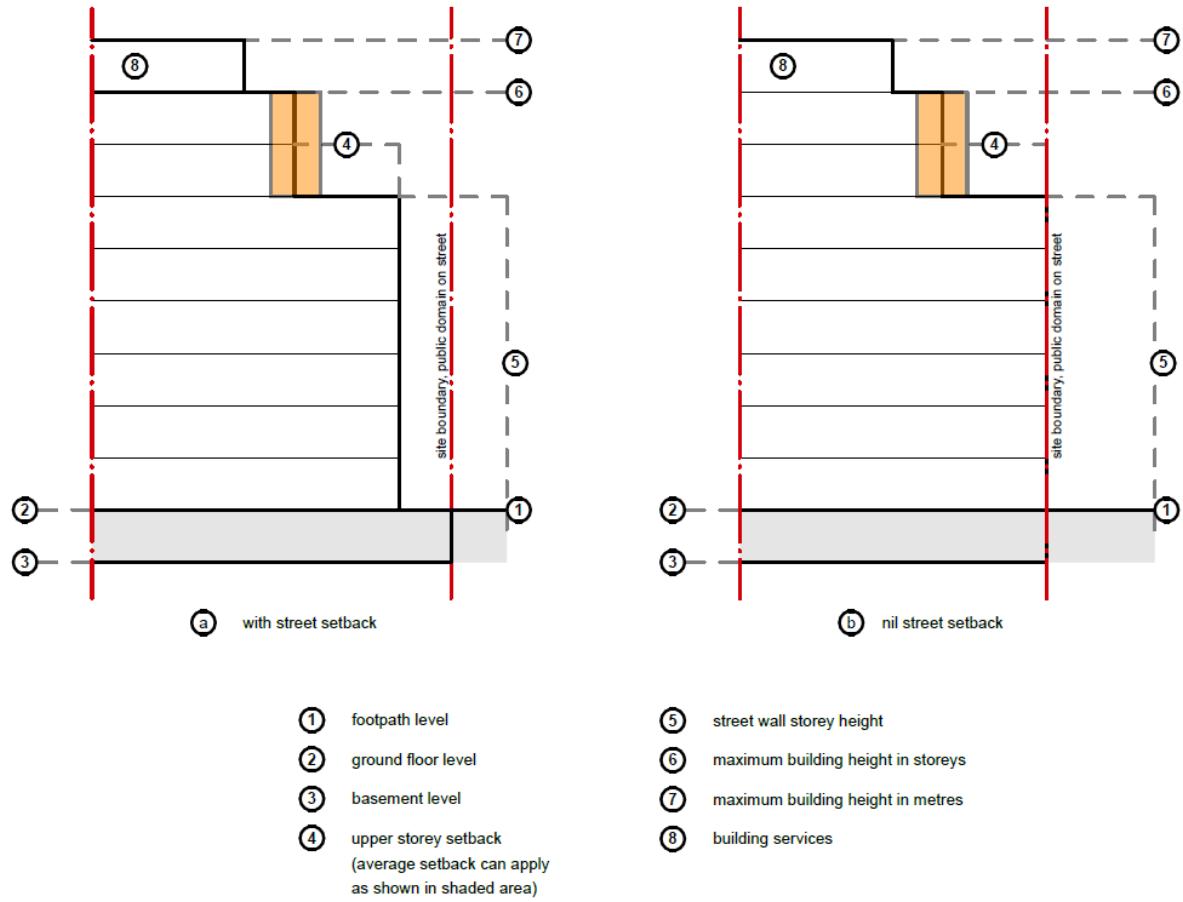

Figure 12:Built form controls – street wall and upper storey setback

4.1 Visual Diversity, Articulation and Fine Grain of Buildings

Objectives

O1. Ensure tall buildings within the Town Centre and North Terrace precincts express a strong architectural response defined by a clearly identified concept or idea to create a sense of place.
O2. Provide upper level tower podiums to buildings to diversify the building envelope and amenity for workers.
O3. Ensure that podiums are not overbearing in length and are articulated to appear as smaller parts to create a positive fine grained and varied experience at street level.
O4. Ensure street blocks present as a group of buildings not a single building and the street is fine grained.
O5. Maintain a diverse and interesting skyline through varying heights and/or roof form and/or tower design.
O6. Ensure that building services are integrated into the building design and hidden from public view to provide a quality street interface.

Controls

C1. Within long street blocks, such as along Rickard Road and the North Terrace, the street frontage is to be limited in length to 45m. Where a building podium exceeds this maximum length, it is to appear visually broken into two or more buildings using facade variation or physical separation. Refer to Figure 14 and Figure 15.

C2. Podiums can include an articulation zone, above ground level and on all sides of the podium structure that have an elevation directly to a public road or a publicly accessible lane or outdoor open space area. The articulation zone is to be located entirely within the property and not encroach or overhang footpaths and other public owned land. Refer to examples at Figure 13.

C3. In accordance with the Active Street Frontages Map in Figure *20*, glazed shopfronts of approximately 5m - 15m should be provided to at least 30% of the internalised laneways within the Town Centre Precinct, the north south links in the North Terrace Precinct and the Garden Boulevard.

C4. A shopfront tenancy that has the ability for two frontages must locate back of house activities away from these frontages.

C5. Vary the visual appearance of buildings in a precinct as a response to use, context, environmental conditions, solar access and amenity. Ensure for a common language between buildings using natural building materials (excluding shopfront glazing) and finishes such as but not limited to stone and face brick.

C6. Services must be addressed early in the design process to ensure they are integrated into building design or where necessary integrated into streetscapes. Substations should be underground or integrated within the design of the building footprint where these facilities can meet Ausgrid standards and to the extent possible due to authority constraints and design requirements.

C7. Where there are blank walls that interface with public open spaces and do not meet the active frontage requirements, landscaping and/or public art treatments are to be considered including green walls where conditions allow plants to flourish.

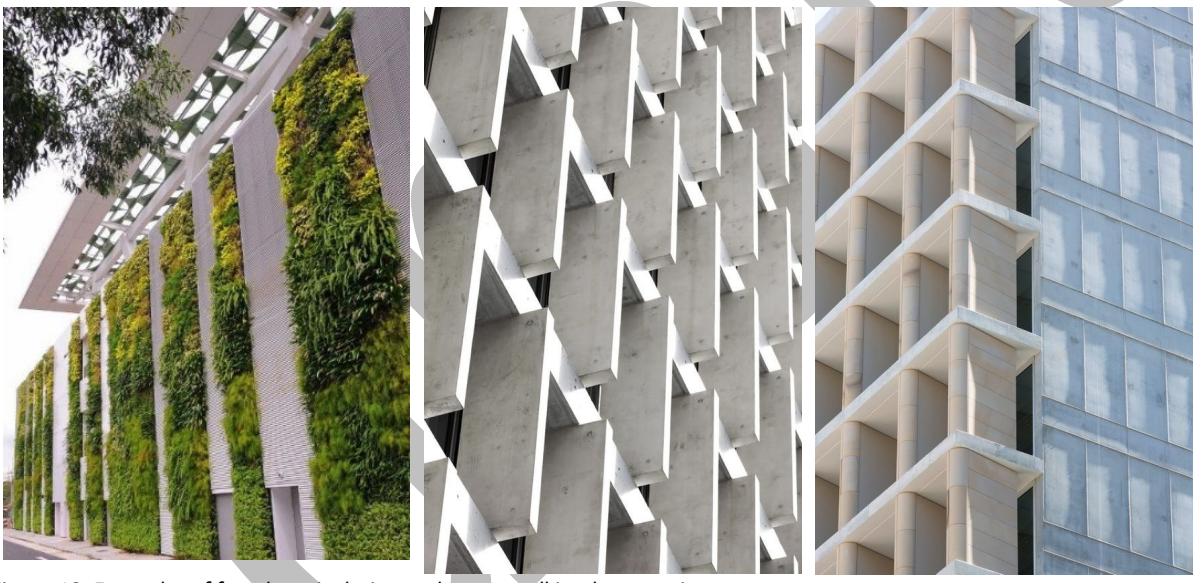

Figure 13: Examples of façade articulation and green wall implementation

Figure 14: Building mass reduced in scale by creating two distinct vertical elements. (Fender Katsalidis, Norman Foster)

Figure 15: Single tower building mass reduced in scale by creating three vertical elements and different materials at podium and tower levels

Figure 16: Podium reduced in scale and articulated (Elenberg Fraser)

4.2 Street and Upper Storey Setbacks

Objectives

O1. To ensure that each tall building is designed to be seen as a unified composition from all sides.
O2. Ensure for appropriate upper storey setback to allow for the enjoyment of sun and daylight within internal streets and lanes.
O3. Provide an upper storey setback to ensure tall towers do not dominate the public domain and publicly accessible spaces.
O4. Ensure the Rickard Road North street setbacks provide for deep soil for large trees in tree trenches and planting. Where it is demonstrated within an arborist report there is not adequate space for the growth of large trees, street setbacks must provide deep soil for medium trees (8-12 metres high, 8 metre spread) and planting.
O5. Reinforce the spatial definition of lanes and publicly accessible spaces.
O6. Ensure for consistent street frontage along the street alignment.
O7. Ensure towers are setback above street walls to reinforce the scale of streets, mitigate wind impacts on pedestrians, enable views to the sky and protect amenity in streets and public spaces.
O8. Avoid the appearance of a continuous wall of towers on North Terrace where a group of tall buildings appear as one mass.

Controls

C1. Buildings are to comply with the minimum setback requirements in Tables 1 and Figure 17 and Figure 18.

Table 1: Peripheral Street and Upper Storey Setbacks

Street frontage	Street setback	Upper storey setback
The Appian Way	Nil	6m
Rickard Road	3m	6m (non-residential) 3m (residential)
North Terrace	Nil	6m
Jacobs Street	Nil	4m (between The Mall and Rickard Road) 6m east (between The Mall and North Terrace) 3m west (between The Mall and North Terrace)
The Mall	Nil	6m
Lady Cutler Avenue	Nil	3m

Stacey Street	Nil	3m (non-residential) 6m (residential)

C2. The design of towers that interface directly with the Urban Plaza within the Town Centre Precinct is to:

a. Allow for variable internal setbacks to respond to the building uses.

b. If no upper storey setbacks are proposed, the Development Application is to:

i. Demonstrate how the design of the plaza provides good amenity at the ground level in terms of solar access, wind, and views of the sky,

ii. Include the use of awnings and building design elements such as colonnades or building recesses

iii. The lower levels of buildings facing the plaza are appropriately defined using building articulation that reflects the prevailing street wall height of surrounding buildings.

Figure 17: Street Setbacks

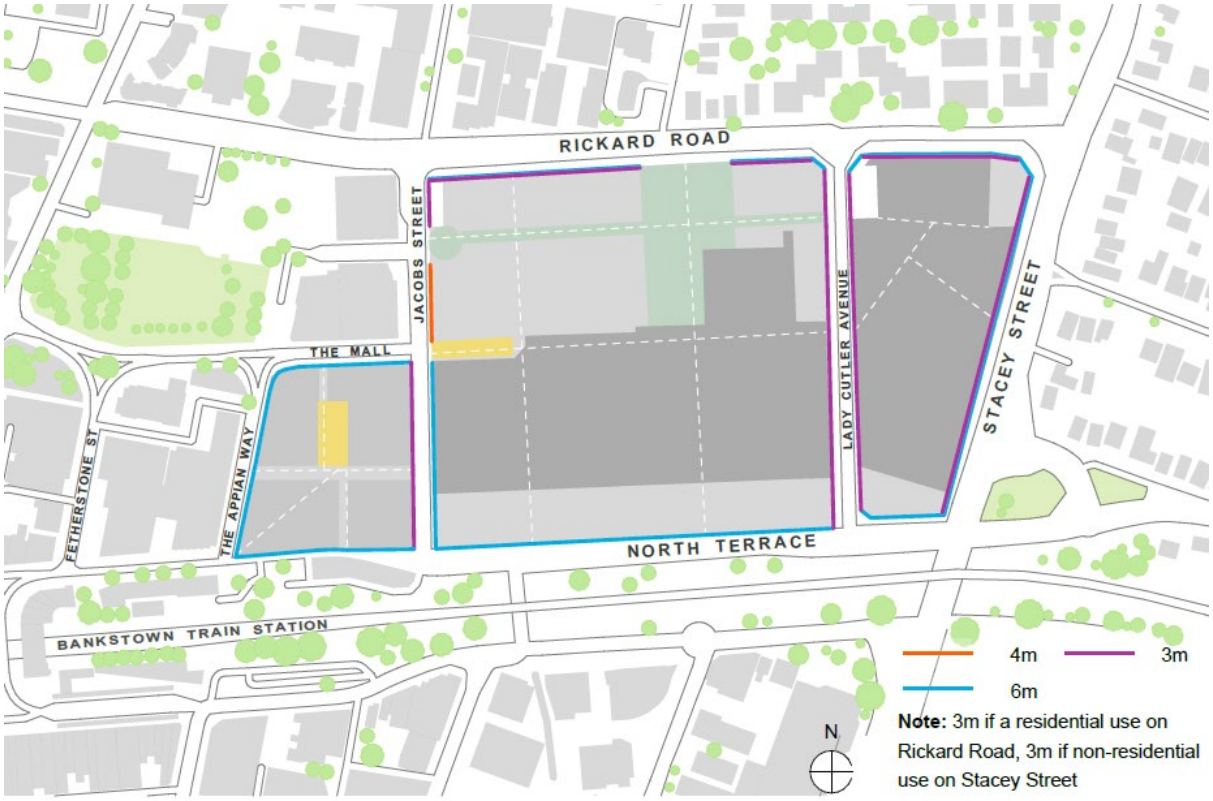

Figure 18: Upper Storey Setbacks

4.3 Street Wall Storey Height

Objectives

O1. To ensure that the visual relationship between the street and public spaces is reinforced
O2. To ensure the design of street walls provide appropriate scale.
O3. Adopt an appropriate variety of street wall heights throughout precincts to reinforce the fine grain of new laneways, through site links and internal spaces.
O4. Create a vertical rhythm and visual interest to reduce the scale of building mass.
O5. Establish street walls that are appropriate to each precinct and to the context that surrounds them.
O6. Ensure street planting and overshadowing is considered when using street walls.
O7. Allow tall buildings that do not include a podium and are built to the ground.

Controls

C1. The street wall storey height of new development is to be consistent with Table 2 and Figure 19.
C2. Tall buildings are permitted to be built to the ground without a podium. Such towers are to provide visual and architectural variety, provide a physical break in a street block from the podium and tower typology and include an increased area of publicly accessible area at ground level at the base of the tower.

C3. Any building services required on the roof that are visible at ground level from the opposite side of the street from each building elevation, must be appropriately screened with high quality treatments or setback from the building or parapet edge to minimise overshadowing and visibility.

Table 2: Street Wall Storey Heights

Street	Street Wall Storey Height (min – max where applicable)
The Appian Way	3-6
Rickard Road	4-6
North Terrace	3-6
Jacobs Street	3-8 (between The Mall and Rickard Road) 3-8 (between The Mall and North Terrace)
The Mall	3-6
Lady Cutler Avenue	3-6
Stacey Street	3-6

Figure 19: Street Wall Storey Height

4.4 Building Separation and Floor Plates – Tall Buildings

Objectives

O1. Taller buildings should have adequate separation to avoid overwhelming pedestrians at ground level, to reduce high wind environments to public spaces and allow for views to the sky from streets and lanes

O2. To protect the amenity of streets and public places by maintaining appropriate daylight and sunlight in streets, lanes and public places.

O3. Ensure for air movement and space between taller buildings and for outlook for occupants.

O4. Ensure towers are sufficiently separated so that tower buildings are seen in the round and are not overcrowded.

O5. To ensure that towers are not visually bulky and provide good amenity for the building occupants.

Controls

C1. The proposed building separations across the site will be as set out in Table 3 below.

Table 3: Minimum separation distance for residential and non-residential towers

Building Types	Minimum Building Separation Distances
Commercial to Commercial	9m
Commercial to Hotel (Inc. Serviced Apartments)	10m
Commercial, Serviced Apartments and Hotels to Residential	12m or otherwise provided by the Apartment Design Guide
Hotel to Hotel (Inc. Serviced Apartments)	12m
Residential to Residential (Inc. Student Accommodation, Built-to-Rent)	As provided by the Apartment Design Guide (ADG)

C2. Separation must be measured to outside face of the building including balconies, vertical and horizontal circulation and external walls, but excluding any architectural features beyond these elements.

C3. A pedestrian wind impact report is to be provided with the Development Application for all tall buildings.

C4. The maximum floor plate for a residential apartment building for the portion above 50 metres in height is 850m^2 Gross Floor Area.

C5. The maximum floorplate for a commercial tower for the portion above 50 metres in height is 1,500m^2 Gross Floor Area.

C6. Any exceedance of the above maximum floor plate in C4 or C5 would be required to consider the following as applicable:

a. A specific or specialised tenant need or use;
b. Appropriate articulation and building modulation to break down the perceived bulk;
c. Maximum number of apartments per floor under the Apartment Design Guide;
d. Not detrimentally impact on the required sunlight access of key public spaces as outlined in controls C2 and C10 of section 3.3 of this chapter of the DCP; and
e. Best practise design outcome.

4.5 Active Street Frontages

Note for DCP exhibition: 'Active street frontages' has the same meaning as Chapter 7 Section 2 of the Canterbury Bankstown DCP 2023 (p5):

'Active street frontages enable a visual connection between the outside and inside of buildings. It enhances the pedestrian experience and provides safe, lively street edges. Good design ensures active street frontages encourage pedestrian movement, particularly within centre main streets. Active street frontages should incorporate clear glazing to allow views into shops when they are open and also at night when they are closed. The effect of security roller doors tends to create the perceptions and potential of an unsafe environment. Good design also ensures sites facilities (such as utilities, building services and substations) unify the development appearance and enhance the desired street character.'

Objectives

O1. Ensure ground floor frontages are pedestrian oriented and of high quality to add vitality to streets.
O2. Provide ground floor shop frontages along streets and lanes, where possible
O3. Provide a mix of shopfront sizes that provide views into and out of the shop.
O4. Ensure vehicular access and servicing entrances are minimised and integrated within precincts, where possible.
O5. Ensure vehicle entries are located away from key pedestrian areas, where possible.
O6. Ensure that building services do not dominate the pedestrian experience and are designed as an integrated part of the building design, to the extent possible due to authority constraints and authority design requirements.

Controls

C1. Active frontages are to be provided in accordance with the Active Street Frontage Map (refer to Figure *20*).
C2. At least 50% of active primary frontages of the building elevation at ground level, as defined in the Active Street Frontage Map at Figure *20*, are to be activated by lobbies, entries, and retail/commercial uses with display windows or shopfronts where retail premises are proposed. This percentage includes shopfronts required under Control C3 Section 4.1.
C3. If a variation is sought to the Active Frontage Map, the first Development Application for each precinct must include an indicative plan illustrating how the precinct may be able to comply with the above control C2.
C4. In the event the major tenant (Kmart) that occupies the part of the existing shopping centre building that is located along the southern side of the garden boulevard vacates, relocates or substantially reduces its footprint, the northern and eastern sides of the external façade of the tenancy should be activated through shop fronts if practicable, outdoor dining, or visually treated through the use of public art, green walls or façade articulation. Refer to the 'Possible active frontage' in Figure *20*.
C5. Minimise blank walls without doors or windows and integrate any services into the building form and architecture, to the extent possible due to authority constraints and authority design requirements
C6. The external shopping centre walls above ground level that have a direct interface with the City Park must be treated with façade articulation or public art, or a combination of both, and include ground level activation such as shopfronts and outdoor dining, where possible.
C7. Active frontages are to be designed at the same level as the footpath subject to flooding requirements and accessibility considerations.
C8. Where elevated ground floor tenancies above public spaces are required, a design solution should be based on the individual flood risk and site constraints for that precinct. This approach must be integrated within all buildings interfacing with the public space to ensure for a coordinated ground floor level to provide for an active frontage.
C9. Security grills may only be fitted internally behind the shopfront and are to be fully retractable.
C10. Vehicle access is to be located away from key pedestrian areas and be from service lanes, where possible. In the event vehicle access is located within 5m of a pedestrian access point, the design of the vehicle and pedestrian access must ensure pedestrian safety is prioritised.
C11. Development that interfaces with Rickard Road, Lady Cutler Avenue and Stacey Street should assist in transforming these streets from being car dominated roads to attractive, pedestrian friendly, urban boulevards.
C12. Frontages within the site are to be activated by retail/commercial uses and provide views into tenancies from pedestrian footpaths and laneways and designed to minimise 'back of house' servicing areas and blank walls.

C13. Awnings are to be provided over the public and publicly accessible footways to active street frontages in accordance with Figure 9 that extend a minimum of 3m over the footway and be continuous with no gaps, to provide protection from the sun (at Summer Solstice), rain, and wind.

Figure 20: Active street frontage map

5. TRANSPORT AND PARKING

5.1 Car and Bicycle Parking

Objectives

O1. Car parking provision across the site will adopt a maximum parking rate as opposed to a minimum car parking rate to reflect the 'inner core CBD' location with part of the Bankstown Central site being within 400m of Bankstown Railway Station and are consistent with the maximums in the Canterbury Bankstown DCP 2023.

O2. Recognise the historical car parking provision has applied to the site and the existing car parking spaces can be retained as a 'baseline' provision. New development will be subject to the car parking rates in this section of the DCP, except where new development is replacing existing car parking required for the continued operation and viability of the shopping centre.

O3. New development on the site to consider a precinct-wide approach to carparking including where feasible, consolidated car parking facilities, shared car park entrances and consolidated/integrated basements, and car-share facilities.

Controls

C1. For all new developments, the car parking rates in Table 4 will apply. Car parking provisions can be uncoupled from each specific use as long as overall provisions are within the allocations to provide for flexibility over time.

Note: Uncoupling car parking provisions may be implemented, for example, in the form of office car parking spaces converted to car parking spaces for retail uses outside of standard office business hours.

C2. Bicycle parking is to be in accordance with the parking rates in Table 5.
C3. Bicycle parking must be located wholly within private land.
C4. The first Development Application for redevelopment of each Precinct must include:
    a. A Car Park Access and Servicing Strategy that is informed by development staging and minimises/consolidates where possible, vehicle access points along Stacey Street, Jacobs Street, Lady Cutler Drive, The Mall and North Terrace as each location applies to the works associated with the Development Application, and
    b. A Travel Demand Management Plan (TDMP) that includes a range of development responses to proactively encourage walking, cycling and public transport use to minimise the traffic generating impact of the redevelopment of the site. The TDMP is to include details of how Development Applications on the site address the following:
        i. Improving pedestrian and active transport connections to the interim bus interchange, future permanent bus interchange, railway station and future metro station, and neighbouring land uses;
        ii. Measures to promote and accommodate increased bus patronage given the large number of additional trips forecast on the public transport system (noting the railway line will not serve all travel movements/directions of travel); and
        iii. How loading/unloading and service vehicles will access the site without significant safety and amenity impacts in areas of higher pedestrian/cyclist activity.

        Note: A mechanism to review the TDMP at the Development Application stage of the next building in a Precinct is to identify whether the objectives are being met and if further measures are to be incorporated into future development stages.

Table 4: Car parking requirements for Bankstown Central site

Land Use	Size/ Description	Minimum car parking provision	Maximum car parking provision
Residential Flat Building/Build to Rent	Studio	Zero	0.5 Space per dwelling
	1 Bedroom	Zero	0.5 Space per dwelling
	2 Bedrooms	Zero	1 Space per dwelling
	3 Bedrooms	Zero	1.5 Spaces per dwelling
	Visitor	Zero	1 Space per 10 dwellings
Office Premises	Office	Zero	1.25 spaces per 100m^2
Retail Premises	Retail	Zero	1.25 spaces per 100m^2 for new additional retail premises Gross Floor Area
Existing uses	Retail, commercial	N/A	It is noted that the parking rates stipulated in this table do not apply to any existing or approved commercial/retail uses. For such uses, a maximum cap of 3,500 applies. Any further parking for new floor space may be in addition to this cap.
Education Premises	Education	Zero	1.5 spaces per 100m^2
All Other Land Uses	N/A	Zero	Not defined
Serviced Apartment	N/A	Zero	1 space per room
Hotel	N/A	Zero	0.5 space per room
Student Accommodation	N/A	Zero	0.33 space per bed

Table 5. Bicycle Parking/End of Trip Facility Rates

Bicycle Parking Rates		
Land Use	**Size/ Description**	**Bicycle Parking Rate**
Residential Flat Building/Build to Rent	Studio	1 secure bicycle space per 3 dwellings
	1 Bedroom	
	2 Bedrooms	
	3 Bedrooms	
	Visitor	1 visitor bicycle space per 15 dwellings
Shop top Housing/mixed use buildings	Shop Top Housing	Residential flat building and commercial office / retail / business rates will apply to the relevant component of the development
Office Premises	Office	1 secure bicycle space per 200m^2 GFA 1 visitor bicycle space per 500m^2 over 1000m^2 GFA
Retail Premises	Retail	1 secure bicycle space per 300m^2 GFA
End-of-trip Facility Rates		
Office Premises	Office	1 staff shower for every 10 secure bicycle parking spaces required by this section of the DCP and associated change rooms.
Retail Premises	Retail	

5.2 Service Vehicle Access and Loading

Objectives

O1. To facilitate, where feasible, the orderly servicing of the commercial premises and residential accommodation on the site without impacting on positive pedestrian focussed streetscape, urban design and public domain outcomes in and around the site.

O2. To maintain a consolidated or centralised loading dock that will service the majority of the site, or group of loading docks for each precinct, which provides better urban outcomes from a traffic management and streetscape perspective, whilst enabling an efficient use of space for site servicing.

Controls

C1. The appearance of service vehicle entries and areas must:

i. Provide safe (well lit and free of concealment opportunities) and 24-hour access between car parking areas and building entries.

ii. Not be visible from an adjacent public open space.

iii. Screening with architectural treatments/artwork/green walls must be incorporated into the design where adjacent to a public open space.

iv. Set back or recessed entries from the main façade line.

v. Avoid 'black holes' in the façade by providing security doors to car park entries, where appropriate.

C2. All service vehicle areas and loading docks must be designed in accordance with Australian Standards AS2890.1, AS2890.2 and AS2890.6.

C3. Individual developments at the Site will not be required to provide their own separate loading docks, however this can be provided where it is demonstrated in the Development Application to result in a better traffic management and servicing outcome for the site and street network.

5.3 Jacobs Street Extension Bus Interchange Design Requirements

Objectives

O1. Provide the extension of Jacobs Street between The Mall and North Terrace that incorporates a sensitive place-based bus interchange that fits within the 'Complete Streets' design philosophy.
O2. Deliver a 'people first' designed street within a tree lined streetscape with space for street furniture, landscaping, pedestrians and mobility impaired users.

Controls

C1. Drawings are to be submitted to Council and Transport for NSW for review prior to lodgement of a Development Application on the site that coordinates with the construction of the Jacobs Street extension.
C2. The width of the road reserve for the Jacobs Street Extension is [XX metres, *final width to be confirmed by Reference Design refer to note below*].

Note for DCP exhibition: The 20 metre wide road reserve for the Jacobs Street extension as nominated by Vicinity in the draft Planning Agreement in connection with the planning proposal will be reviewed subject to the outcomes of the Reference Design Working Group between Council, TfNSW and Vicinity.

6. SUSTAINABILITY

Note for exhibition: To avoid duplication, when the Development Control Plan to support the Bankstown City Centre Master Plan planning proposal is adopted by Council, part of, or all, the objectives and development controls within Section 6 'Sustainability' will be removed from this section of the DCP and moved to the section of the DCP that applies to the entire Bankstown City Centre.

Objectives

O1. Reduce the use of non-renewable resources in the development and by the development over the course of its effective life.
O2. Increase the resilience of the development from exposure to climate change induced environmental impacts.
O3. Provide natural ventilation to residential buildings as a means of comfort cooling at suitable times of the year.
O4. Improve the passive resilience of commercial buildings.
O5. Integrate the use of design features that actively enhance biodiversity.
O6. Implement strategies that actively promote Water Sensitive Urban Design within the private and public domain.
O7. Reduce embodied and operational carbon emissions from building materials through reduction, re-use and recycling of materials, resources and building components.

Controls

C1. Where surfaces on rooftops or podiums are used for communal open space or recreation purposes (for commercial or residential uses) the development must include at least 30% of the accessible roof area, where practical as one or more of the following scenarios:
    a) Be shaded by a shade structure

b) Be shaded by solar panels
c) Be covered by native vegetation identified in the NSW Plant Community Type for the area as defined by the NSW vegetation classification hierarchy

C2. Where practical, where surfaces on rooftops or podiums are not used for private or public open space, for solar panels, or rooftop plant, the development should consider 50% of the available roof or podium surface to be covered by vegetation.

C3. Heat rejection units are strongly discouraged from being located on building facades and discouraged from private open space, such as balconies, courtyards and wintergardens. However, where it is demonstrated that heat rejection cannot be achieved without the use of a heat rejection unit, the HVAC system must demonstrate:
a) Heating, ventilation and cooling systems exceed current Minimum Energy Performance Standard requirements; and
b) The heat rejection units are situated with unimpeded ventilation, avoiding screens and impermeable balcony walls; and
c) The area required by the heat rejection units is additional to minimum area requirements for private open space.

C4. All new development is to provide rainwater collection and reuse. The rainwater storage will be sized to allow the capture of rainwater that falls on at least 80% of non-trafficable roof area and tank effectiveness for 60% of water captured, that falls on the roof in a typical year. The rainwater reuse will be connected to all non-drinking water uses via a dual reticulation system.

C5. The minimum energy efficiency targets should be achieved in new developments is provided below. Where the State Environmental Planning Policy (Sustainable Buildings) 2022 applies to the development and sets higher targets, the higher targets within that SEPP will prevail over the targets below:

Proposed Development	**Energy Target**
New retail (excluding modification to existing shopping centre) with Gross Floor Area (GFA) of 15,000m^2 or more	4.5 Star NABERS
Office floorspace (of more than 3,000m^2 GFA)	5.5 Star NABERS (base building)
Hotel	4 Star NABERS (whole building)

C6. The minimum standard for water usage targets should be achieved in new developments:

Proposed Development	**Water Target**
New retail (excluding modifications to existing shopping centre) with GFA of 15,000m^2 or more	3.5 Star NABERS
Office floorspace (of more than 3,000m^2 GFA)	4.5 Star NABERS (base building)
Hotel	4 Star NABERS (whole building)

C7. The minimum Green Star targets should be achieved in new developments:

Proposed Development	**Energy Target**
New retail (excluding modification to existing shopping centre) with GFA of 15,000m^2 or more	5 Star Green Star
Office floorspace (of more than 3,000m^2 GFA)	5 star Green Star

C8. Targets for mixed-use development will be determined based on the mix and proportion of land uses in accordance with how each rating is assessed under the relevant rating tools. For example, an office tower with ground floor retail would seek an office building rating.

C9. Where applicable, development is to demonstrate compliance with the design principles embodied in the State Environmental Planning Policy (Sustainable Buildings) 2022. All commitments listed on a BASIX certificate (or equivalent certification under the SEPP) must be marked on all relevant plans, specifications, and submitted with a Development Application.

C10. All development not subject to the State Environmental Planning Policy (Sustainable Buildings) 2022 will need to, as a minimum, comply with the Building Code of Australia energy efficiency provisions (Section J). A Section J report should be provided along with an annotated plan demonstrating compliance for fabric and services requirements.

C11. All development not subject to the State Environmental Planning Policy (Sustainable Buildings) 2022 will need to incorporate the following water-saving measures:

a. Plumbing fixtures are to meet minimum Water Efficiency Labelling and Standards (WELS) Scheme Standards including 4 star rated showerheads (3 star for tourist and visitor accommodation), 4 star rated toilet cisterns, 5 star rated urinals and 6 star rated water tap outlets.
b. Appliances (dishwashers, clothes washers etc) are to be 5 stars (WELS Scheme) or better rated for water use efficiency.

C12. Documentation from a suitably qualified consultant is to be submitted with applications for development specified in the above control demonstrating the strategy that will be used to achieve the requirements. Evidence of a formal commitment agreement or registration with the relevant scheme administrator may be required to be submitted before the issuing of a construction certificate.

7. SIGNAGE STRATEGY AND PUBLIC ART

Objectives

O1. To ensure that signage is integrated and consistent within precincts to contribute to composition of the finer grain at ground level in the open spaces and lanes network.

O2. To ensure that public art is delivered across the site in an integrated and cohesive way, that acknowledges the indigenous history of the place and reflects the contemporary character and community of Bankstown.

Controls

C1. All proposed signage is to comply with the signage objectives and controls in the Canterbury Bankstown DCP 2023.

C2. To ensure all signage is coordinated across the site, the Development Application that proposes the detailed design and construction of each building in each Precinct (for the applicable buildings subject to the DA) is to include a Preliminary Signage Strategy. The Preliminary Signage Strategy is to include:

a. A plan showing the location of all signage zones

b. Indicative locations for all building identification signage
c. Under awning signage zones
d. Wayfinding signage zones
e. Details of illumination of signage
f. Dynamic Signage
g. Tenancy shopfront signage zones

C3. Public art is to be provided on the site with reference to the 'Public Art Principles' and indicative 'Artwork Opportunities' in the Draft Public Art Strategy produced by UAP dated September 2022, which may be updated from time to time with agreement of the Authority.

C4. An update to the public art plan for each stage is to be submitted with the relevant Development Application. The plan is to provide details on how high quality public art in publicly accessible locations will contribute to the identity and amenity of the place and include:
a. Project context
b. Visioning
c. Artwork typologies
d. Examples of artwork (for that stage), and
e. Indicative implementation plan including process, timeline and procurement.

8. AFFORDABLE HOUSING

Objectives

O1. To facilitate the delivery of affordable housing, including affordable housing for key workers, as part of the redevelopment of the site.
O2. To maintain a strong commercial and employment base in the strategic centre of Bankstown and where there is good access to transport and services.
O3. To support the provision of private housing that enables key workers to be able to live in the LGA which in turn supports ongoing employment and the provision of services.

Controls

C1. These controls are not applicable to any development applications associated with the ongoing function, expansion, improvement and operation of the retail shopping centre.

C2. Development should aim to achieve a minimum 40% Employment Generating Floorspace (EGF) calculated in Gross Floor Area (GFA) across the entire master planned Bankstown Central Site including the shopping centre GFA.

C3. Development must achieve a minimum 50% Employment Generating Floorspace (EGF) calculated in Gross Floor Area (GFA) across the Town Centre Precinct.

C4. At the time of lodgement of the first development application for redevelopment following Gazettal of the updated controls for the site, an indicative EGF Strategy must be issued to the Council identifying how 40% EGF could be delivered across the entire master planned Bankstown Central site and how 50% EGF could be delivered across the Town Centre Precinct.

C5. Following the first development application referred to in C4, at the time of lodgement of subsequent development applications for redevelopment, an update of the indicative EGF Strategy must be issued to the Council identifying how 40% EGF could be delivered across the

entire master planned Bankstown Central site and how 50% EGF could be delivered across the entire master planned Town Centre Precinct.

C6. With respect to the entire master planned Bankstown Central Site, where a shortfall of EGF will occur upon completion of the full development as defined in the EGF Strategy:
    a. If 40% or greater of EGF (calculated in GFA) is achieved across the entire site, no provision for Affordable Housing is required;
    b. Where less than 40% of EGF (calculated in GFA) is achieved across the entire site, then provision for Affordable Housing is to be calculated at the rate of 3% of the shortfall of EGF or an equivalent monetary contribution calculated in accordance with C7 below.

Note: As an example, if the EGF Strategy forecasts 447,523sqm of GFA across the entire master planned Bankstown Central site and shopping centre and forecasts 25% EGF, then the 15% shortfall equates to 67,128.45sqm (GFA Shortfall) which will require 2,013.85sqm of Affordable Housing to be delivered, being 3% of the shortfall, or the monetary equivalent.

C7. The equivalent monetary contribution rate for Affordable Housing is calculated based on the rates set out in Table 6 - Affordable Housing Contribution Rates.

C8. Any Affordable Housing provided as required by these controls can be retained and owned by the developer with the management of dwelling being performed by a registered community housing provider or association. There is no obligation to gift the Affordable Housing to Council or a community housing provider or association.

Table 6. Affordable Housing equivalent monetary contribution rates

Determination of Affordable Housing Contribution (determined under C3 or C4)	**Bankstown Central equivalent monetary contribution rate**
When an equivalent monetary contribution shall be provided at a rate multiplied by the GFA Shortfall, in lieu of providing the required dwellings (in whole or in part)	$198 per square metre of GFA Shortfall*

*Note: The monetary contribution rates will be adjusted quarterly within one week of the first of March, June, September and December, to ensure that the contributions reflect the costs associated with the provision of affordable housing over time. All monetary contributions must be indexed at the time of payment to ensure funds received will cover the full costs of delivering the required affordable housing contributions

Rates will be adjusted with reference to movement in the median price for strata dwellings in Canterbury Bankstown. The median strata price is published quarterly in the NSW Government Rent and Sales Report, Table: Sales Price – Greater Metropolitan Region – Strata. Refer to Section 3.2 of the Canterbury Bankstown Affordable Housing Contribution Scheme (DRAFT), October 2021.

9. STAGING AND IMPLEMENTATION

O1. A 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.

O2. The redevelopment of the site delivered in a logical sequence of stages.

Controls

C1. The indicative staging is indicated in Figure 21 and on the staging diagram at Table 7Table below and is subject to market forces and demand.

Table 7: Indicative staging program for Bankstown Central site (as of 2023)

Stage	Indicative Timeframe
Stage 1: Bus Precinct	2020-2026
Stage 2: Town Centre	2022-2029
Stage 3: North Terrace West + Rickard Road North	2025-2031
Stage 4: North Terrace Centre	2030-2034
Stage 5: North Terrace East + Rickard Road South	2032-2036
Stage 6: Stacey Street Precinct North	2034-2038
Stage 7: Stacey Street Precinct South	2036-2040

C2. A staging plan is to be submitted with the first DA for new mixed-use development within the relevant Precinct. The staging plan is to include:

a. Pedestrian movement
b. Vehicle movement and car parking
c. Publicly accessible open space (either permanent or temporary)

C3. The delivery of public infrastructure and benefits in connection with the Planning Agreement is to be identified in the Staging Plan.

Figure 21: Indicative staging plan