

BANKSTOWN CENTRAL SHOPPING CENTRE

SITE SPECIFIC DEVELOPMENT CONTROL PLAN

MARCH 2022
PREPARED FOR VICINITY CENTRES

URBIS

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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



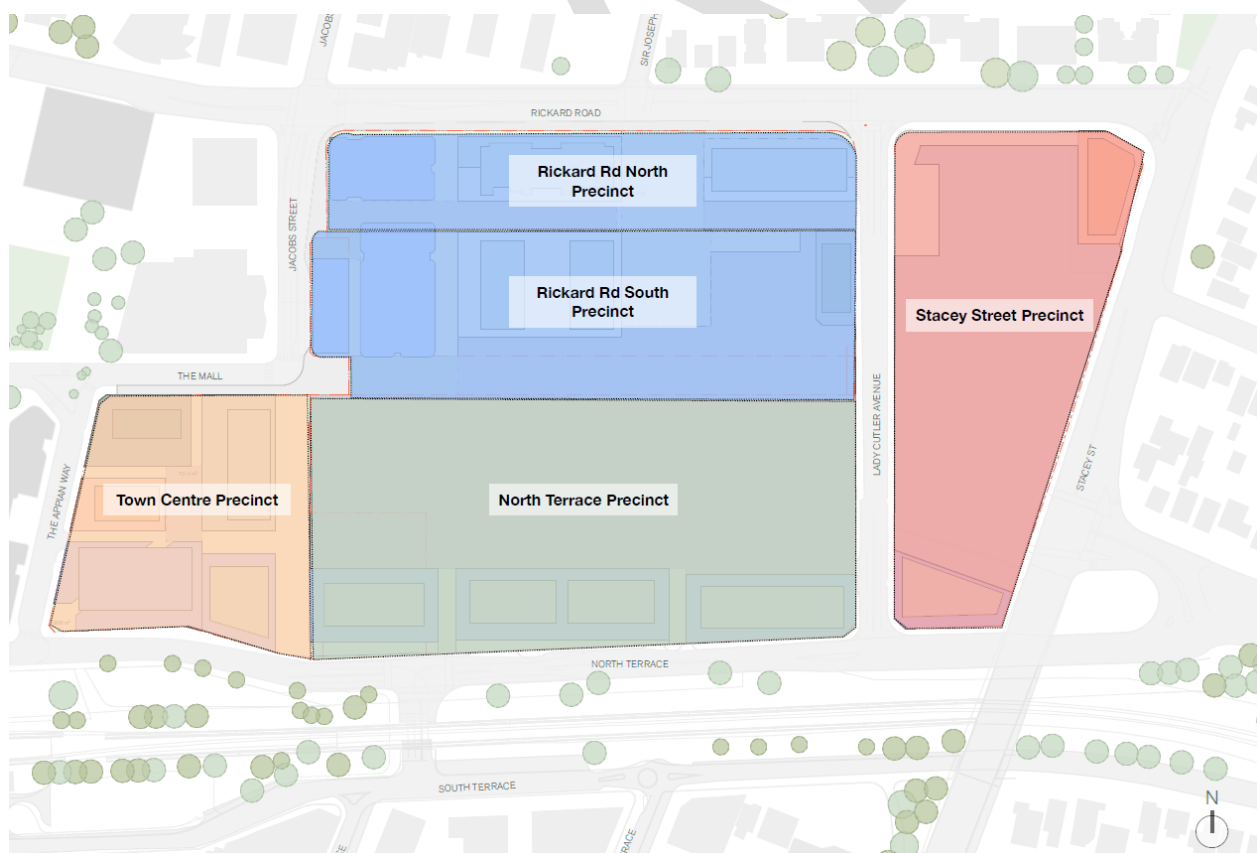
Source: Urbis

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

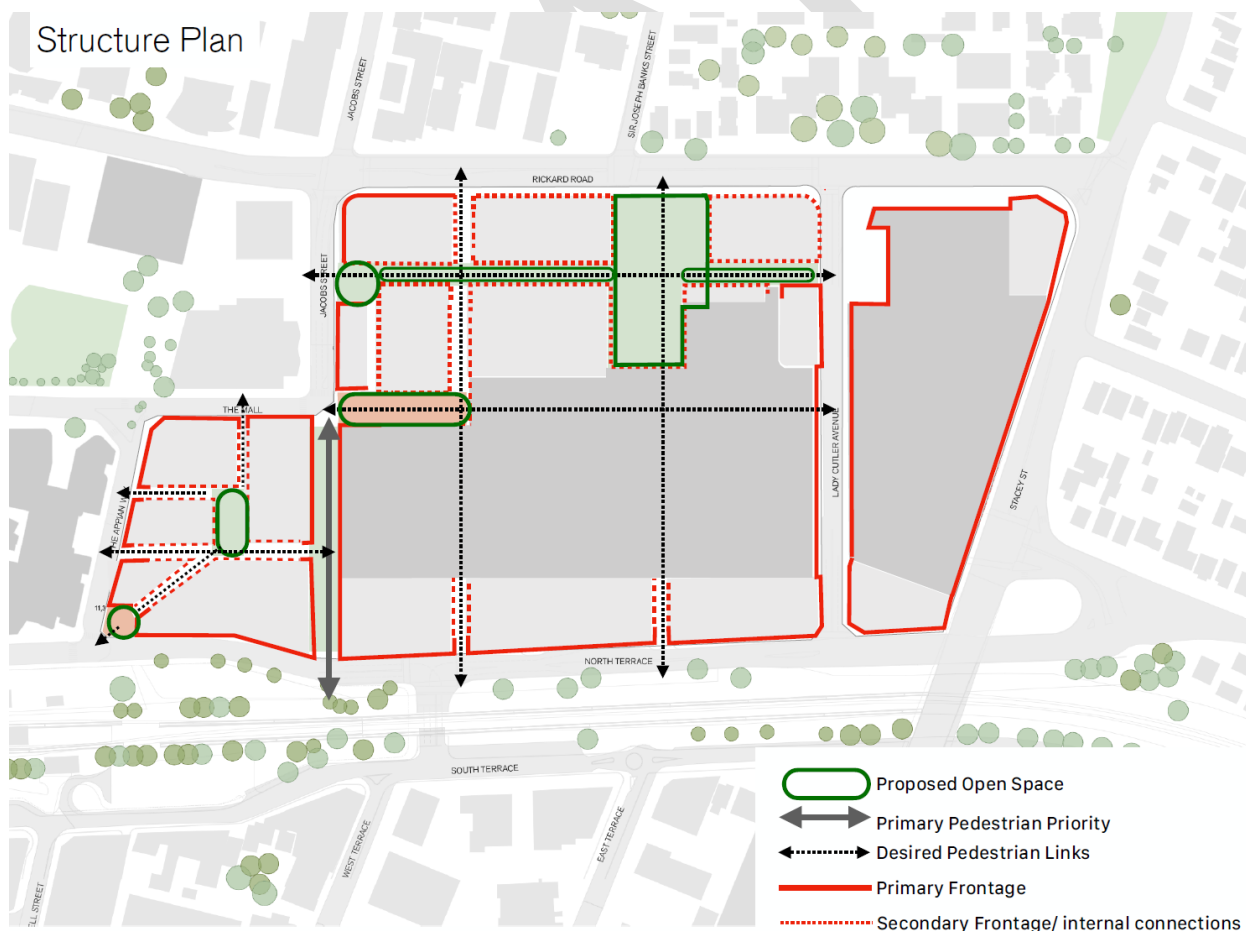
There are a range of key design moves to be introduced at Bankstown Central to enhance connectivity, permeability, liveability, flexibility and ensure the Site is appropriate to accommodate contemporary CBD uses. These will be delivered in a stage manner as part of the redevelopment of the Site and comprise 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 10,615sqm 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 indicative 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.

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 (Residential) Nil (Commercial)	Min 3m	2-8 storeys
North Terrace	Nil	Min 6m (8m for Town Centre)	1-6 storeys
Jacobs Street	Nil	Min 6m (South East) Min 3m (South West) Min 4m (North)	1-8 storeys (for all)
The Mall	Nil	Min 6m	1-6 storeys
Lady Cutler Ave	Nil	Min 4m	1-6 storeys

Figure 4 – Building Setbacks Diagram



Source: FJMT

Figure 5 – Street Wall Height Diagram



Source: FJMT

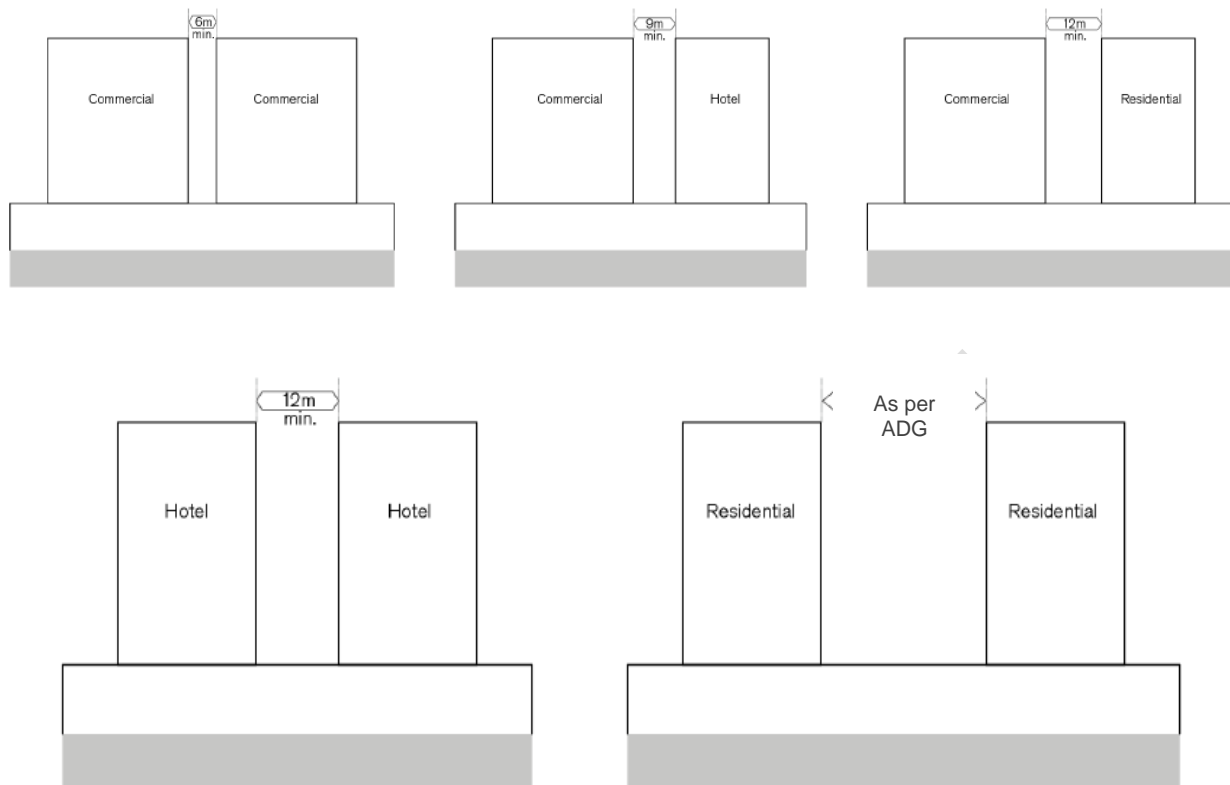
5.2. BUILDING SEPARATION

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

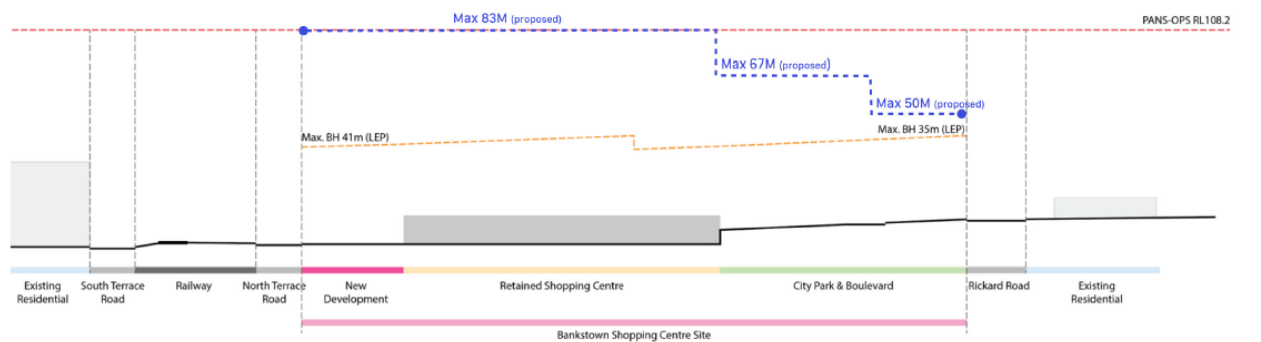
5.3. BUILDING HEIGHT CONTROLS

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** – 83m
- **Rickard Road Precinct** – 50m in the Rickard Road Precinct North, with 70m on north-east corner and 67m in the Rickard Road Precinct South
- **Stacey Street Precinct** – 55m at the southern block and 46m at the northern block, with 35m across the remainder of the Precinct

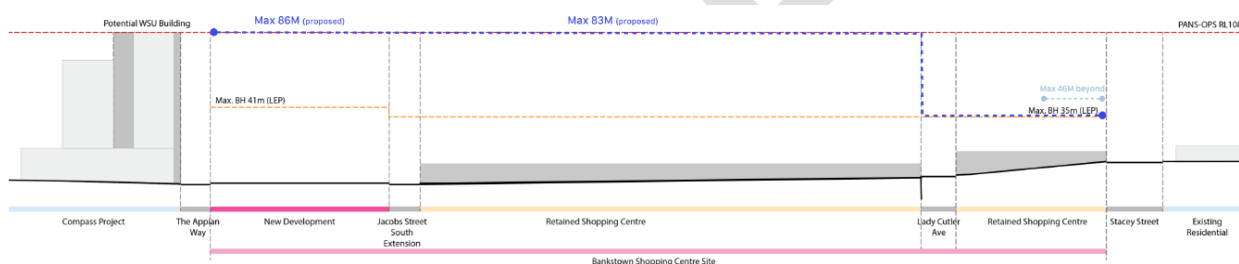
Figure 7 – Height Section Diagrams



Indicative Section through the site (from South to North)

Picture 1 – Indicative Section through the site (South to North)

Source: FJMT



Indicative Section through the site (from West to East)

Picture 2 – Indicative Section through the site (West to East)

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.

The future frontages to Rickard Road, other than the north-western corner, will permit residential uses at ground and first floor levels (and above), to achieve the future desired character at this part of the site.

Figure 8 – Active Frontages Diagram

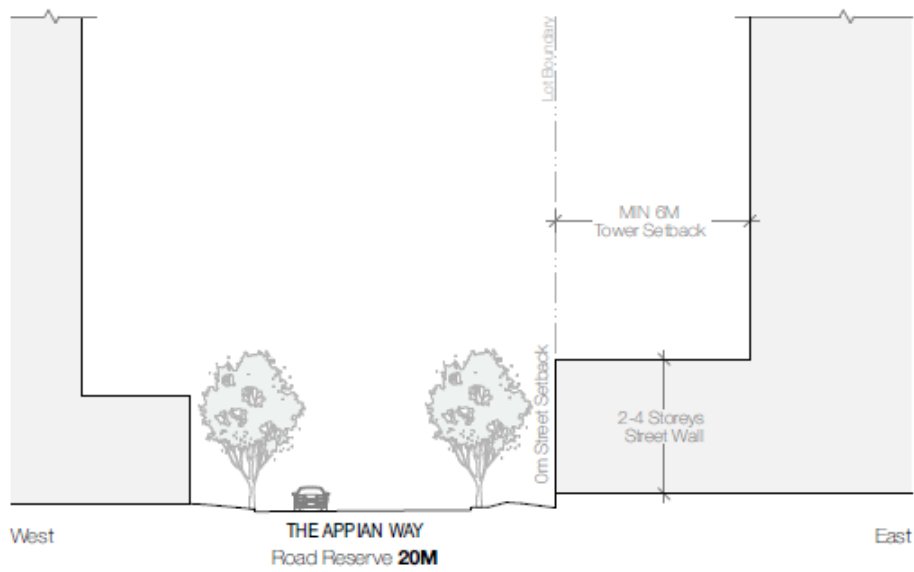


Active Frontage

Source: FJMT

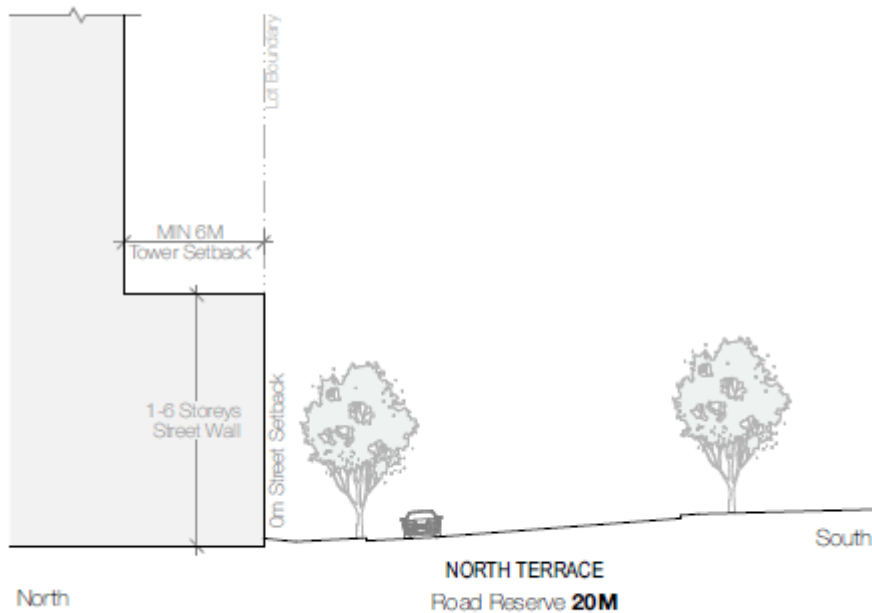
The typical street sections proposed for the main streets within the Bankstown Central site are illustrated in the Figures 9 – 14 below.

Figure 9 – The Appian Way



Source: FJMT

Figure 10 – North Terrace



Source: FJMT

Figure 11 – Jacobs Street North



Source: FJMT

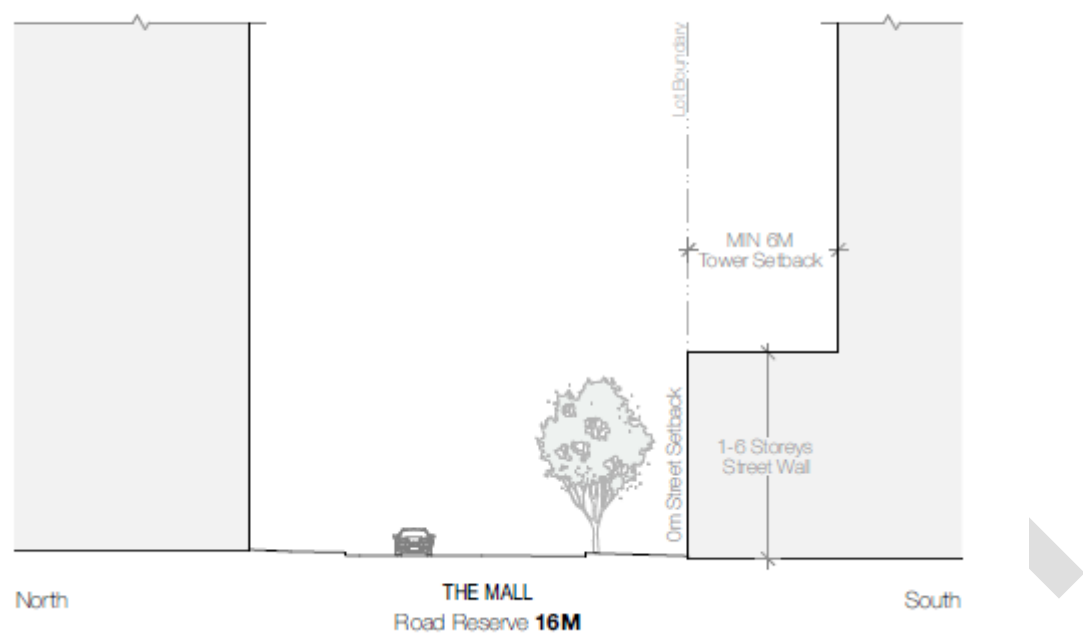
Figure 12 – Jacobs Street South Extension



Note: Jacobs Street Extension located within Vicinity Centres owned Lot

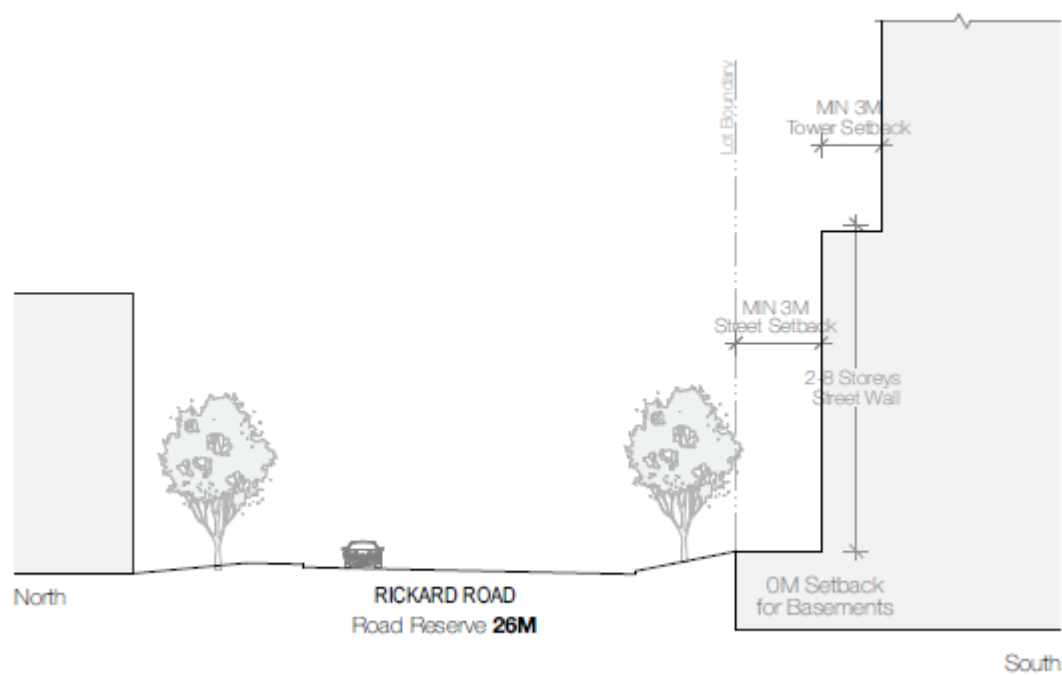
Source: FJMT

Figure 13 – The Mall



Source: FJMT

Figure 14 – Rickard Road (Residential)



Source: FJMT

5.5. CONNECTIVITY AND FINE GRAIN

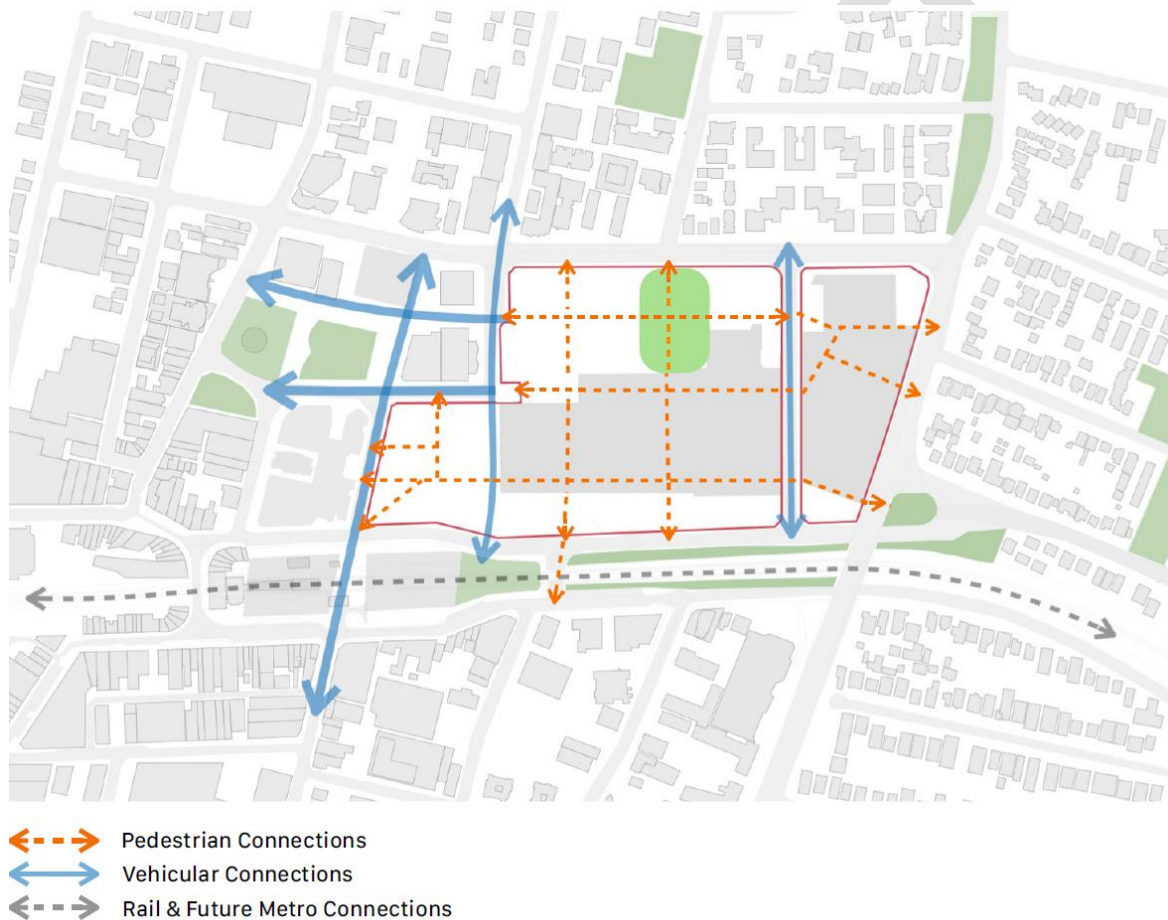
The principal aim through the precinct is to enhance connections to the key nodal points in the Bankstown CBD including the railway & Metro station, the Civic Centre, the new WSU campus, Paul Keating Park, and the schools surrounding the site.

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

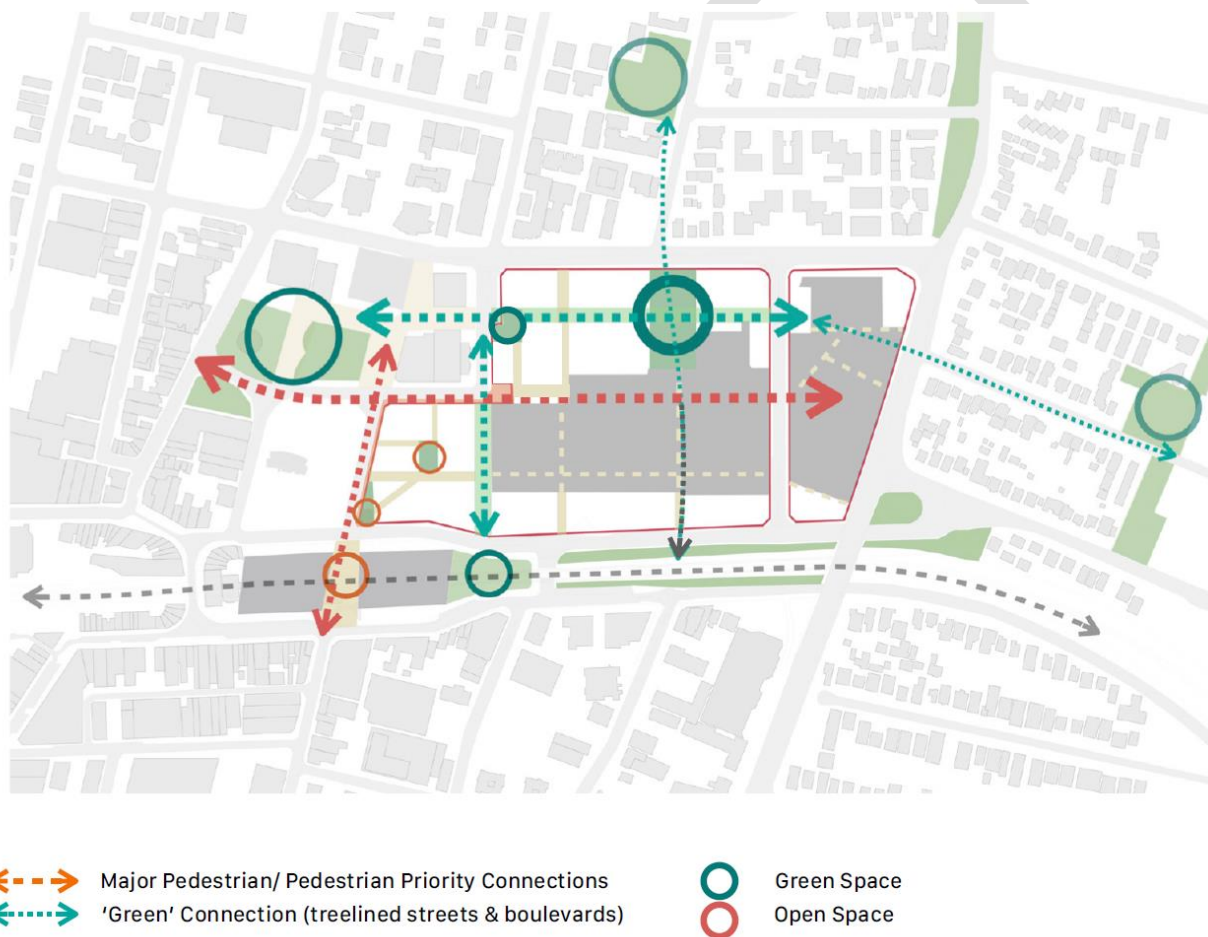
A network of open spaces and green streets will support a diversity of movement and activities through the public realm. A range of spaces will be provided that can sustain different scales of community gathering and events for diverse ages and groups.

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 5,000sqm 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. This will also allow for a degree of overhang of future buildings adjacent to the Garden Boulevard where appropriate.

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

Figure 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 within the Canterbury Bankstown LEP, 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

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.

5.10. AFFORDABLE HOUSING

The provision of affordable housing across the Bankstown Central Site shall be explored as part of future development application proposals, in line with the Affordable Housing Statement of Intent, provided to Council by Vicinity Centres in February 2022.

As the residential components of the wider masterplan for the site are developed, the viability and demand for affordable housing within the CBD shall be investigated.

This will include seeking opportunities to provide key worker accommodation within the site to help support the delivery of employment generating uses, including future infrastructure such as a new hospital within the CBD.

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