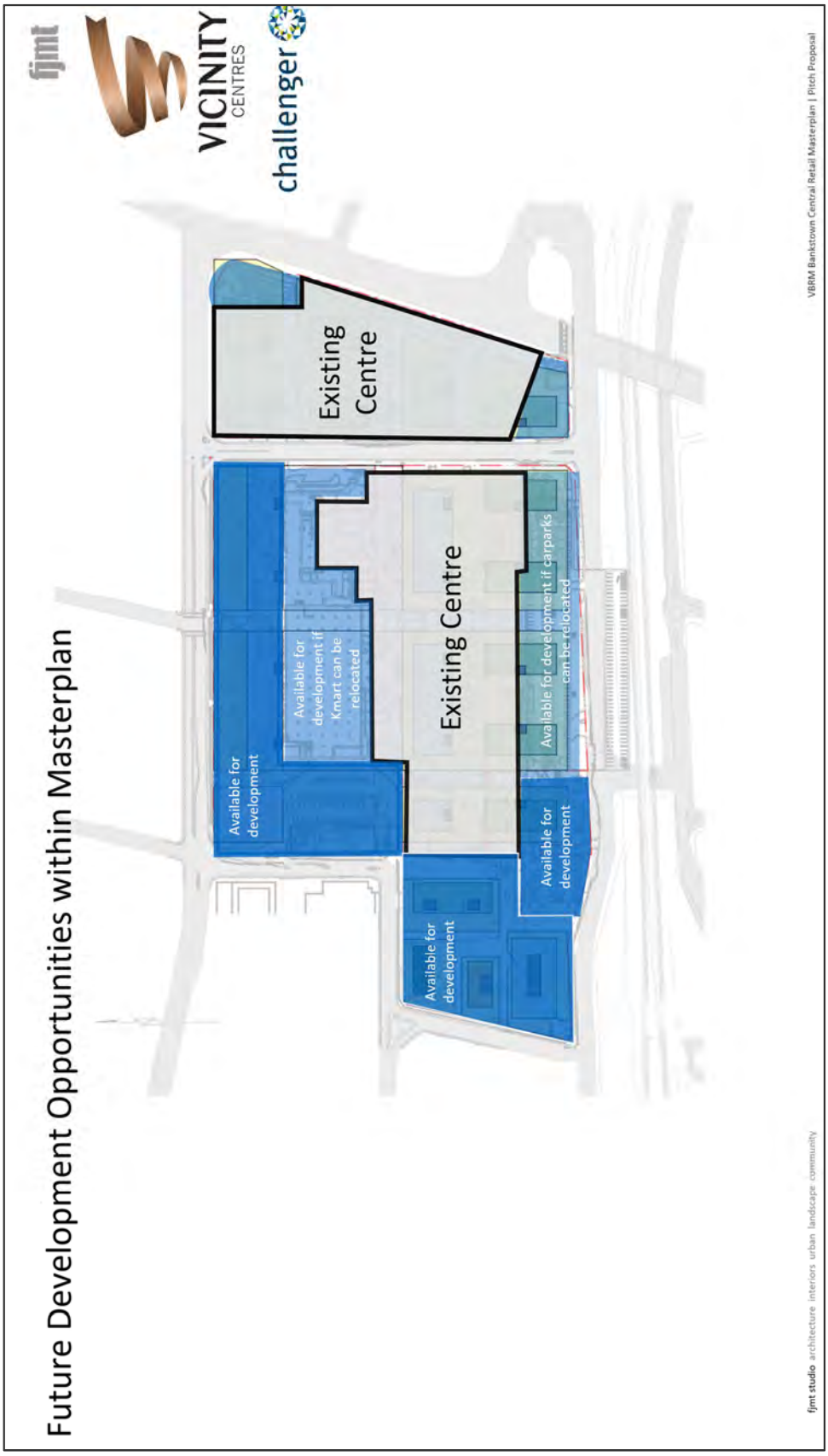

Site Layout
Source: Vicinity Centres/FJMT Studio

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 — 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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Project code	P0014150
Report number	Draft

CONTENTS

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.

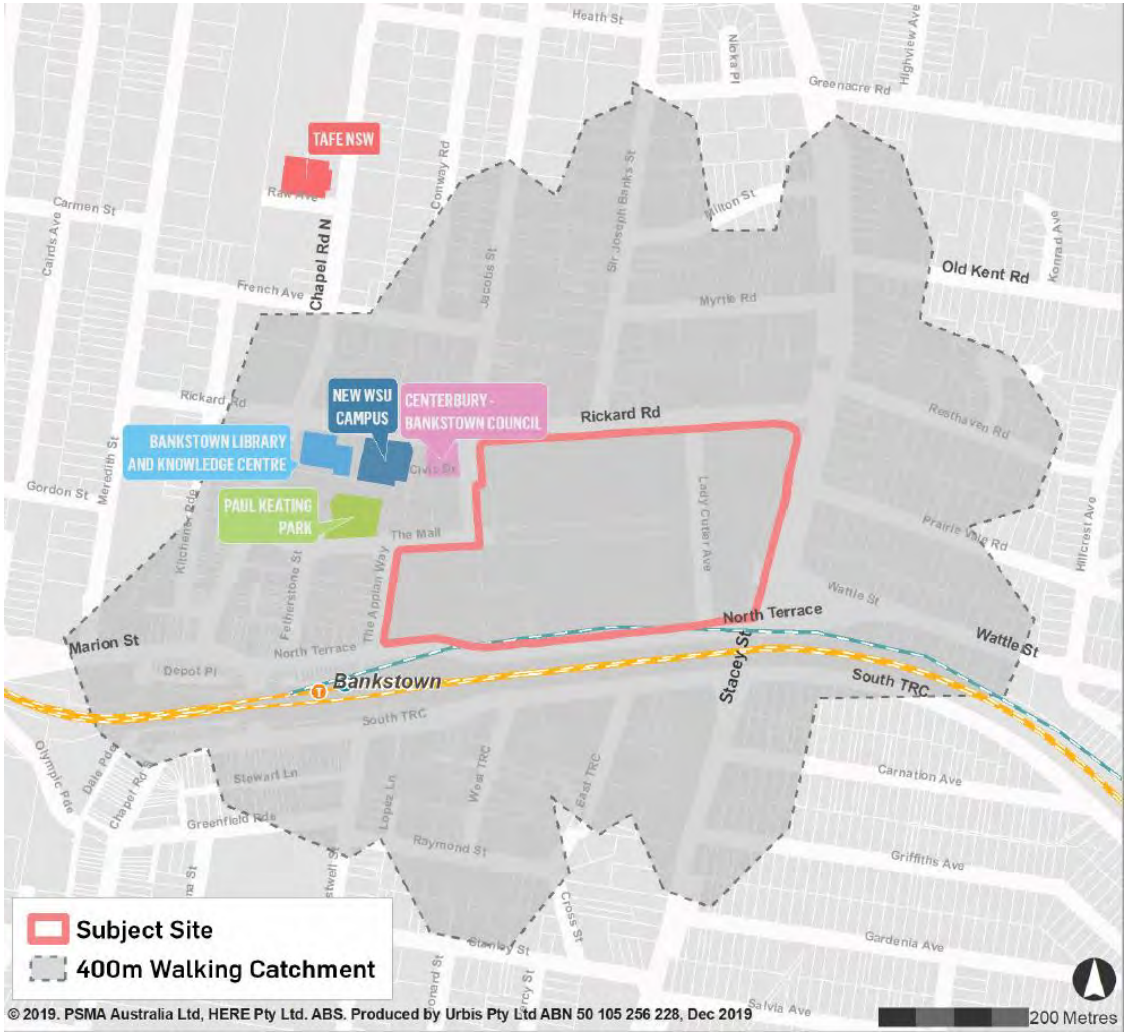
CONTEXT

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.

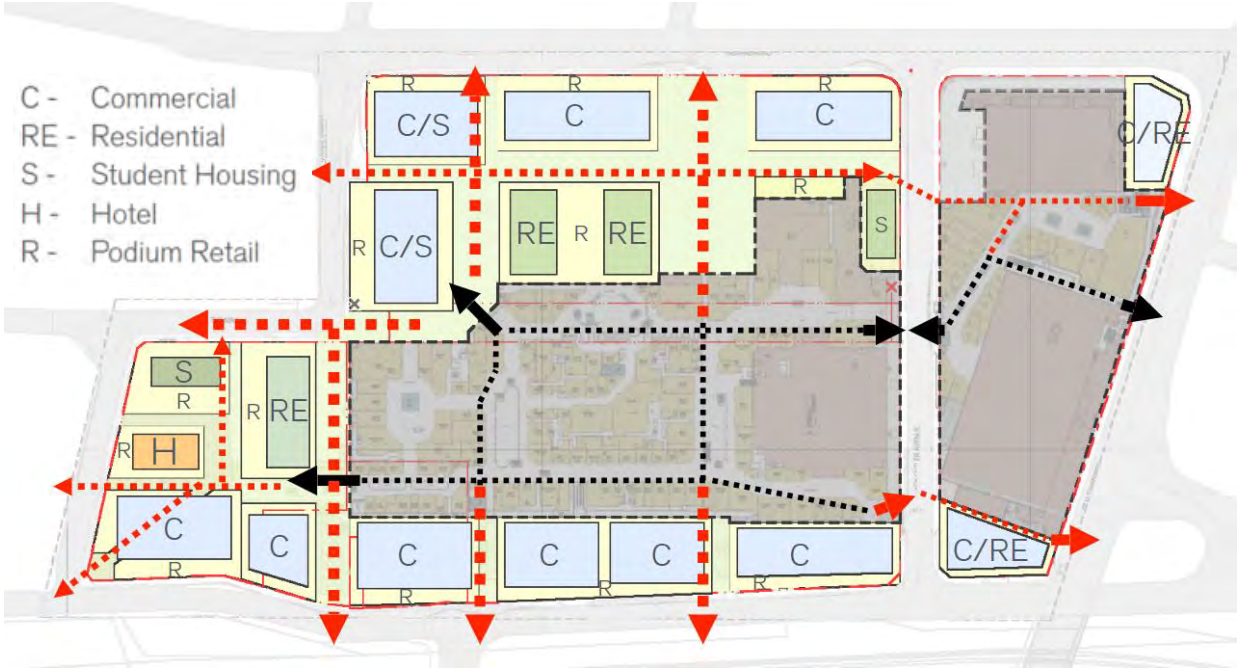


MASTERPLAN CONCEPT

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

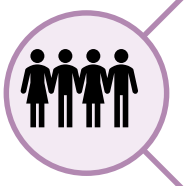
Planning for healthy communities is an essential part of any urban development. Council's *Community Strategic Plan* has a key aim to facilitate a healthy and active city. This is to be achieved by promoting life long learning, healthy eating and active lifestyles. The development of pedestrian and cycling 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

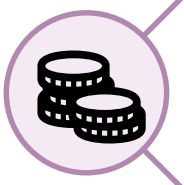
2016 BANKSTOWN SUBURB



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

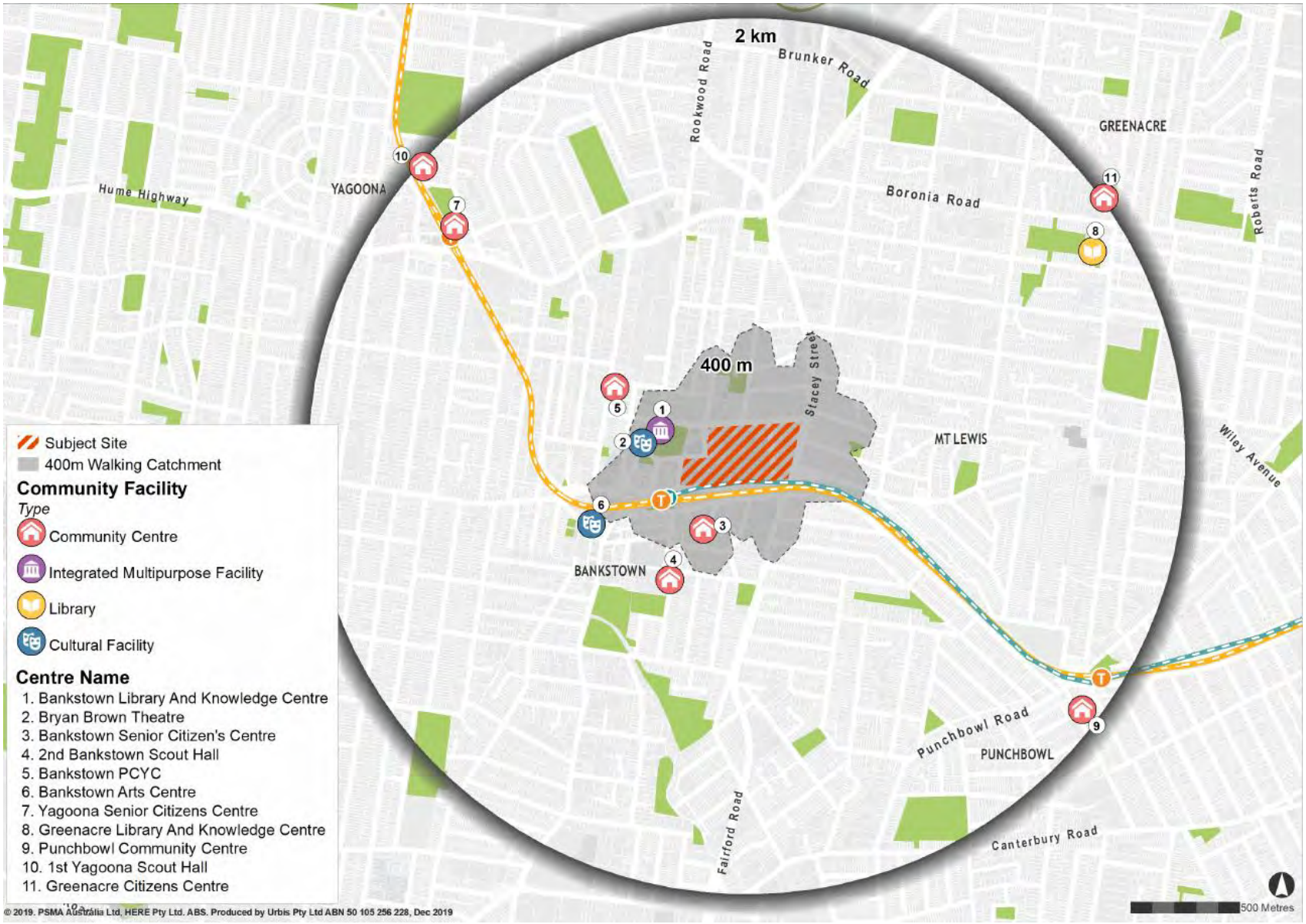
COMMUNITY AND CULTURAL FACILITIES

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: • Minimum size of a local parks in high density areas to be 1,500sqm • 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 • Residents need to be within 400m to linear open space • 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. • 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. • 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. • 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. • 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. • 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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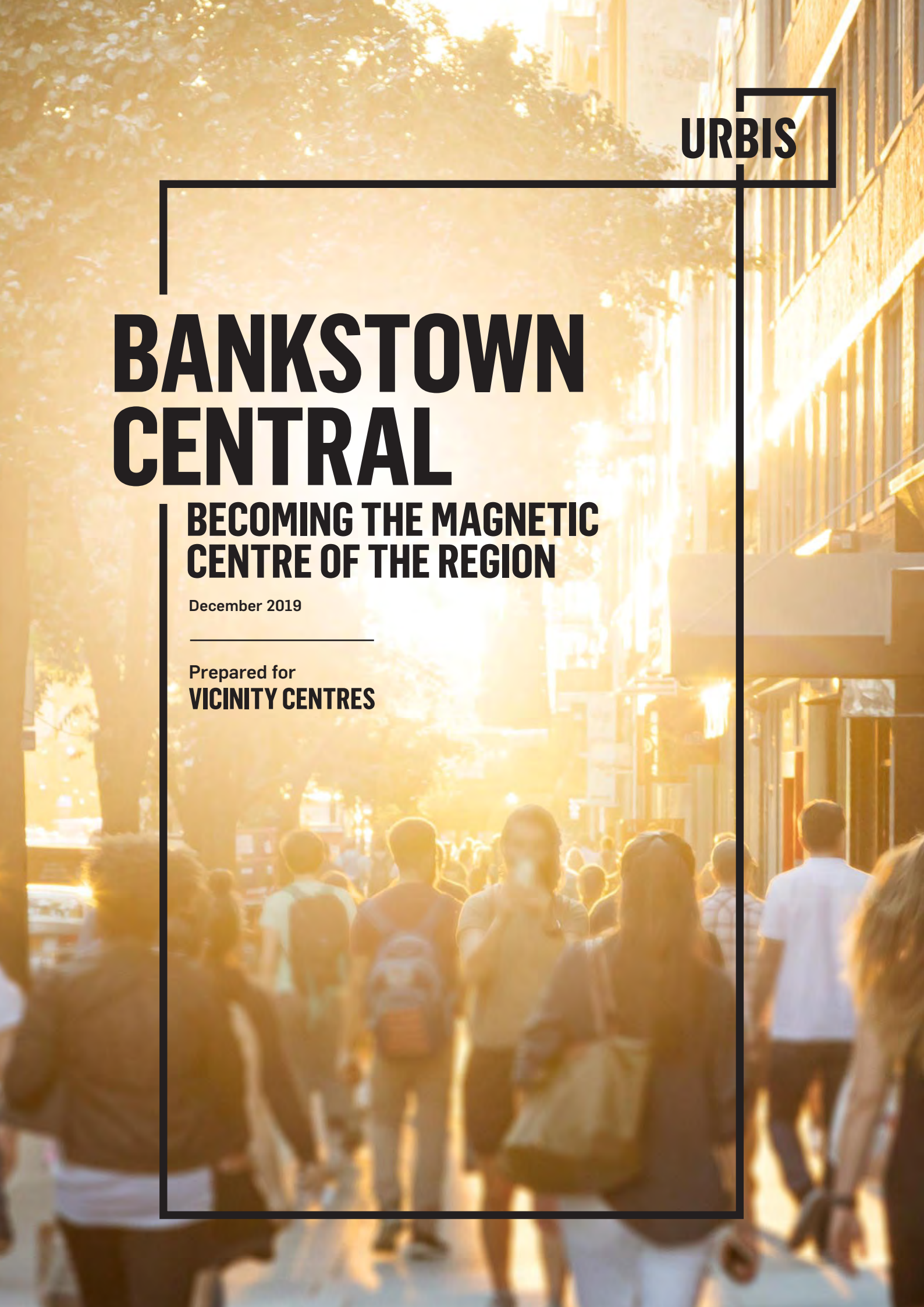


URBIS

BANKSTOWN CENTRAL

BECOMING THE MAGNETIC CENTRE OF THE REGION

December 2019

Prepared for
VICINITY CENTRES

OVERVIEW

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

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

01 Reflects global best practice in creating a world class TOD

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

03 Facilitates achievement of the "30 minute city"

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

05 Retains skilled workers in the region

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

07 Promotes quality housing choice and affordability

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

09 Encourages a car free lifestyle

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

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

Existing Bankstown Central Regional Shopping Centre

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

Vicinity's Anticipated Development Scheme Addition to the Site

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

01 CREATING A WORLD CLASS TRANSIT ORIENTED DEVELOPMENT

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

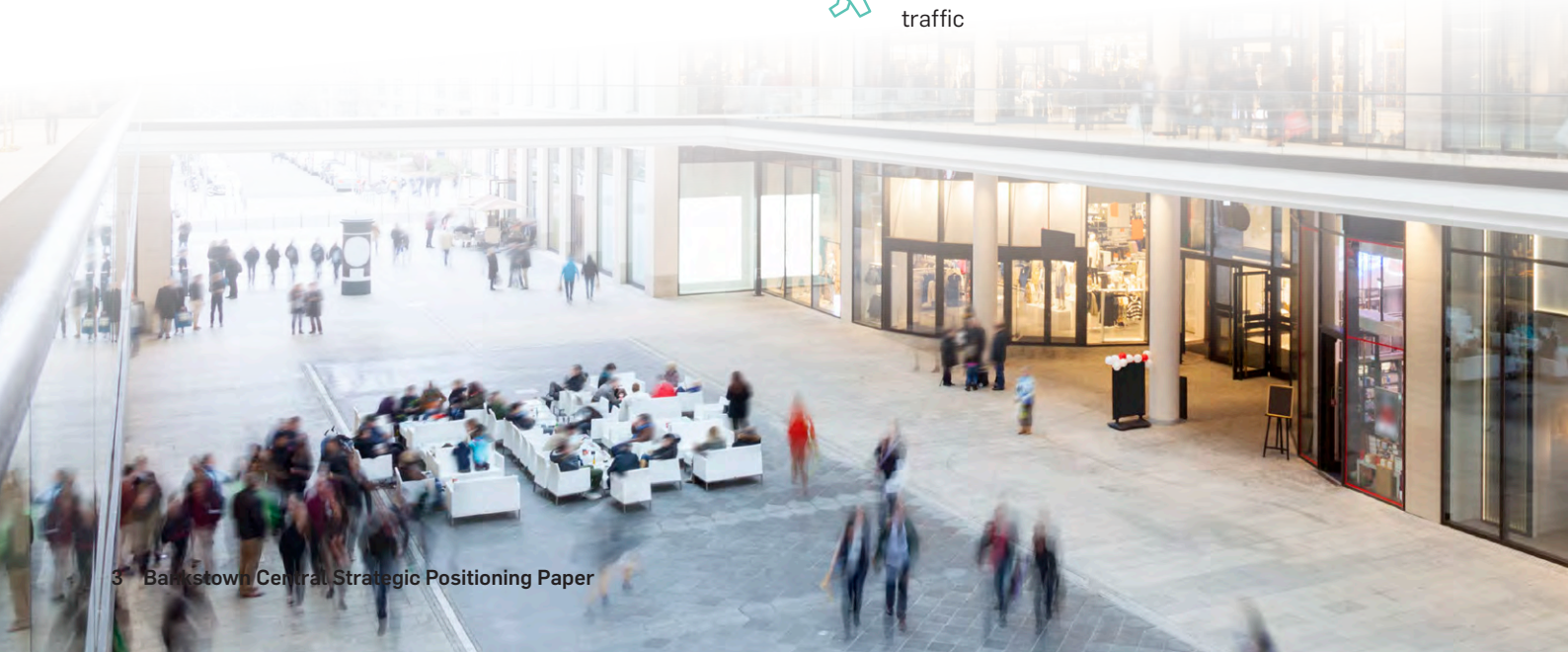
In Japan, the **Kashiwa-no-ha smart city**, built around a rail station, delivers public space to active public, private and community stakeholders. The city supports innivative businesses through partnerships with education and research facilities.

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

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

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

- **A sense of place:** Distinctive spaces that connect with the outdoors make for popular meeting places and create a lasting impression
- **The heart of the neighbourhood:** Creating a thriving transport hub that unifies and integrates with surrounding areas
- **An inclusive mix of uses:** Deliver an integrated and diverse mix of uses, such as office, dwellings, entertainment, retail, health and education
- **Targeted density:** Concentrate higher buildings close to the rail station
- **Walkability:** Maximise pedestrian walkability to rail transport
- **An integrated transport hub:** It's not a train and metro station - a modern transport hub brings together bus stops, bicycles, car share and more.
- **Day and night activation:** Achieving the right scale and mix of businesses operating day and night appeals to a broader demographic of customers
- **Flexible open space:** Provide high quality, permeable, multifunctional open spaces that promote activation and programming of the public realm
- **Pedestrian priority:** Prioritise pedestrians over bicycles and cars, and use road surfaces to slow down traffic



KASHIWA-NO-HA SMART CITY, JAPAN

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

AMSTERDAM BIJLMER ARENA, NETHERLANDS

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

ALTMARKT-GALERIE DRESDEN, GERMANY

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

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

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

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

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

TRANSPORT CONGESTION

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

BANKSTOWN CENTRAL RESPONSE

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

LOWER DENSITY URBAN FORMS

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

BANKSTOWN CENTRAL RESPONSE

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

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

KNOWLEDGE AND INNOVATION SECTORS

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

BANKSTOWN CENTRAL RESPONSE

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

HOUSING AFFORDABILITY

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

BANKSTOWN CENTRAL RESPONSE

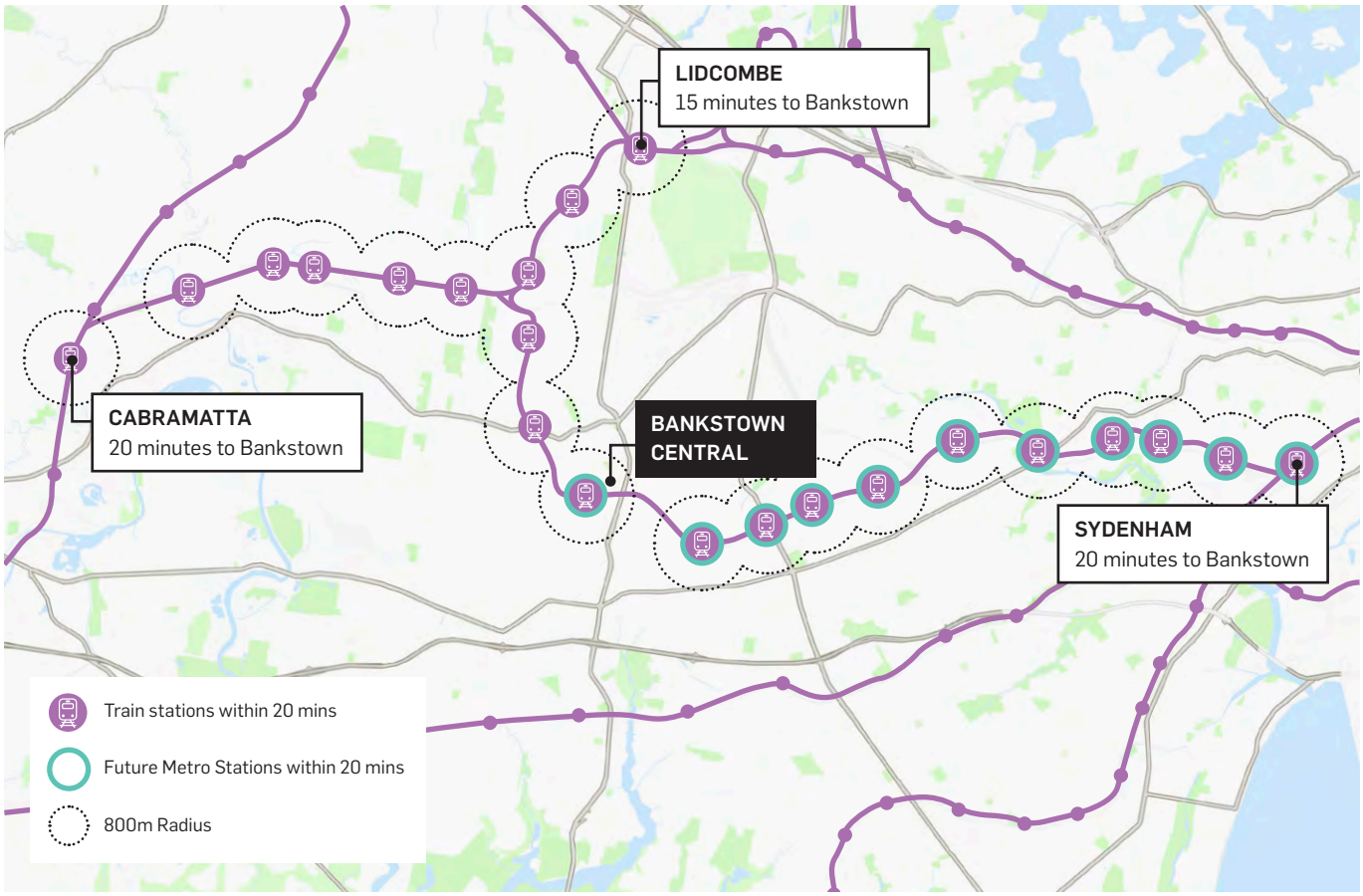
Increasing apartment provision diversifies the housing mix in Canterbury-Bankstown and the range of price point options available to residents.

03 FACILITATING ACHIEVEMENT OF A 30-MINUTE CITY

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

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

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



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

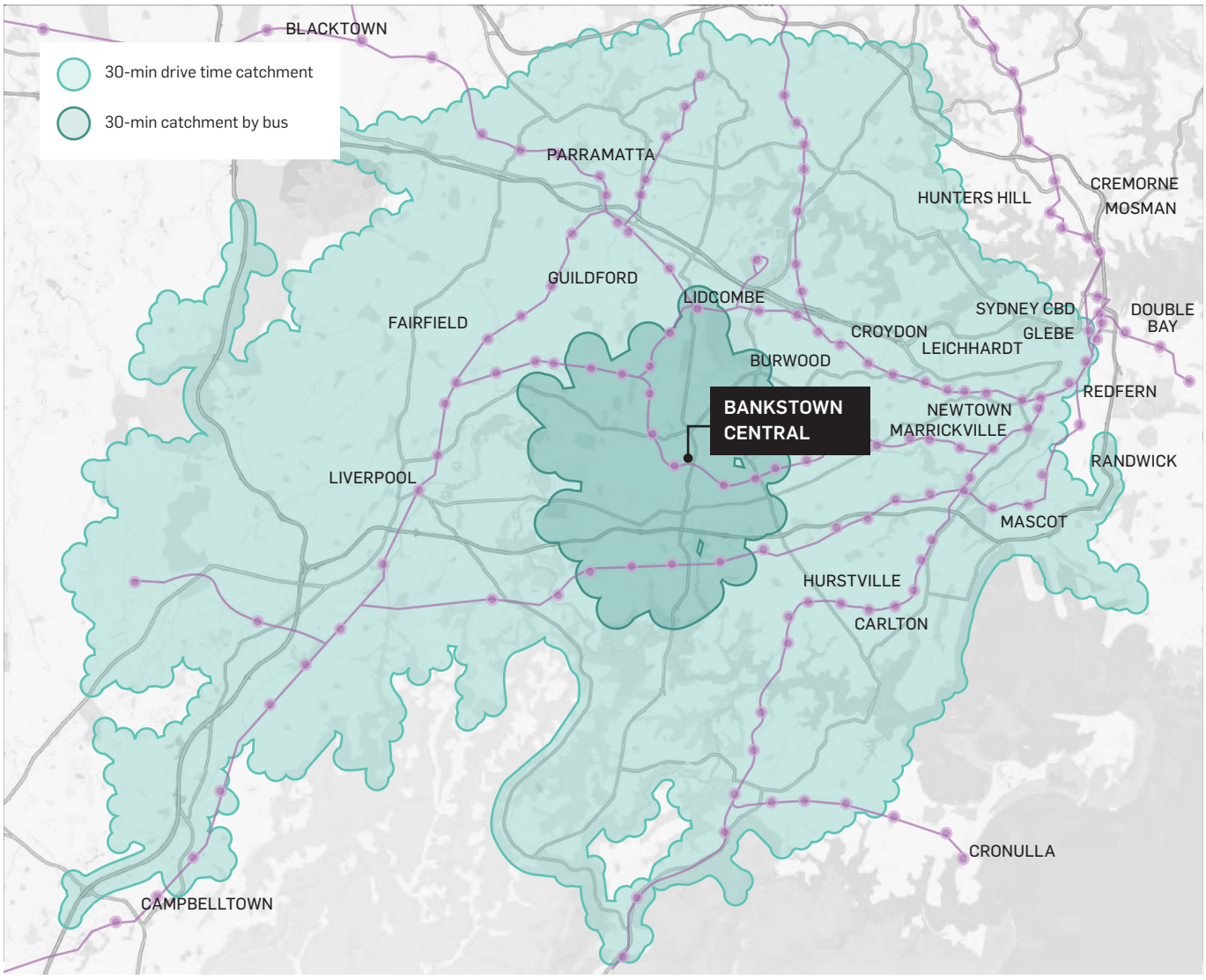
To measure 30-minute access by public transport, Urbis estimated the number of future jobs and residents within walking distance of the stations on the map opposite, based on Transport for NSW population and employment projections.

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.

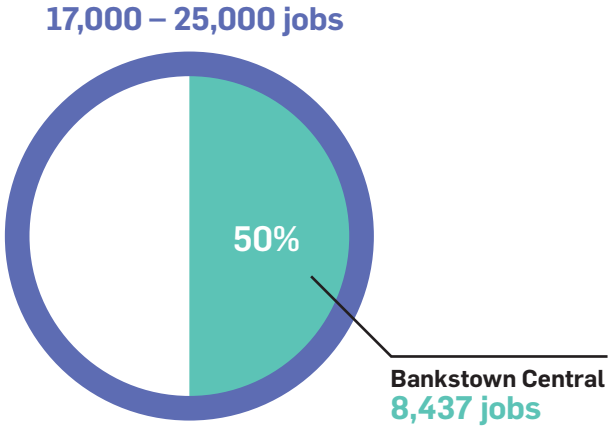


04 DELIVERING JOB TARGETS FOR BANKSTOWN

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.

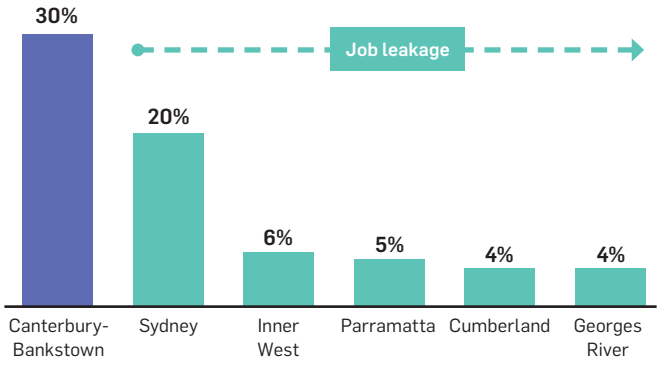
05 RETAINING WORKERS IN THE REGION

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.

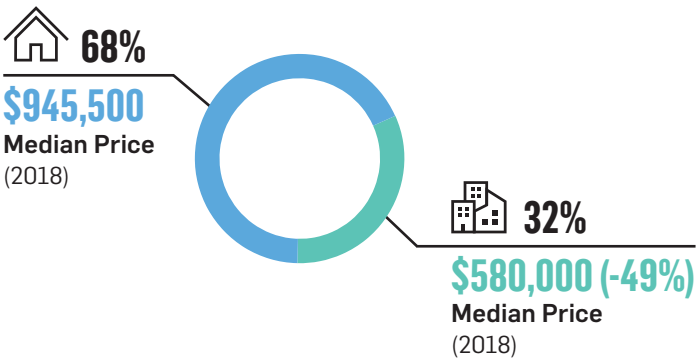
Note:
1. Refer to Section 9 of this report for a breakdown of this estimate of future on-site population and retail spending.

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

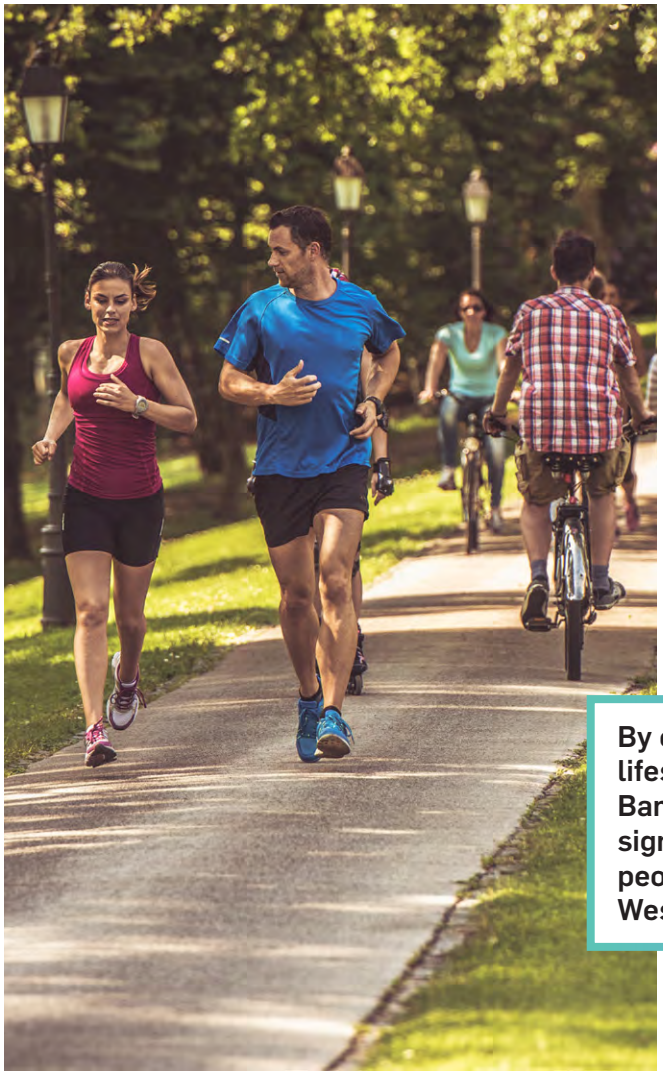
Under the Section 94 Contributions Plan, Canterbury-Bankstown Council levies contributions when development takes place. Developers are required to make contributions (monetary or in-kind) to be used to fund the provision of parks, local road improvements, town centre improvements, community centres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

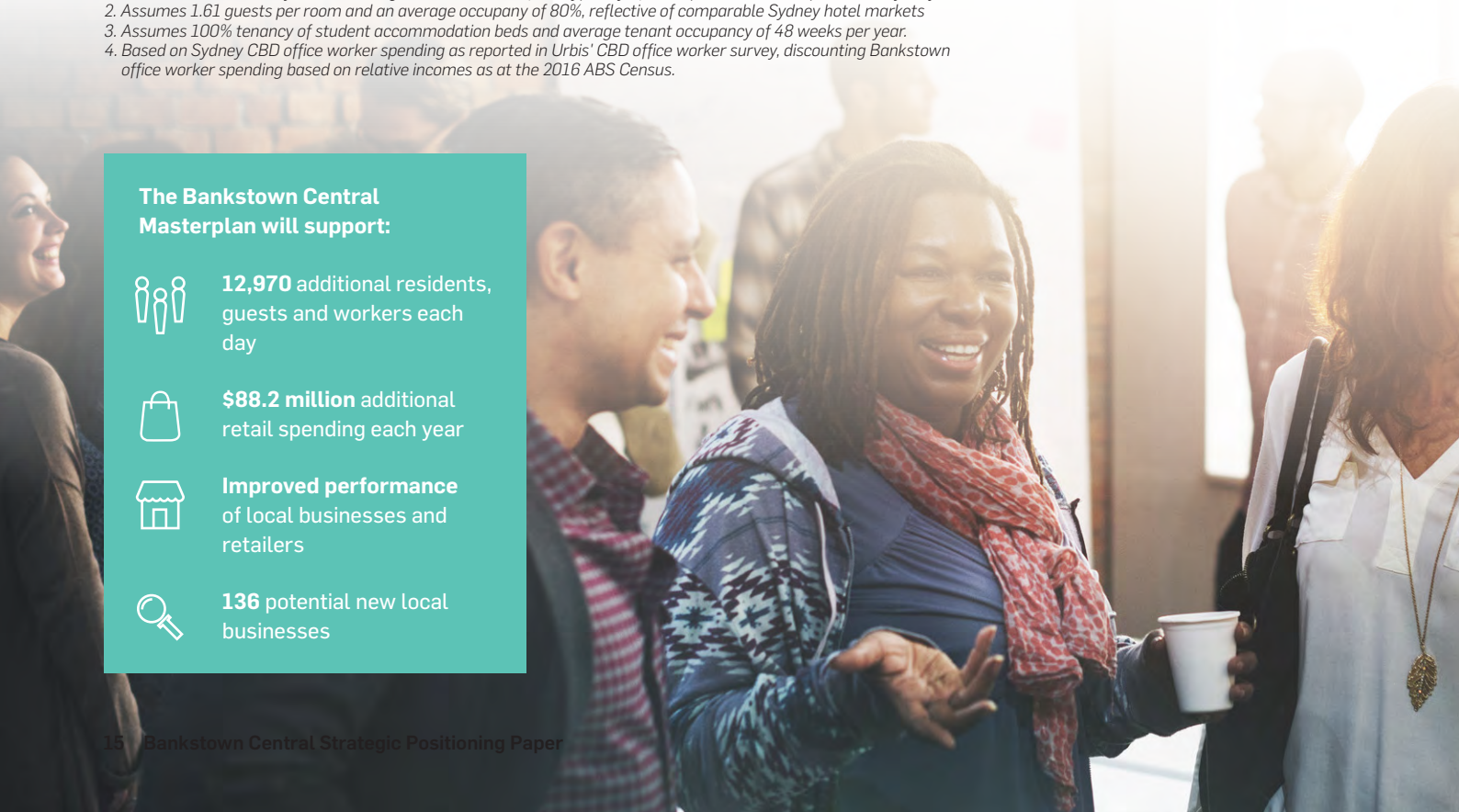
HOTEL VISITORS[2]

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.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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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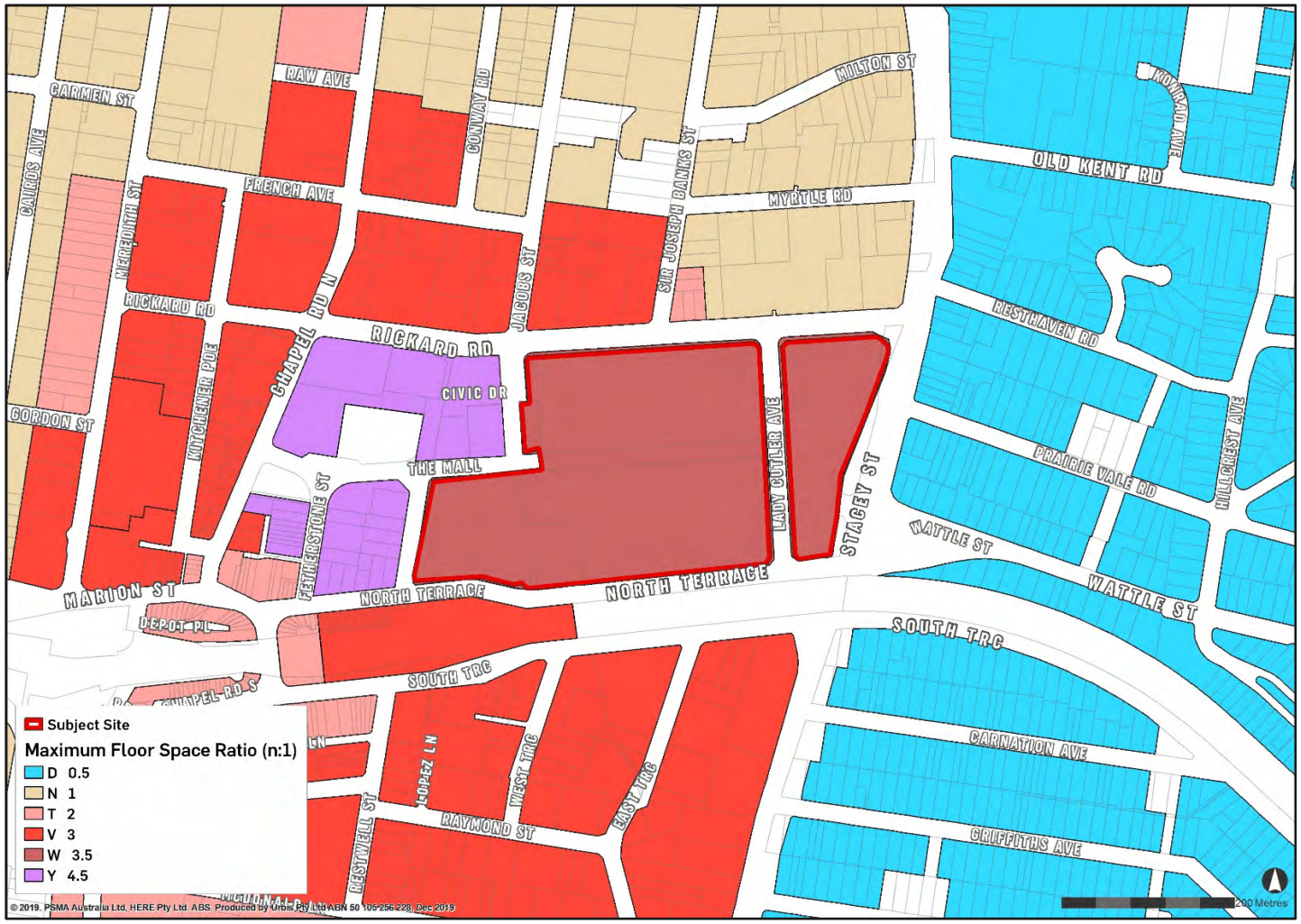
Floor Space Ratio:



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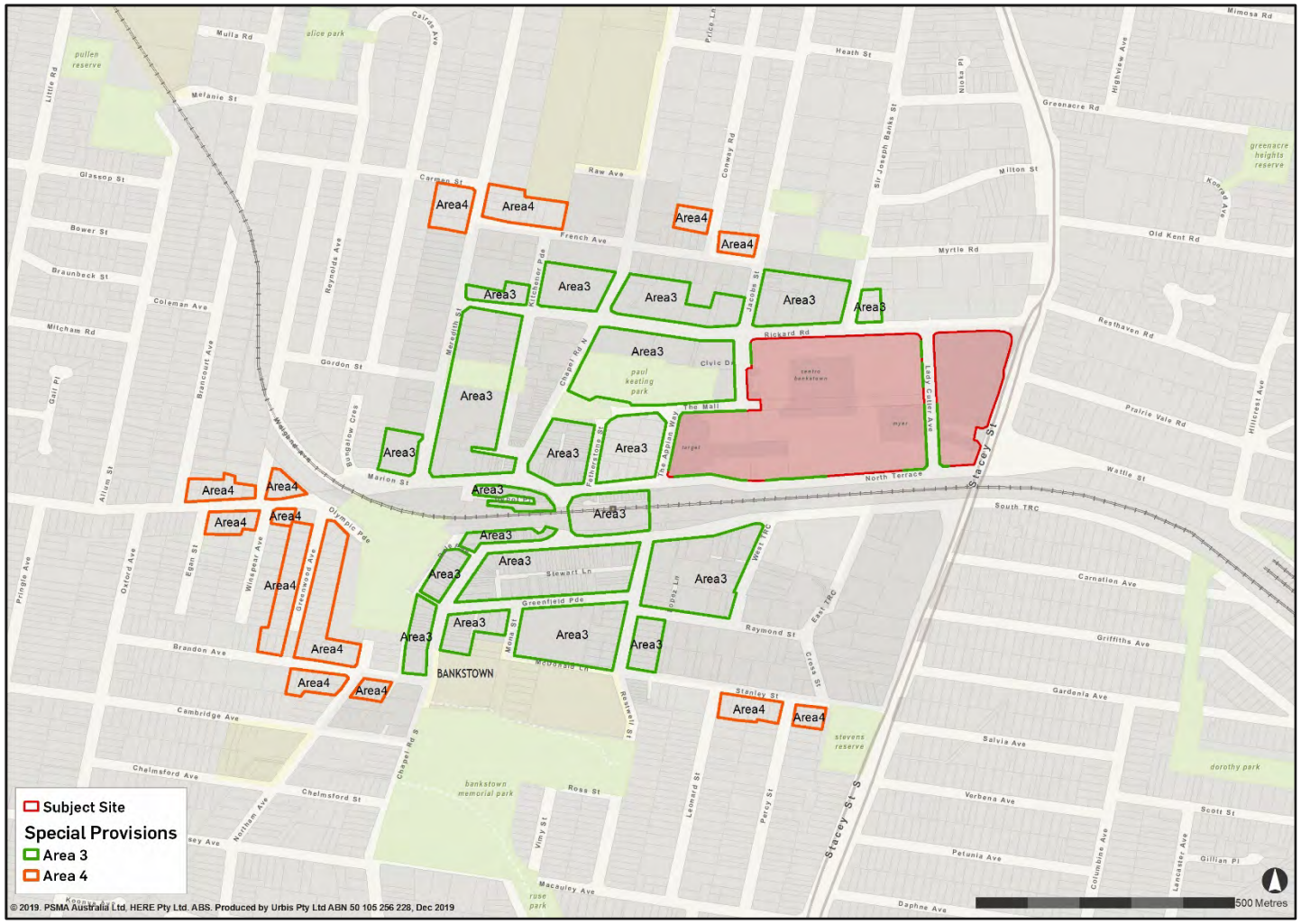
Special Provisions (Clause 6.9):



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

Legend

- City Park (A)
- Garden Boulevard (B)
- Jacobs Street Food Plaza (C)
- Urban Plaza (D)
- Jacobs Street Extention (E)
- Lady Cutler Avenue Pedestrian Avenue (F)
- Event/ Play Space (G)
- The Appian Way Arrival Plaza (H)
- New Metro Station
- New Metro Plaza
- Railway Corridor
- Future Through Site Link Within Retail Centre
- Shared Path
- Pedestrian Laneways
- Existing Street Trees to be Retained. Infill with New StreetTree Planting = Green Streets

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

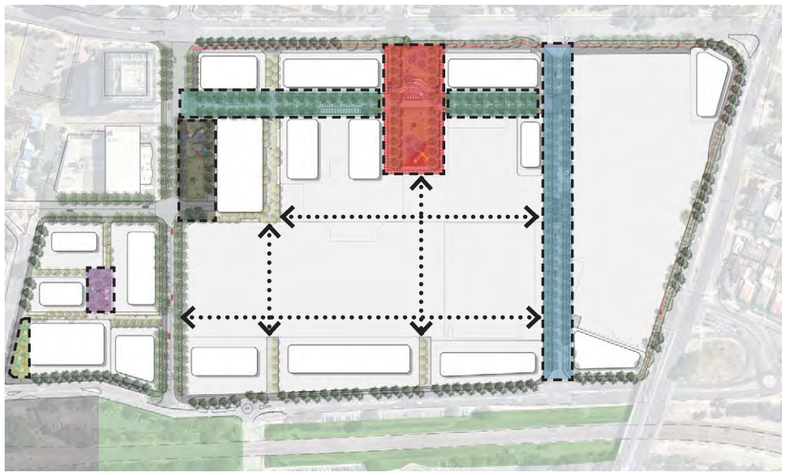
- Enable different government and community groups to contribute
- Consider needs, values, motivations, uses and barriers to engage with various cultures and users
- Encourage use of underutilised open space corridors for local community use

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

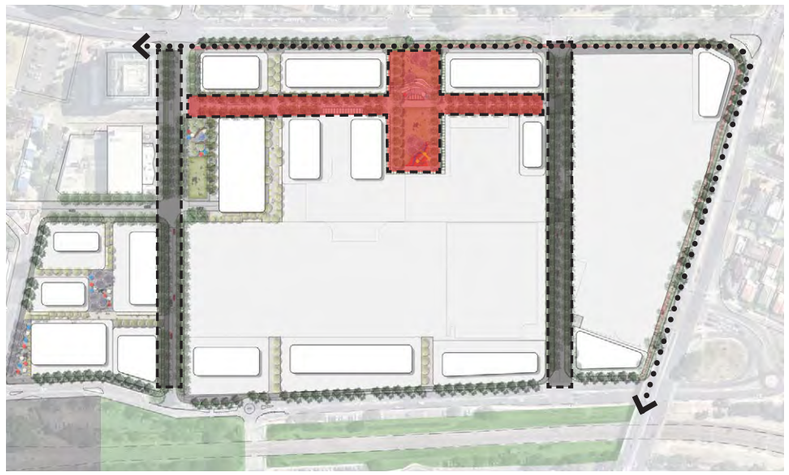
04 Multi-Functionality

- 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

- City Park
- Garden Boulevard
- Jacobs Street Food Plaza
- Urban Plaza
- Lady Cutler Avenue Pedestrian Avenue
- The Appian Way Arrival Plaza
- Connections Through the Centre



Legend

- Pedestrian Boulevard
- Shared Path
- Shared Path

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

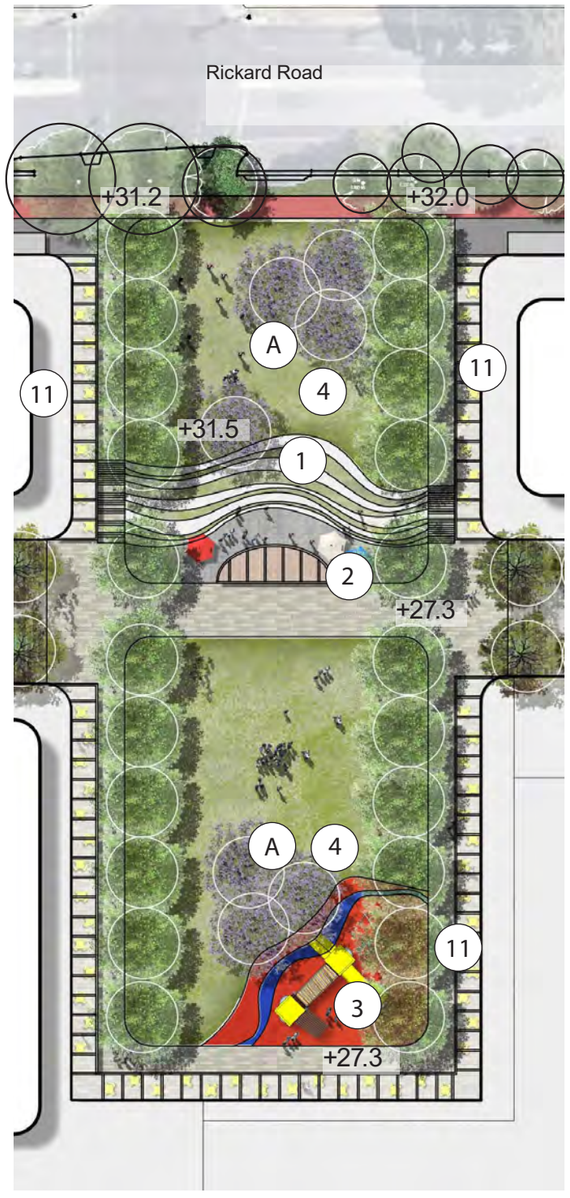
Wulaba Park Sydney

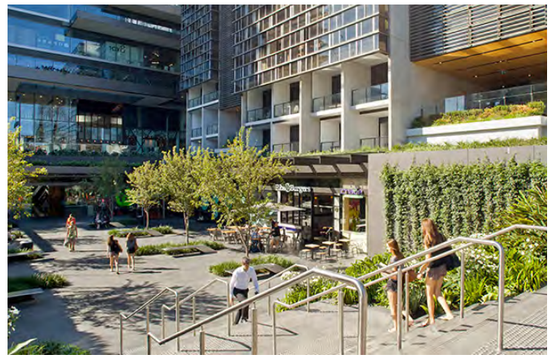
Selected for:

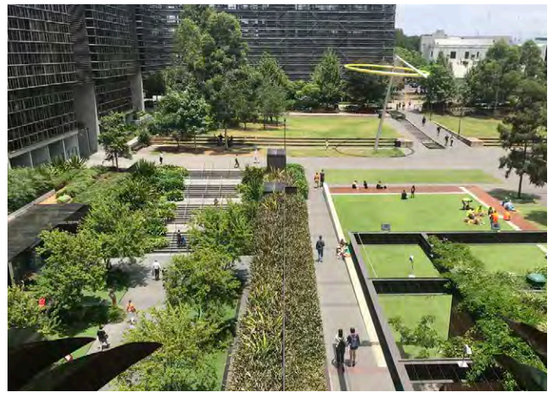
- It's similar scale and size of play spaces
- Combination of play and open space surrounded by residential and mixed use developments

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







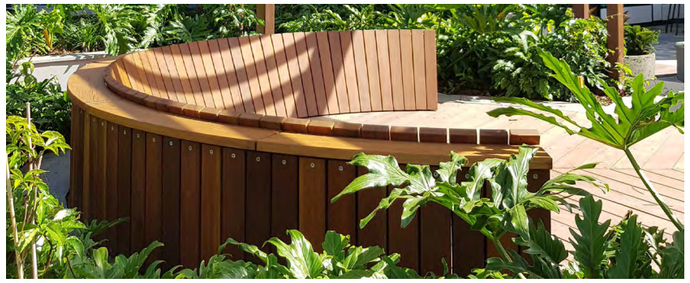
Precedent Study

Garden Boulevard

Westfield Chermside Brisbane

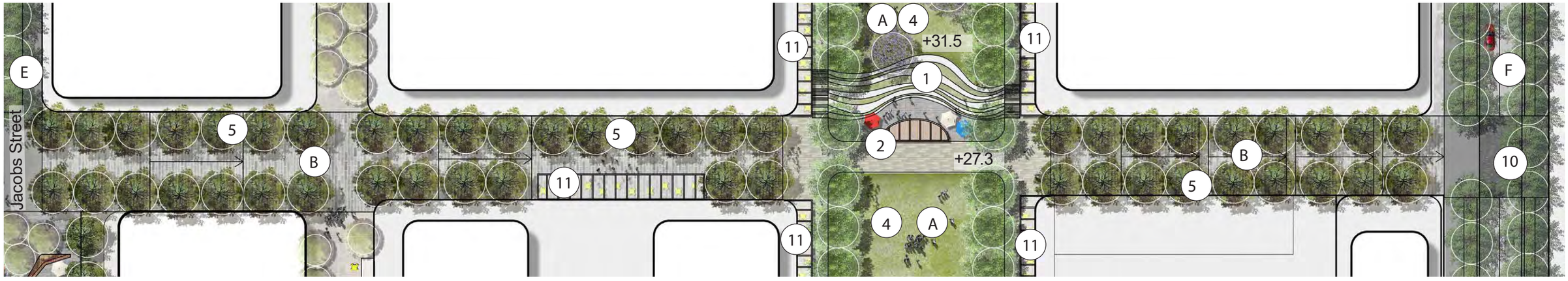
Selected for:

- 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

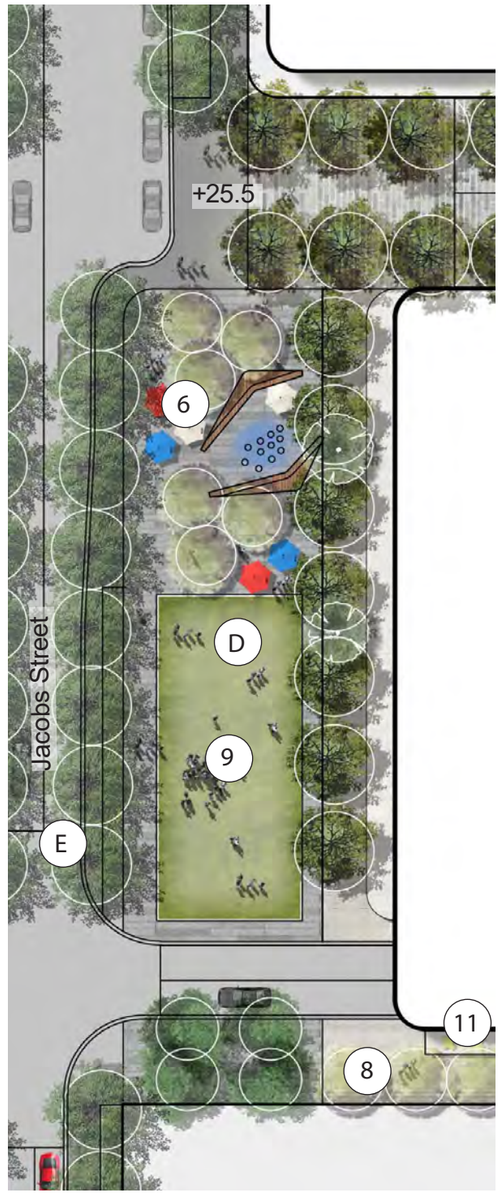
Selected for:

- 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

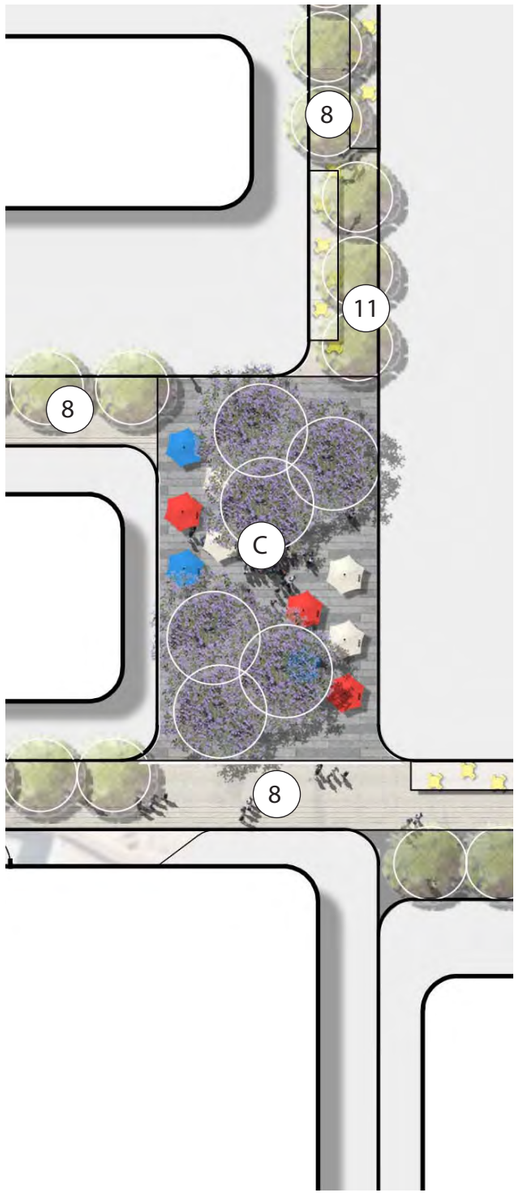
QV Plaza Melbourne

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

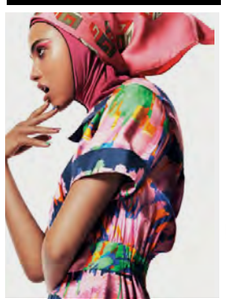
Melting pot of iconic Eastern culture, creativity, commerce and customs

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

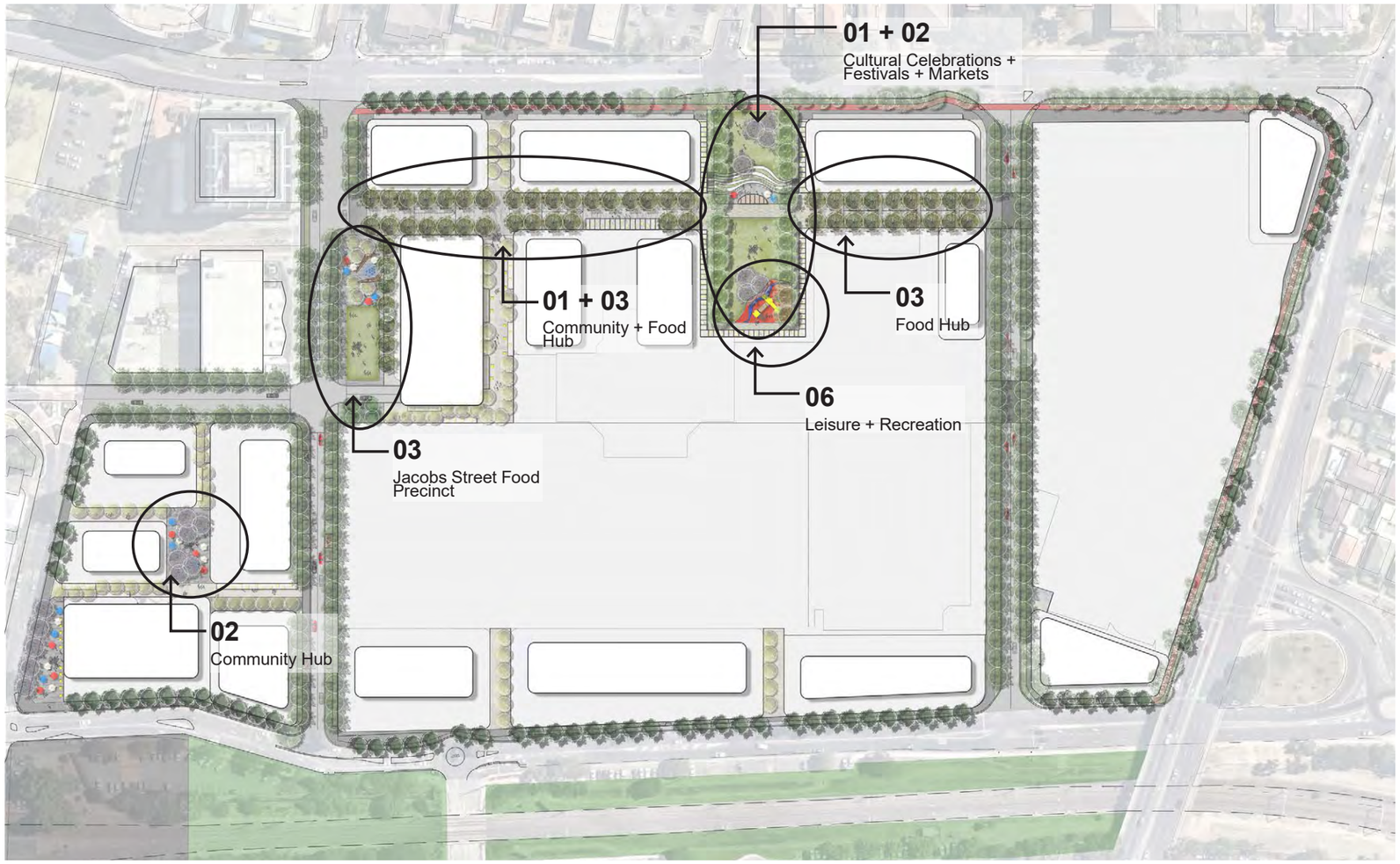
Where you go to look hot and feel great

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

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

TABLE OF CONTENTS

Figures:

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

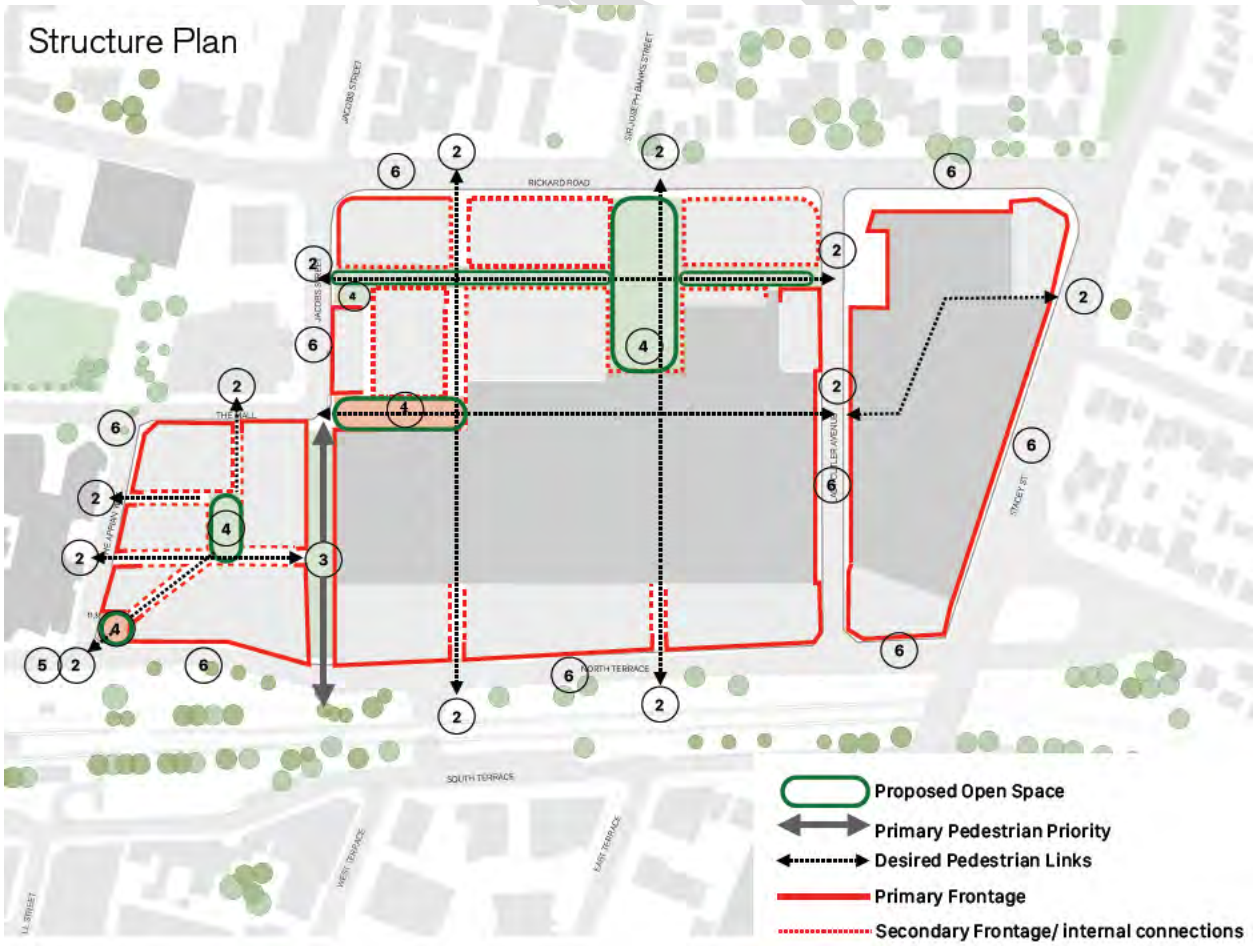
There are a range of key design moves to be introduced at Bankstown Central to enhance connectivity, permeability, liveability, flexibility and ensure the Site is appropriate to accommodate contemporary CDB uses. These will be delivered in a stage manner as part of the redevelopment of the Site and comprise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

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

Figure 4 – Building Setbacks Diagram

Source: FJMT

Figure 5 – Street Wall Height Diagram

Source: FJMT

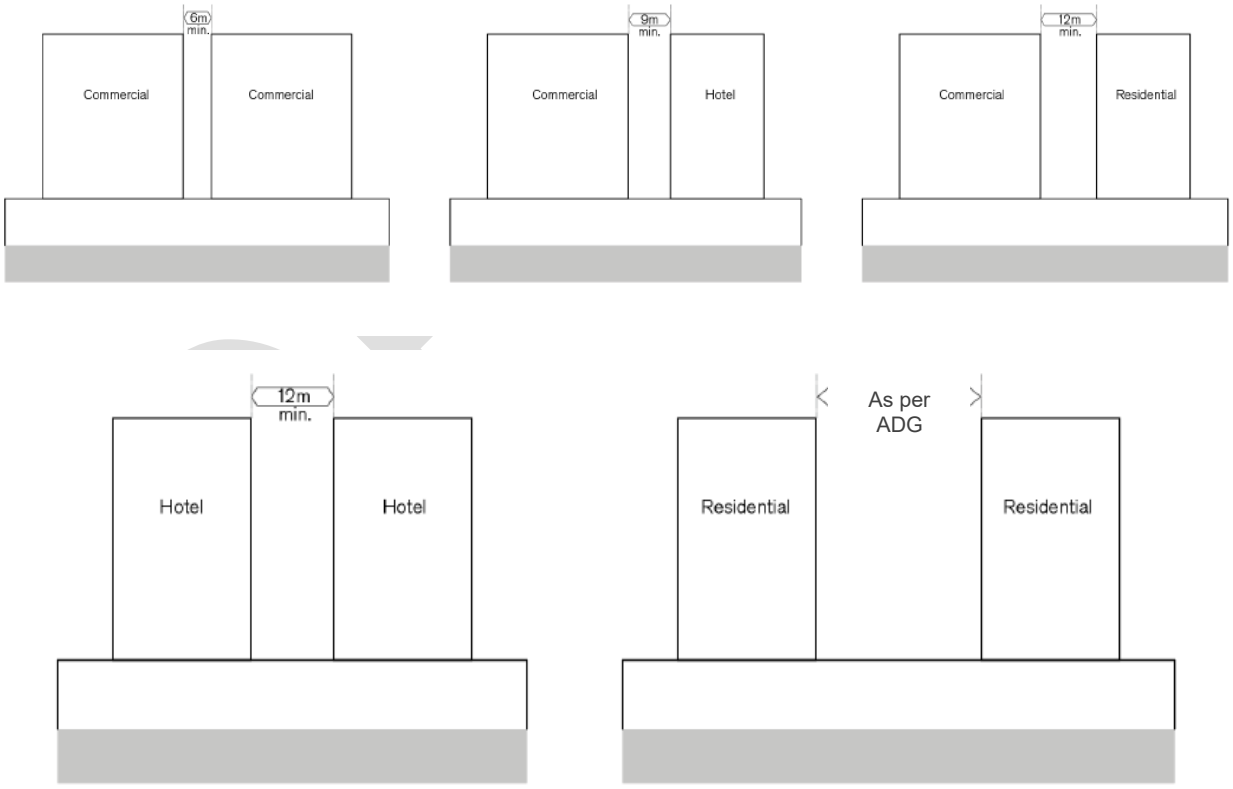
5.2. BUILDING SEPARATION

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

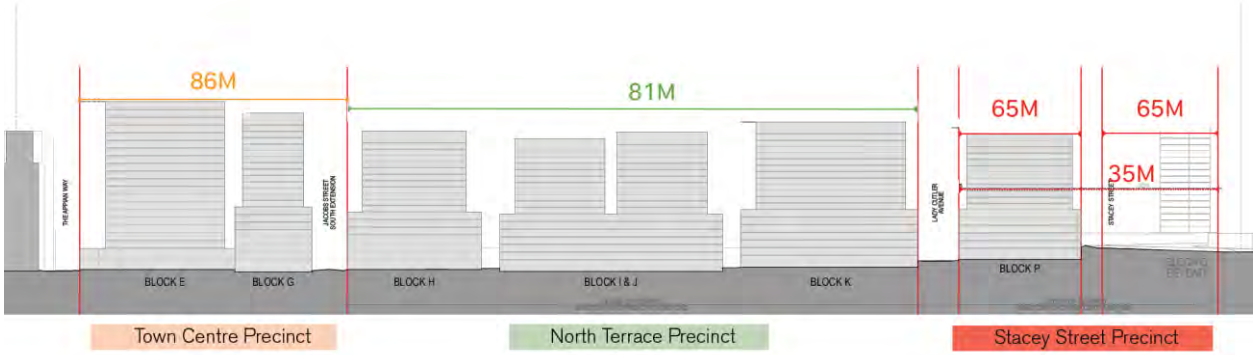
5.3. BUILDING HEIGHT CONTROLS

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

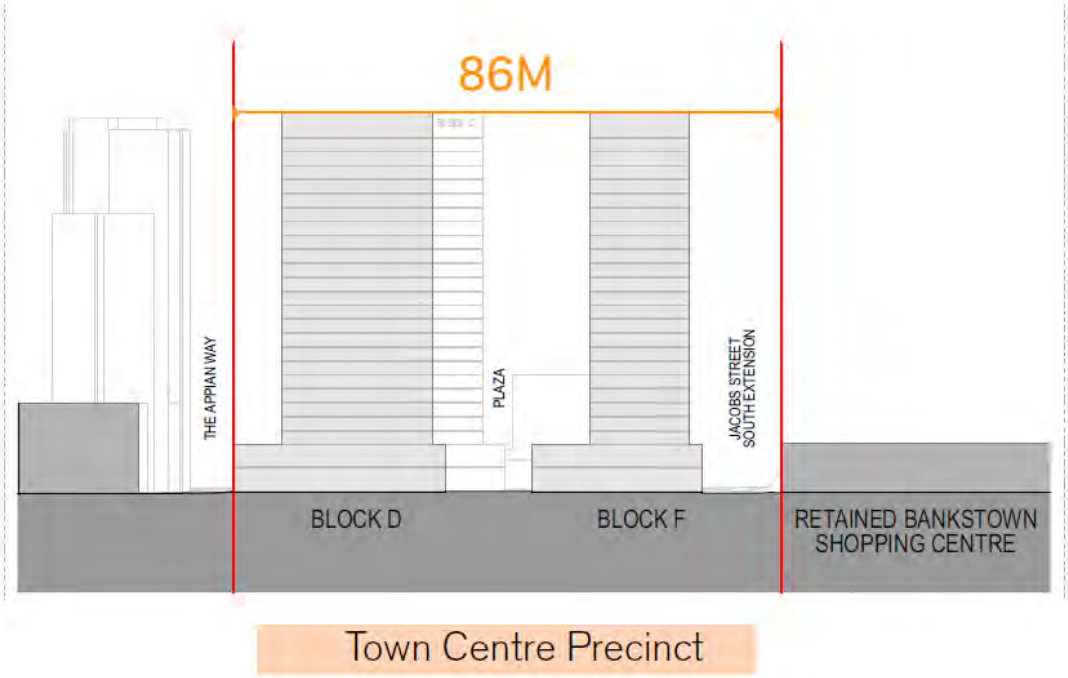
- **Town Centre Precinct** – 86m
- **North Terrace Precinct** – 81m
- **Rickard Road Precinct** – 50m in the Rickard Road Precinct North and 67m in the Rickard Road Precinct South
- **Stacey Street Precinct** – 65m at the northern and southern block, with 35m across the remainder of the Precinct

Figure 7 – Height Section Diagrams



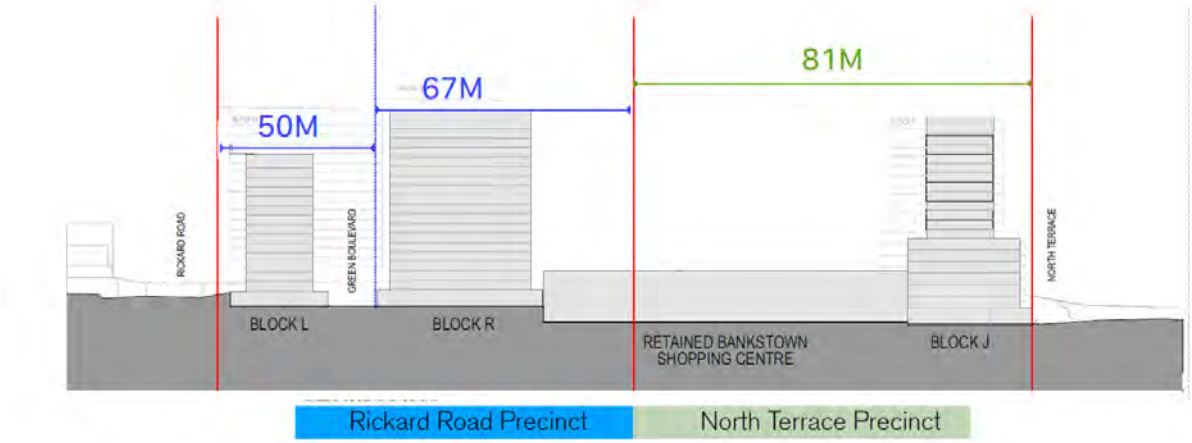
Picture 1 – Town Centre / North Terrace / Stacey Street Precincts

Source: FJMT



Picture 2 – Town Centre Precinct

Source: FJMT



Picture 3 – Rickard Road / North Terrace Precinct

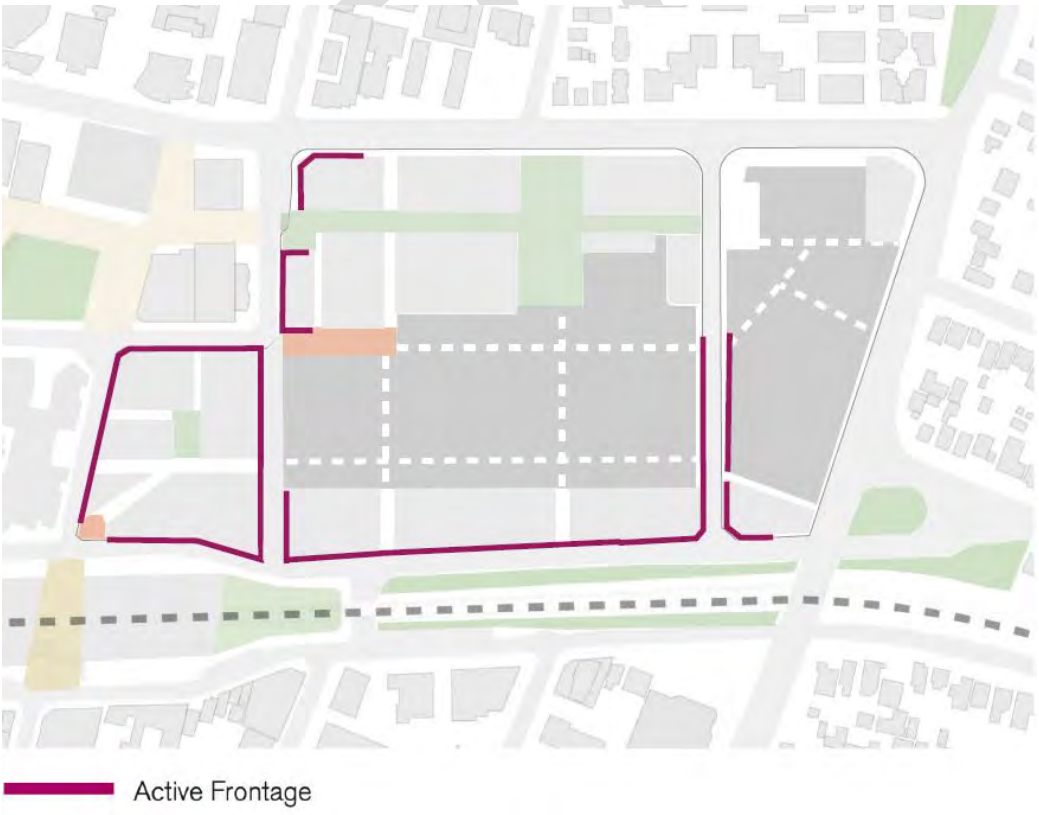
Source: FJMT

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



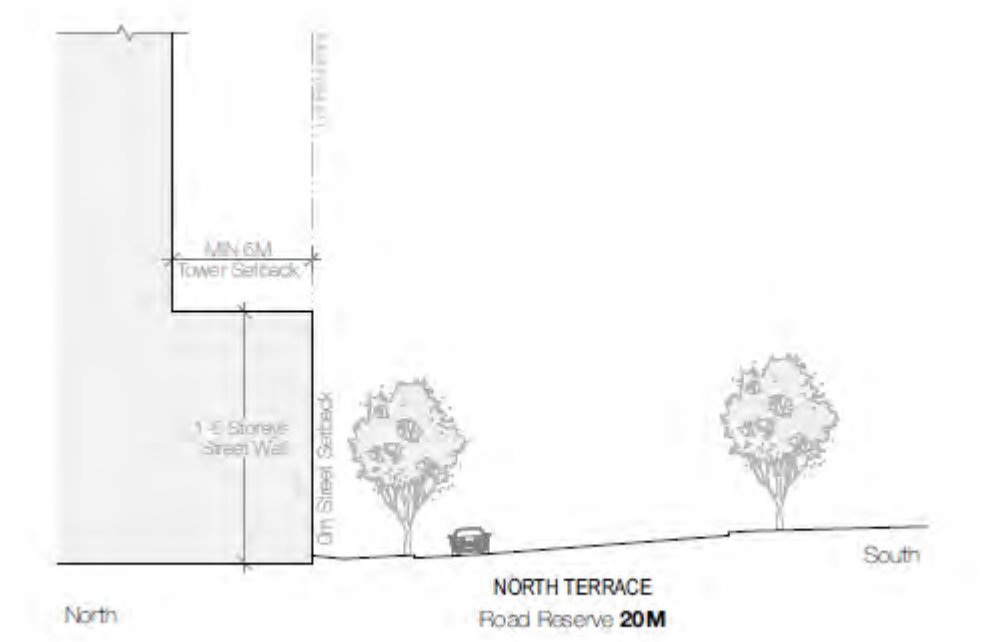
Source: FJMT

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

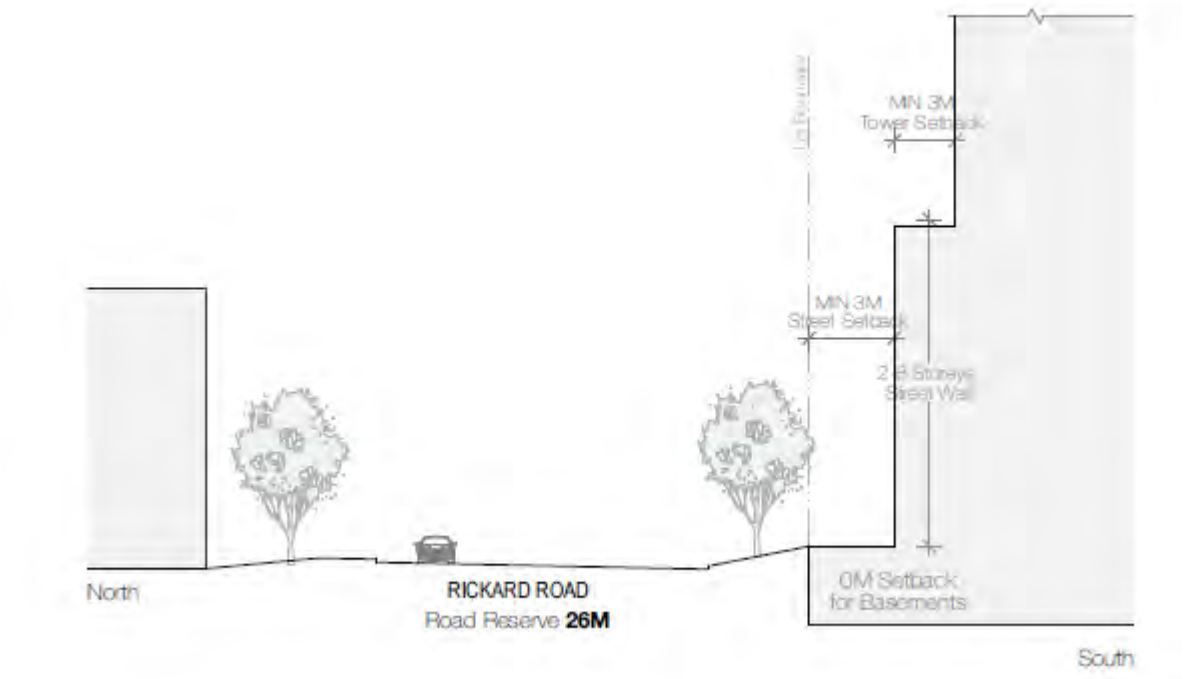
Figure 12 – Jacobs Street South Extension

Source: FJMT

Figure 13 – The Mall

Source: FJMT

Figure 14 – Rickard Road



Source: FJMT

5.5. CONNECTIVITY AND FINE GRAIN

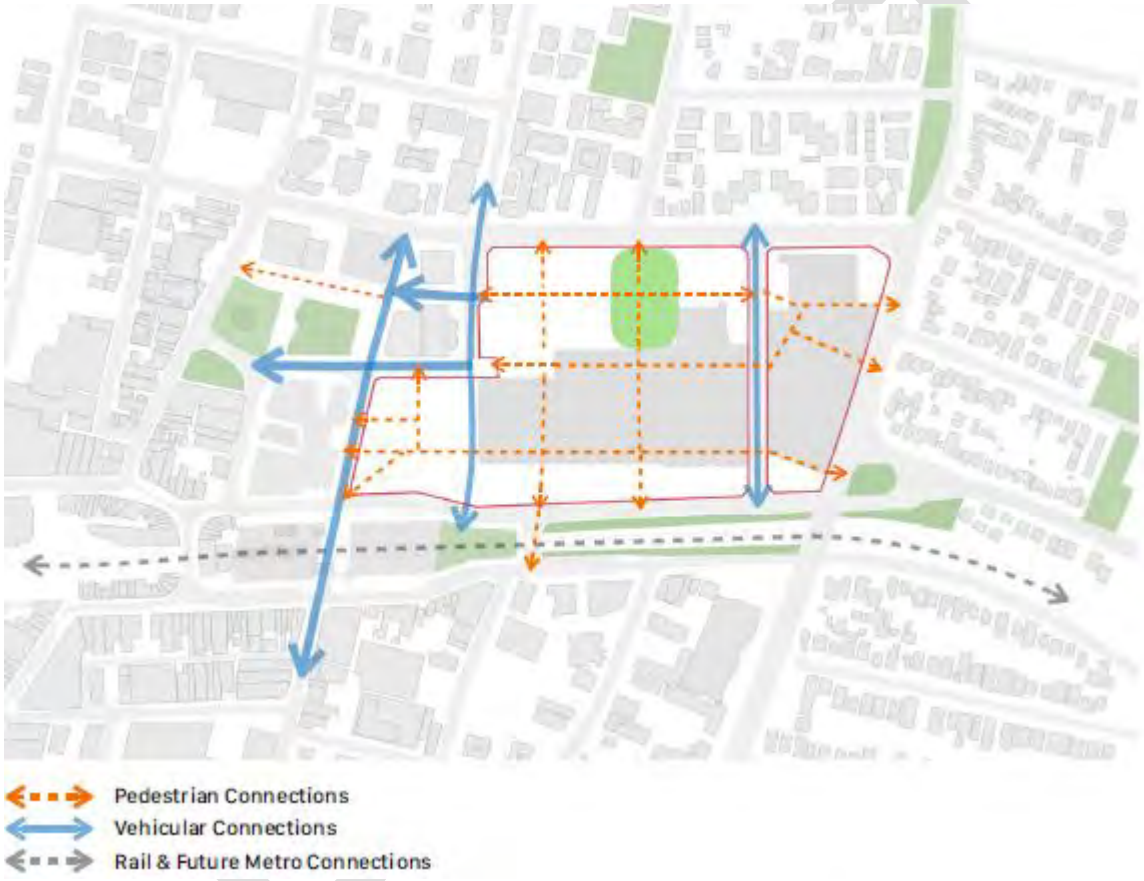
The principal aim through the precinct is to enhance connections to the key nodal points in the Bankstown CBD including the railway & Metro station, the Civic Centre, the new WSU campus, Paul Keating Park, and the schools surrounding the site.

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

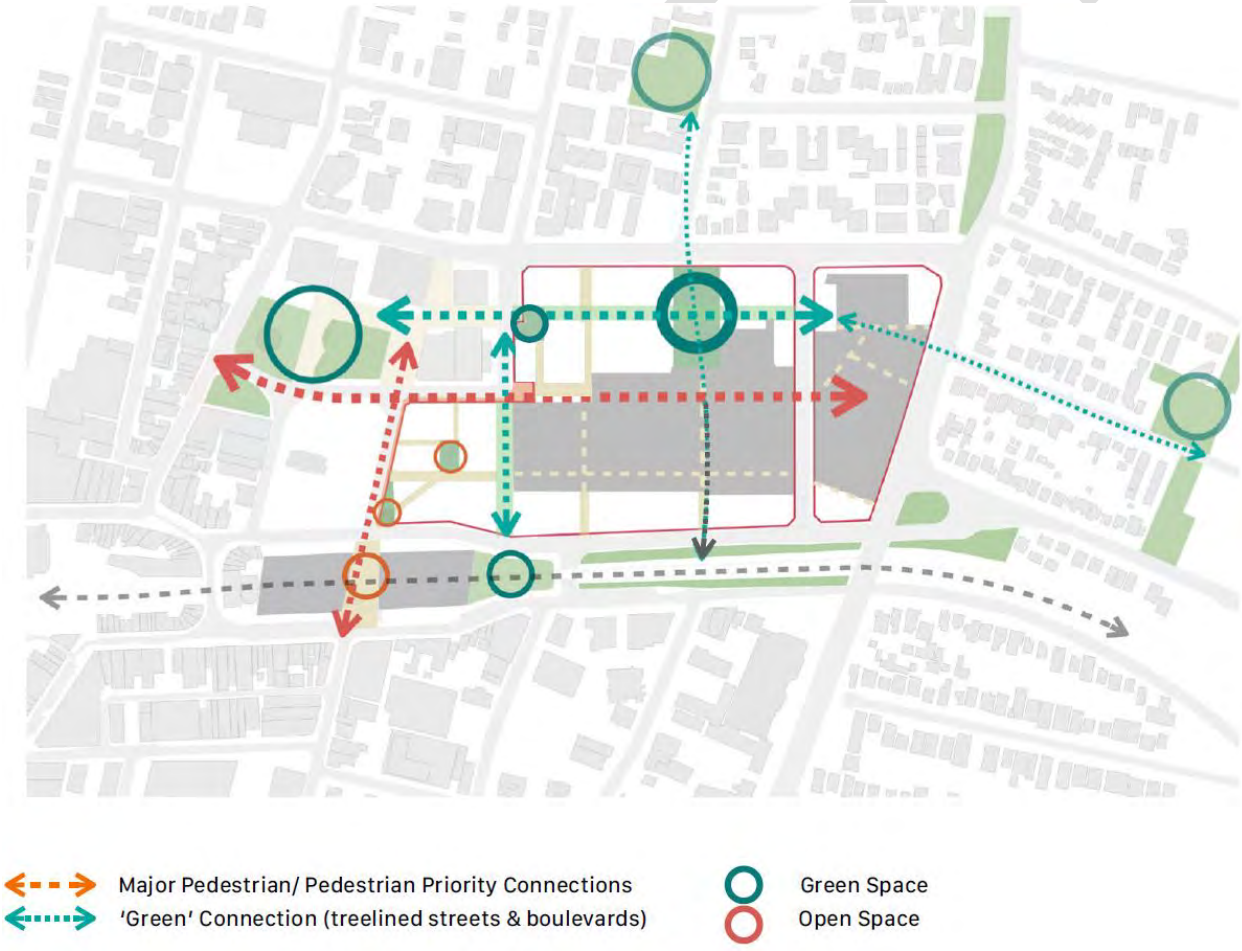
A network of open spaces and green streets will support a diversity of movement and activities through the public realm. A range of spaces will be provided that can sustain different scales of community gathering and events for diverse ages and groups.

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

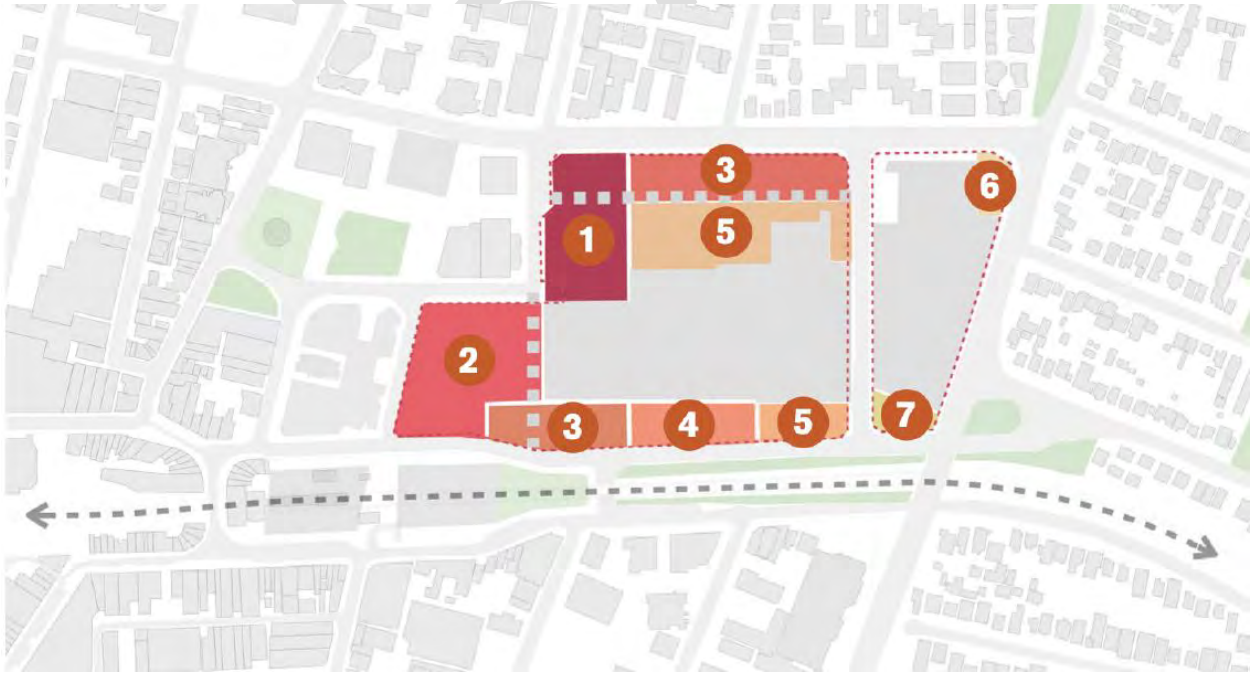
A flexible staging strategy is key to Bankstown Central's urban renewal. The strategy must consider the land holding, the operation and lease expiries of the retail centre, the proposed infrastructure upgrades, and the local market conditions.

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

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.

DISCLAIMER

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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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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.

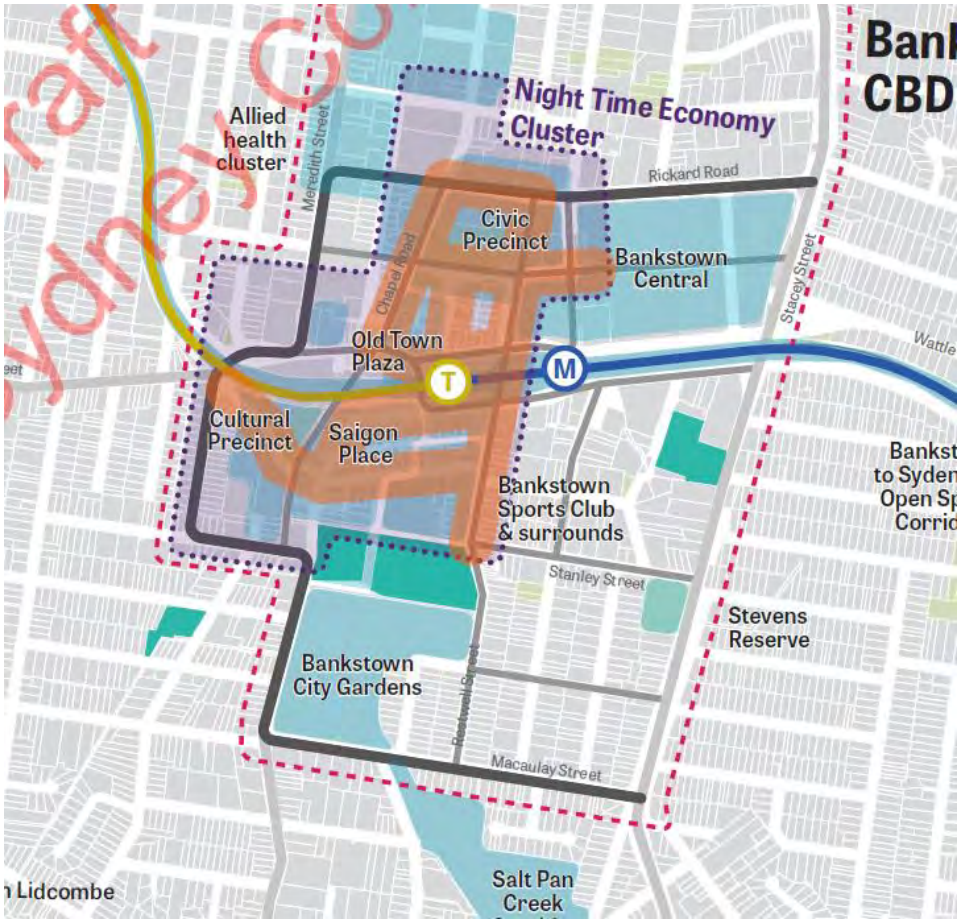
Master Plan

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.

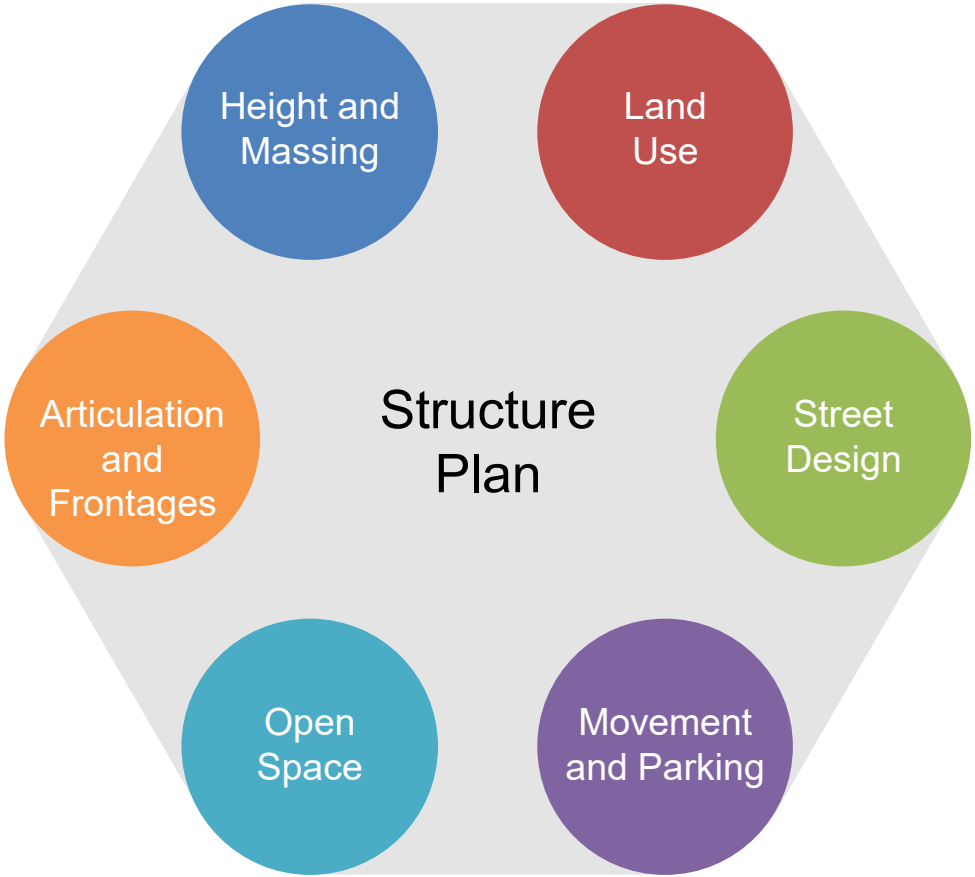
Sincerely,

Camille Lattouf
Team Leader City Shaping Projects

Attachment 1

CANTERBURY BANKSTOWN

Bankstown Central Urban Design Principles



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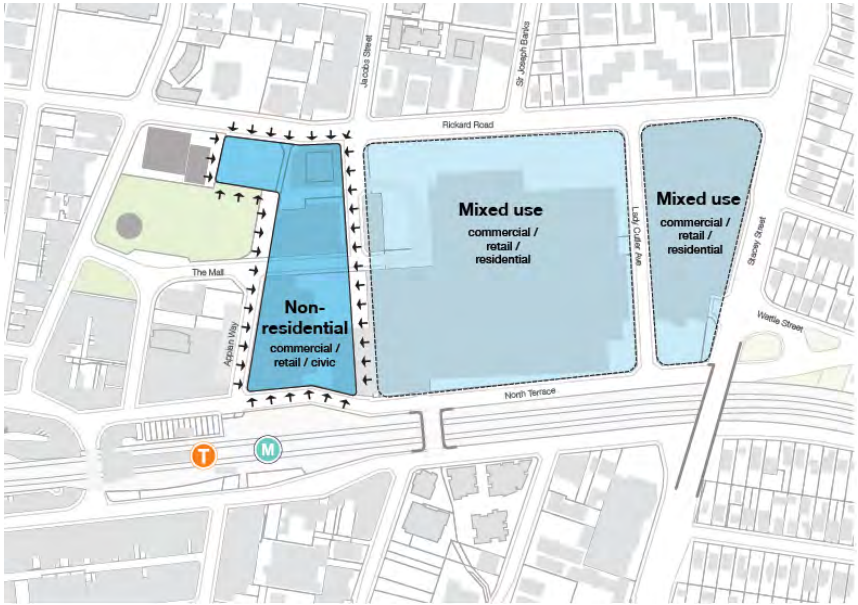
Land Use

- 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.



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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

CANTERBURY BANKSTOWN

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.

CANTERBURY BANKSTOWN

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.

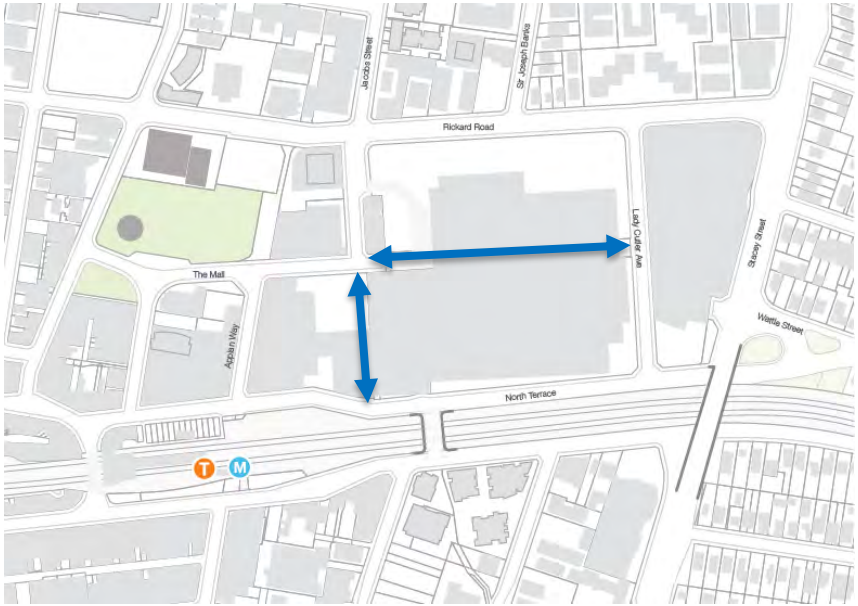
New Streets

The Mall extended east

- Pedestrian prioritised/ limited vehicular access
- Min 20m wide
- Open to sky
- Dedicated to Council or public right-of-way

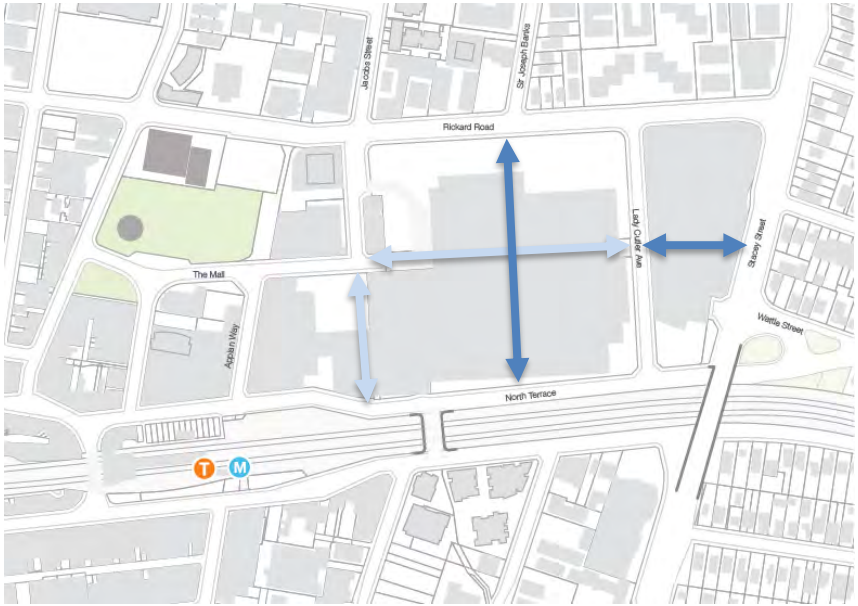
Jacobs Street extended to North Terrace

- Key bus route
- Min 20m wide
- Dedicated to Council.



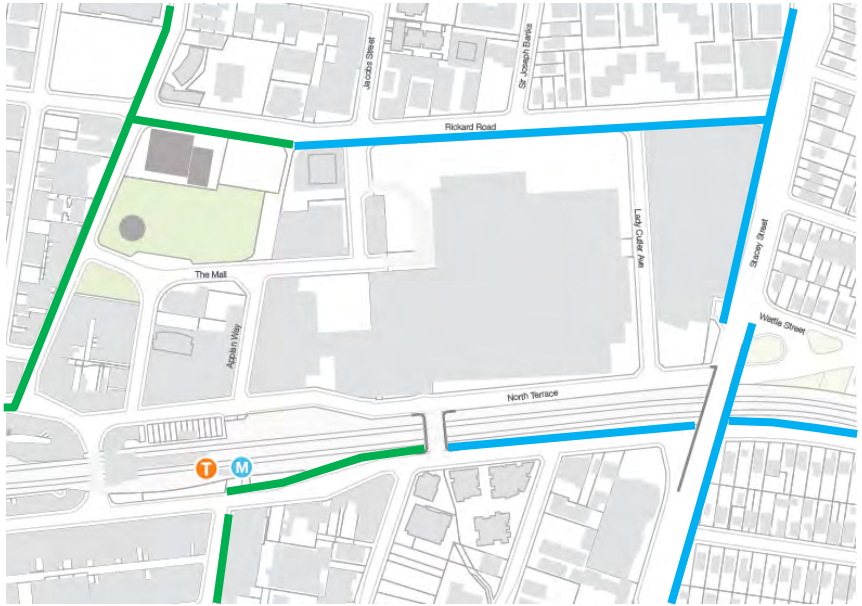
Pedestrians

- 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)



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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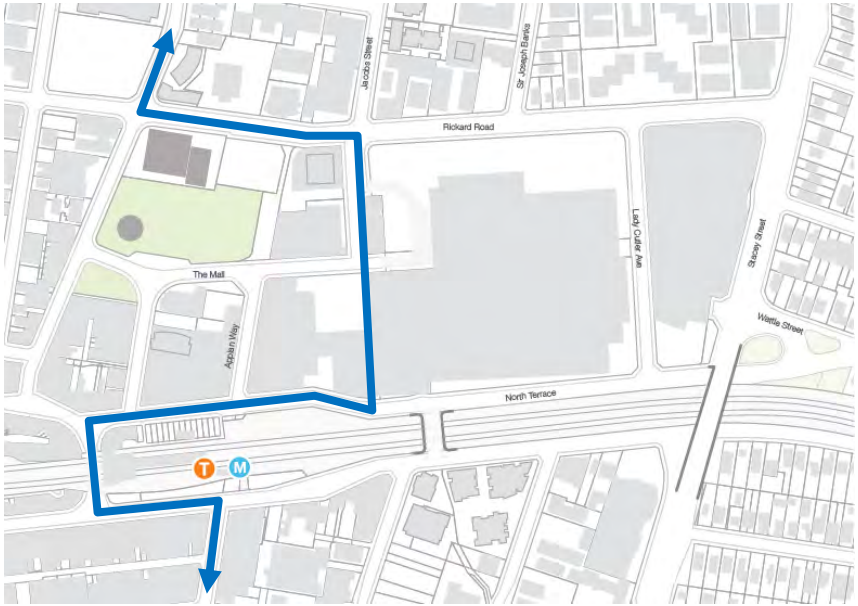
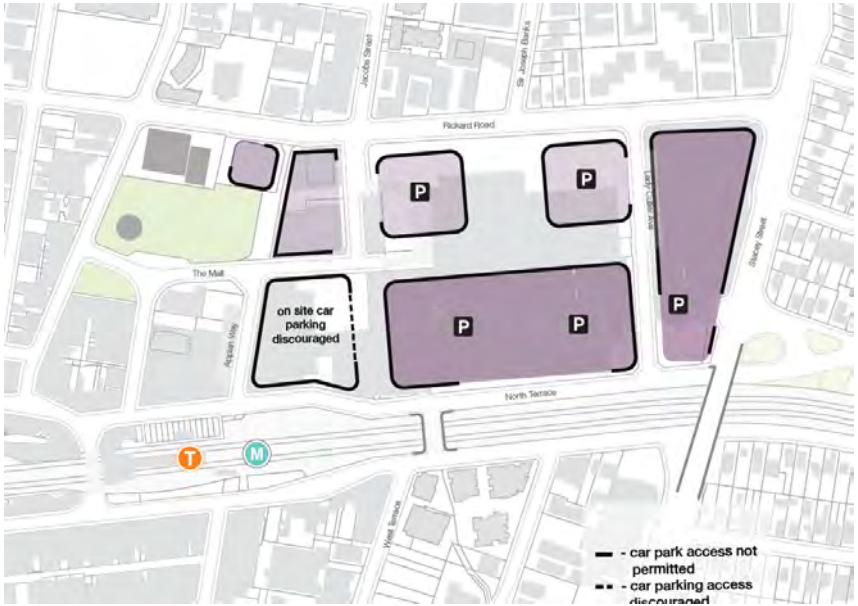
Public Transport

- 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



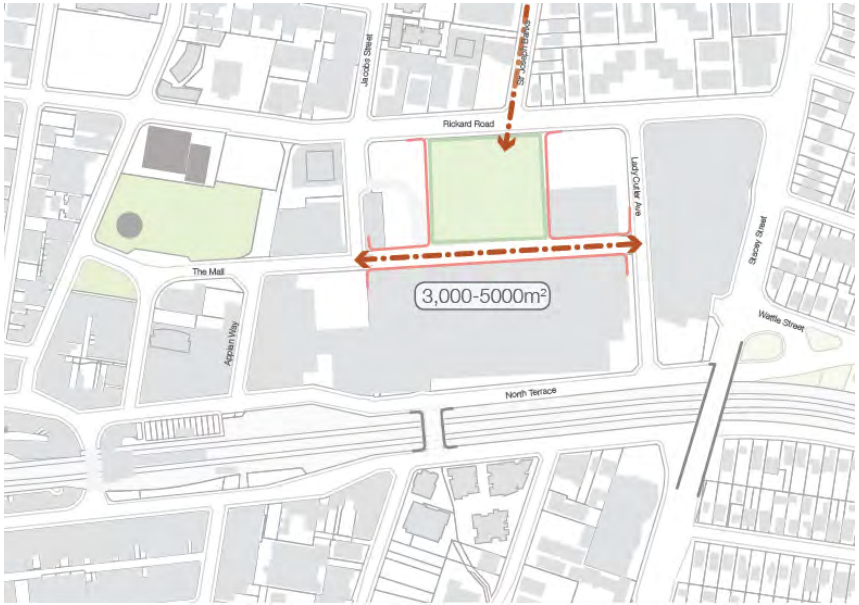
CANTERBURY BANKSTOWN

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.

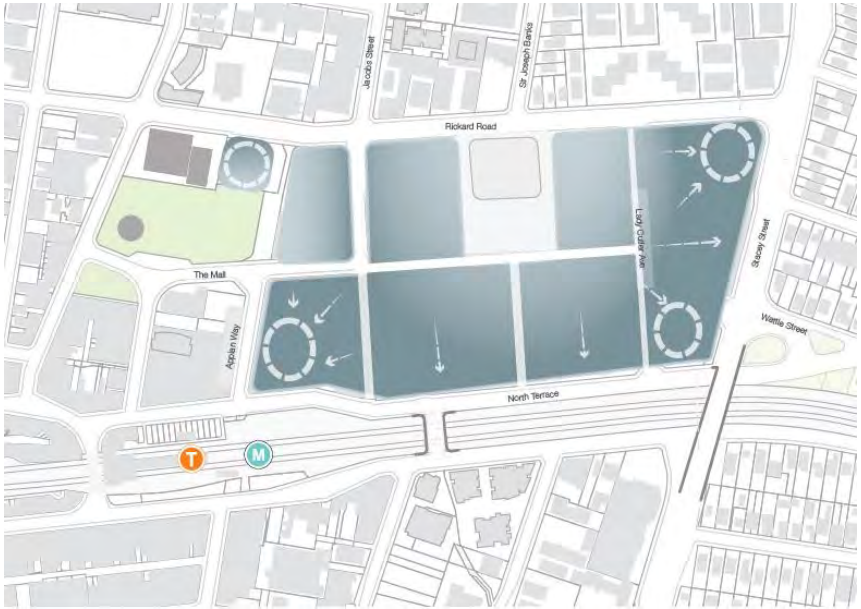


Public Domain

- 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.



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

CANTERBURY BANKSTOWN

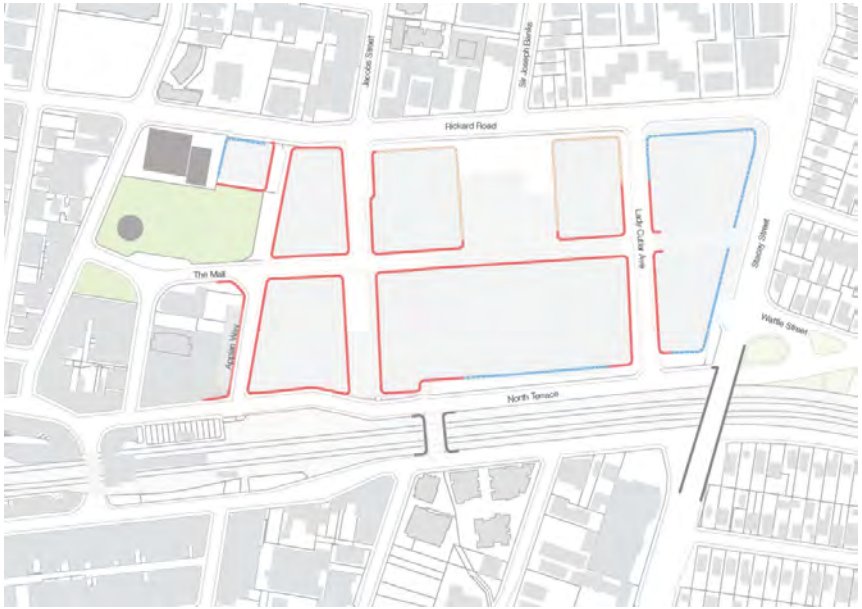
Building Articulation

- 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

CANTERBURY BANKSTOWN

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



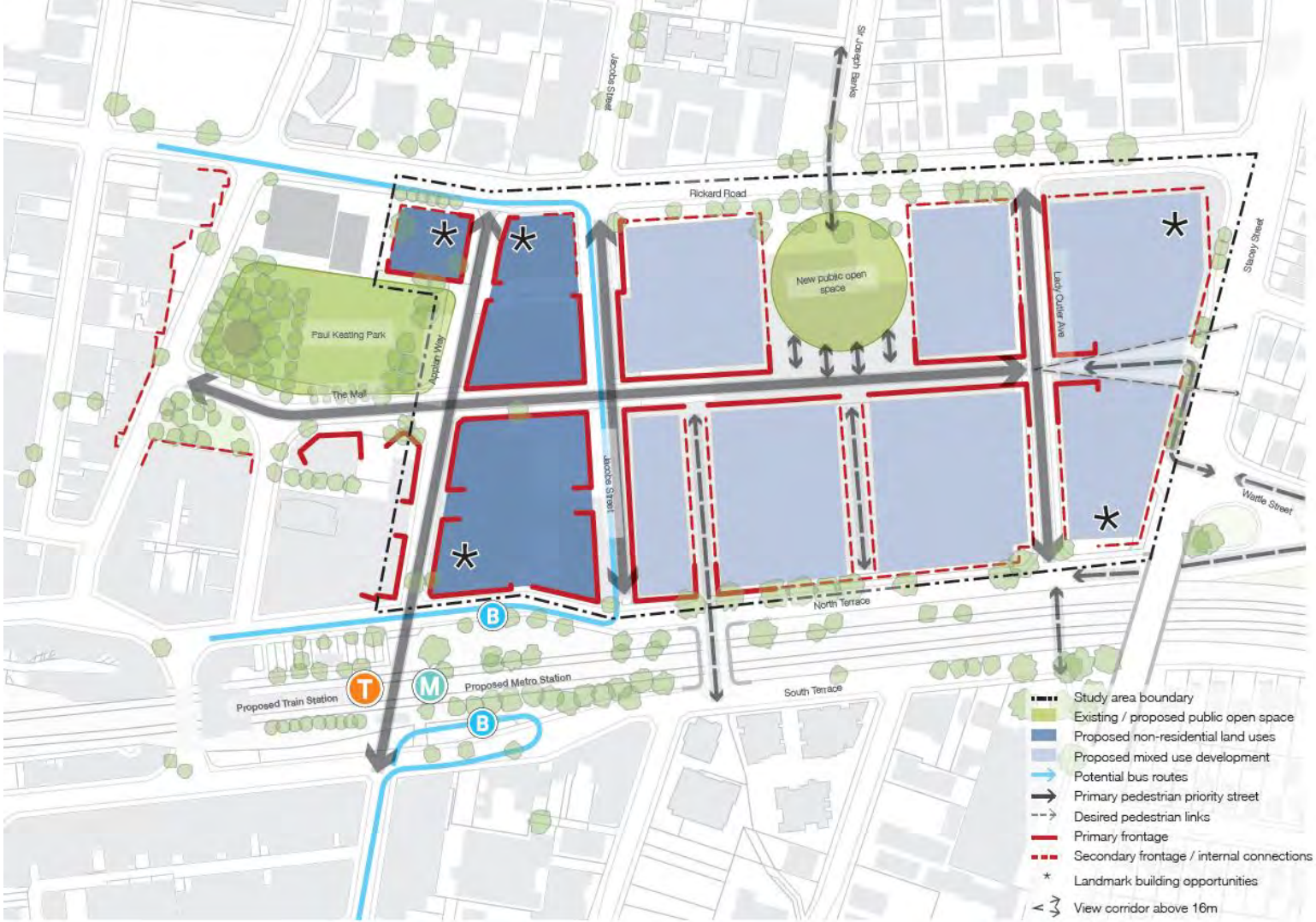
Primary Frontage

Secondary Frontage

Tertiary Frontage

CANTERBURY BANKSTOWN

Structure Plan



CANTERBURY BANKSTOWN

Cred
CONSULTING

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

Table of contents

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.

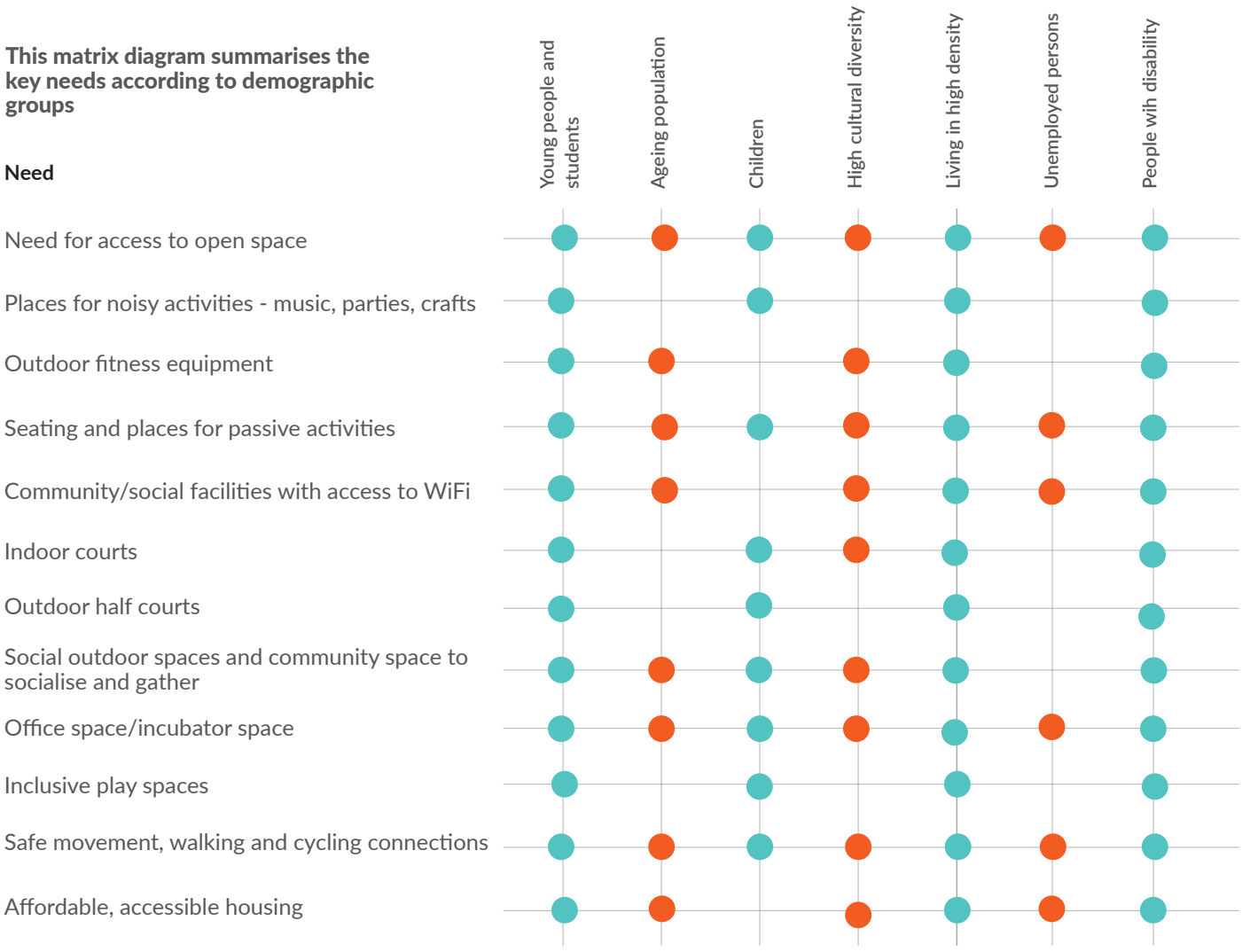
Table 5 shows that the largest cohort living on site is likely to tertiary students aged 18 to 24 years due to the student accommodation proposed on-site. A forecast 1,946 young people are likely to be living on site at it's completion. This is followed by the young workforce (497 people) and parents 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.

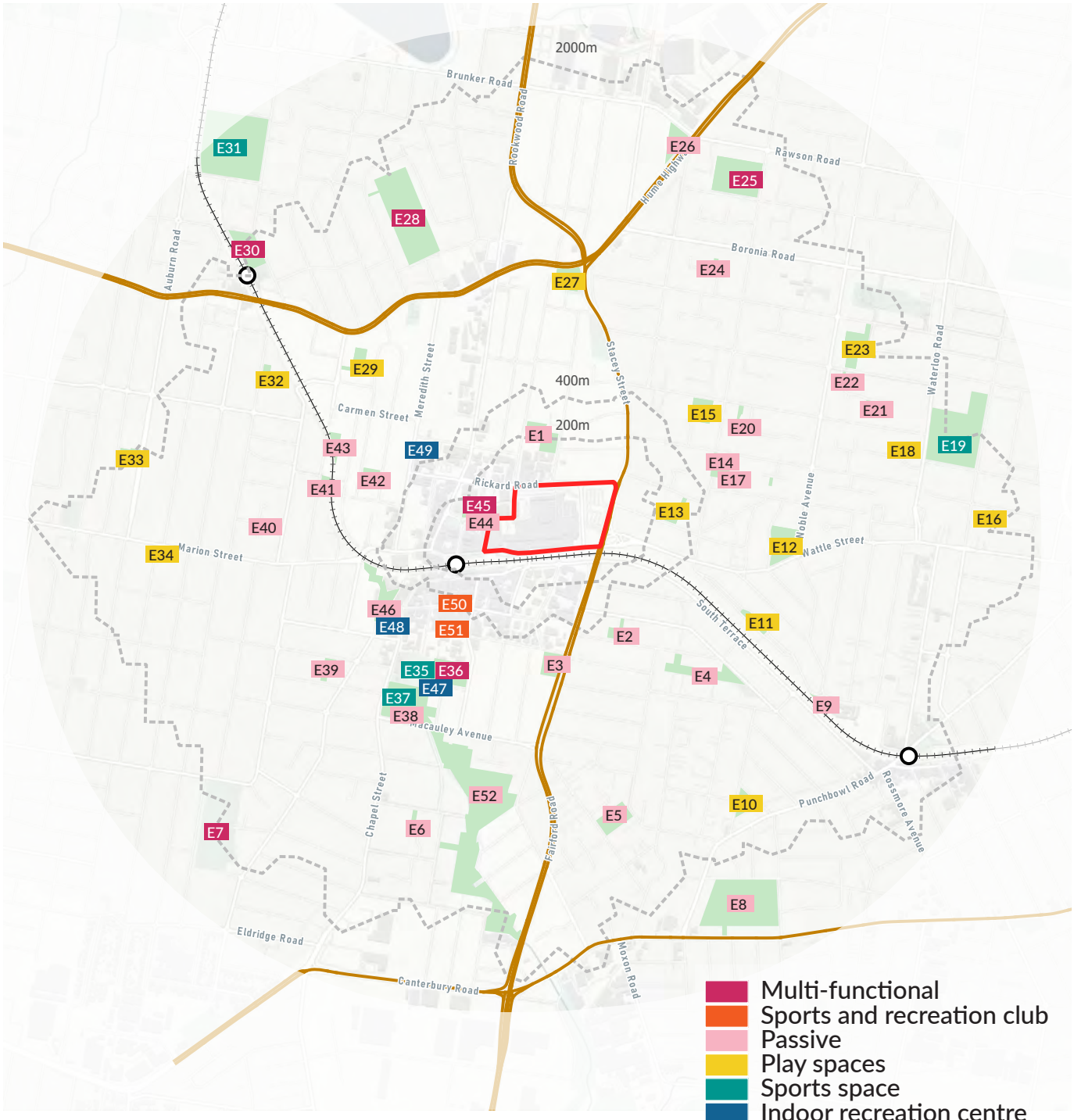


Figure 2 - Open space and recreation audit within 2km of the site

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 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) District access: 25min walk/2km proximity to a district park 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. ***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). 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. ***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 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 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. ***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: 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. ***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: 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. 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. 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. ***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: 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. 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. ***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: 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. ***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.

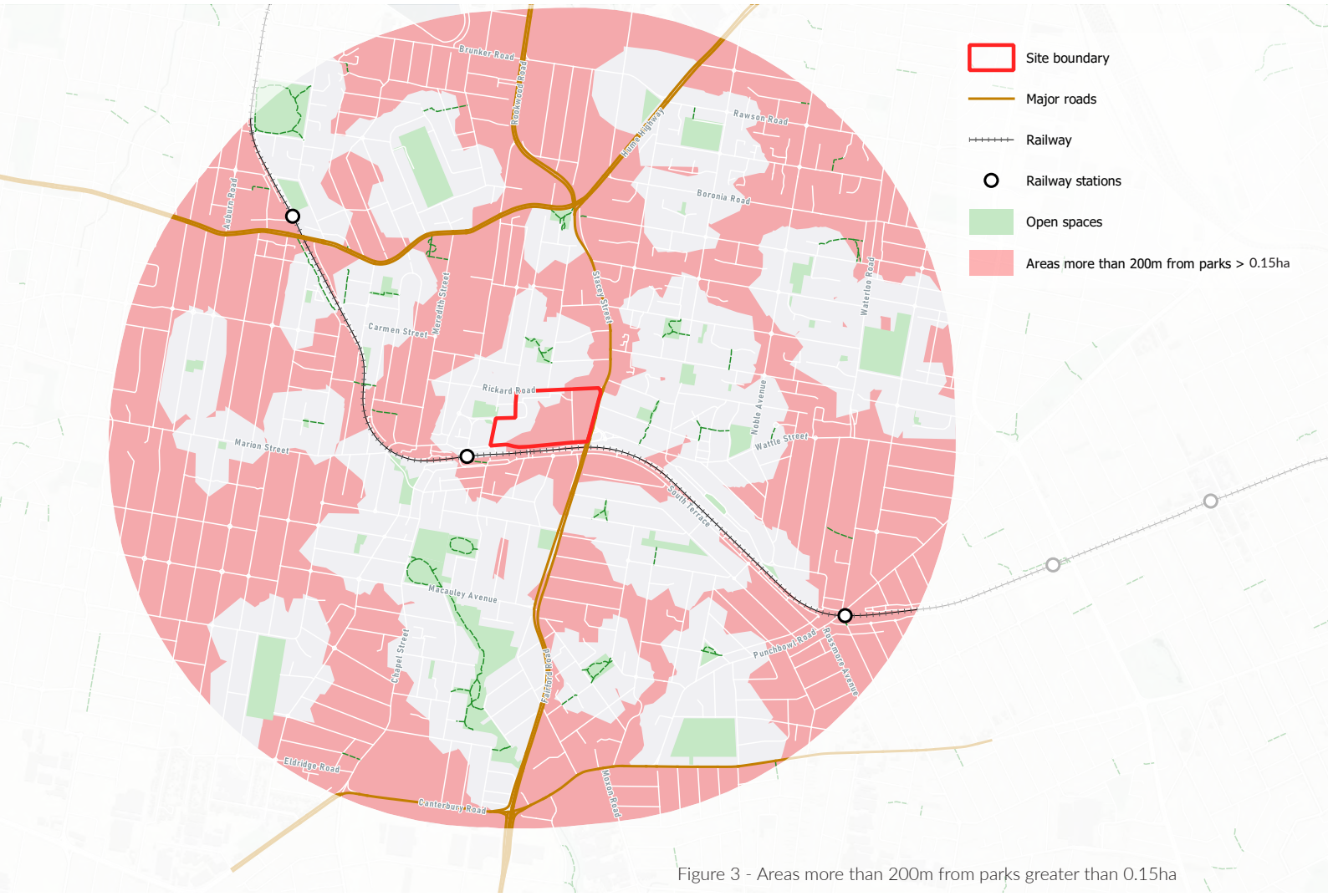


Figure 3 - Areas more than 200m from parks greater than 0.15ha

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) (Greener places 1,500ppl /5,000m2)	2.5ha	NA	The site generates demand for 2.5ha of open space. 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. 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.

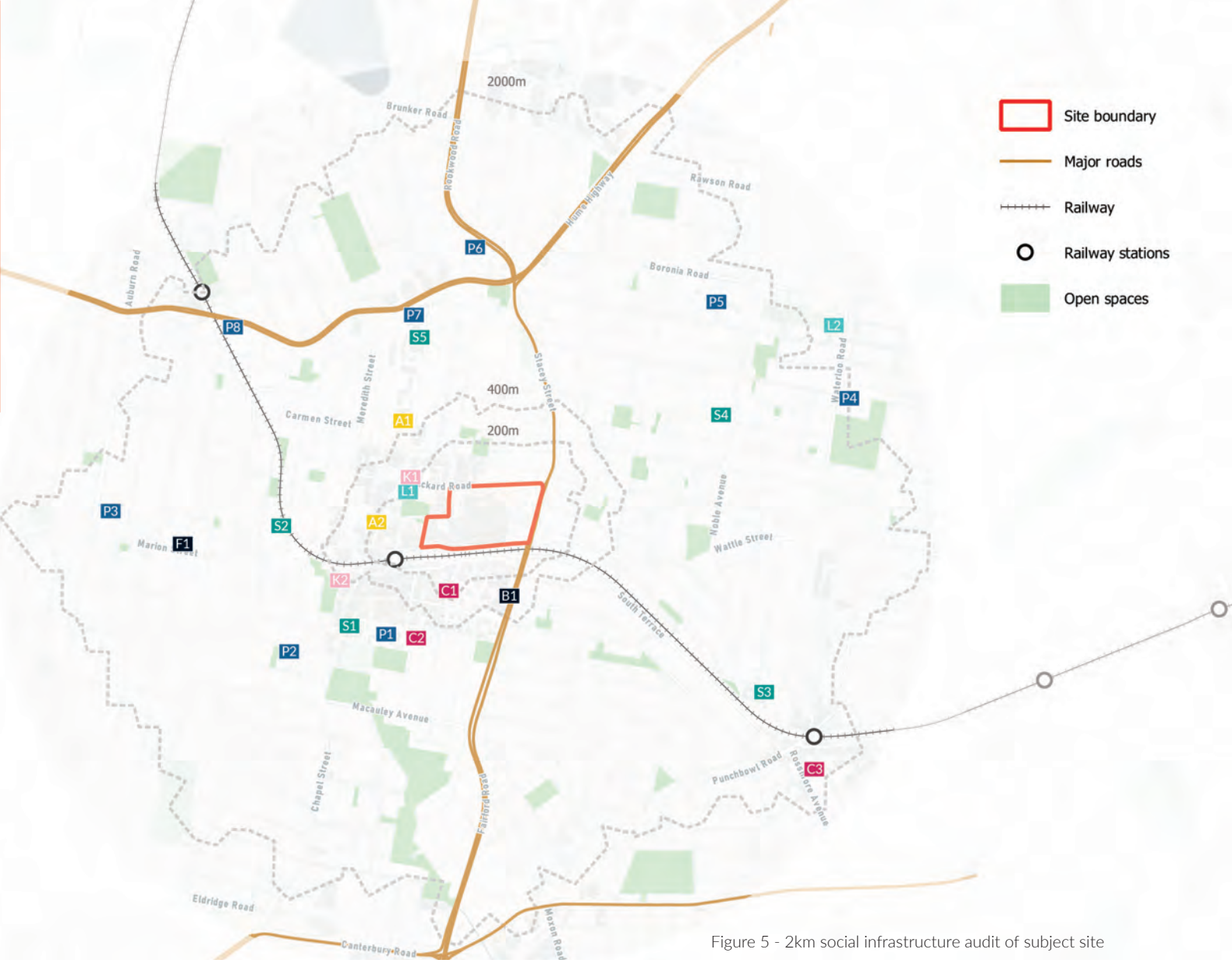


Figure 5 - 2km social infrastructure audit of subject site

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

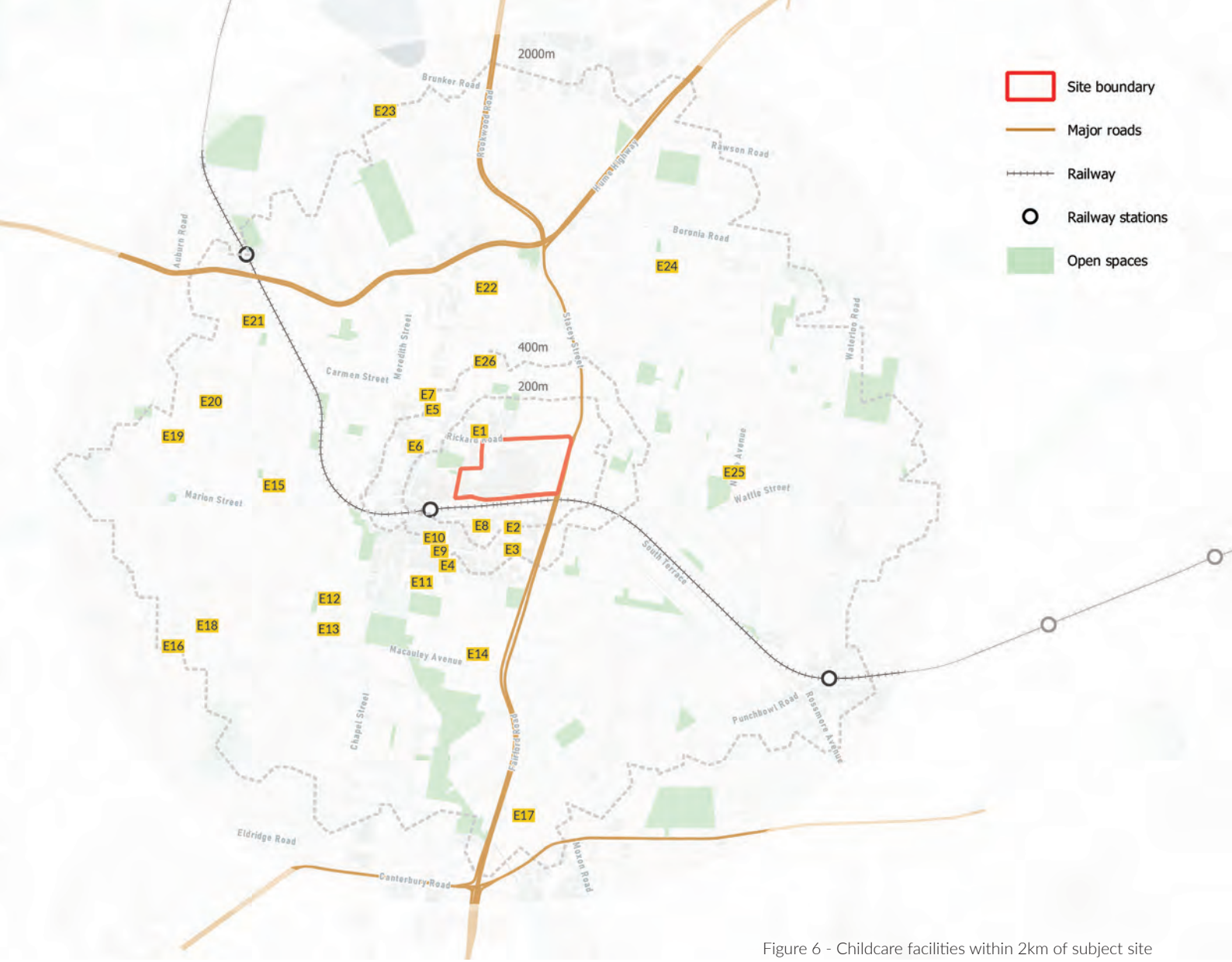


Figure 6 - Childcare facilities within 2km of subject site

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. 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.** 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.** 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. 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.** 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.** 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.** 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 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.** 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.** 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. 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** 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). 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** 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.** 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** • 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. • 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** • 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. • 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. • 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"** • 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. • Due to basement underneath, there is no capacity for deep-soil planting and subsequent substantial shade and tree canopy. Support the provision of a revised public park which should be minimum 0.5ha
Urban Plaza	**Support** • 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** • This is proposed in the concept but not identified in the Urbis recommendations.
Community facilities	
5% affordable housing	**Support** • 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** • 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** • Our analysis demonstrates a generated demand for 872m² of library space and 338m² community space (total approx. 1,200m²) • The Canterbury Bankstown Community Needs Analysis (Ethos) reports an identified under-supply of local community spaces in the CBD. • 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 • 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** • The proposal indicates that there will be no demand for a new primary or high school • Our forecasting indicates 241 primary school students aged 0-11 and 171 secondary school aged children (12 – 17 years) • Overall there is a forecast 3,695 primary aged, and 2,617 secondary school aged children living in Bankstown CBD by 2031 • 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** • 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: – Outdoor courts (potential to use rooftop car park through sharing space in the evening) – 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. • 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. • 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. • 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. • Proposal can provide a communal dog run for residents on podium or ground level. • 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 • 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: – Music and craft rooms – Outdoor bbq and picnic spaces – Indoor/outdoor rooms for small parties and gatherings • 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

TABLE OF CONTENTS

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.

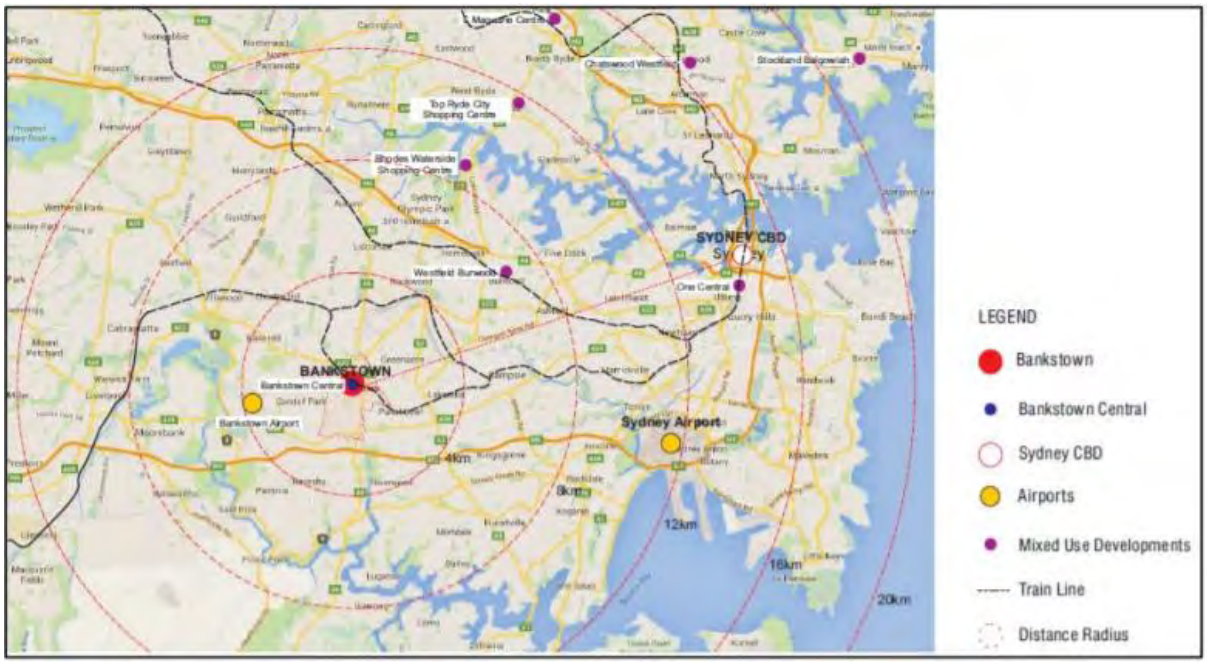
We highlight that site inspections have not been carried out and the Peer Review is desktop in nature only.

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

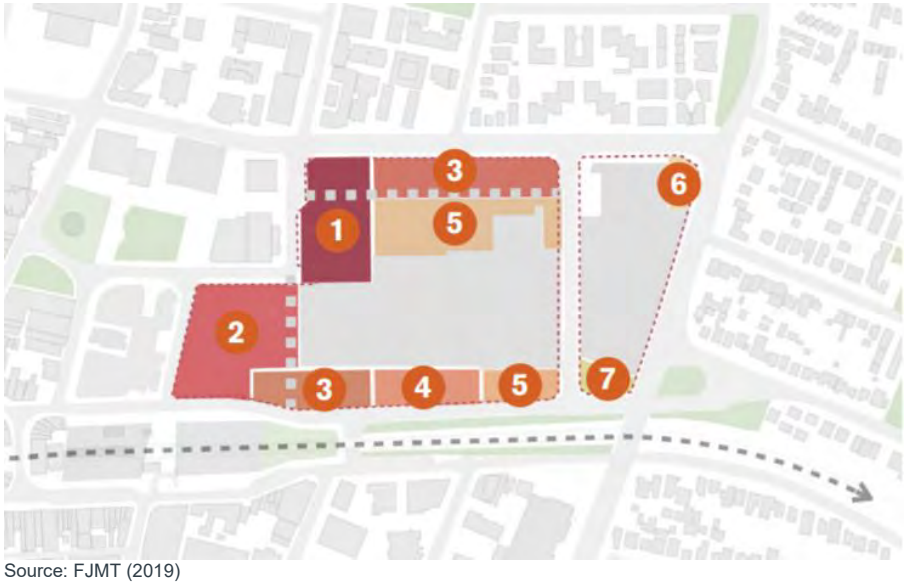
This chapter discusses additional factors that influence the demand, supply and market depth of the different types of floorspace proposed. These include:

- 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.

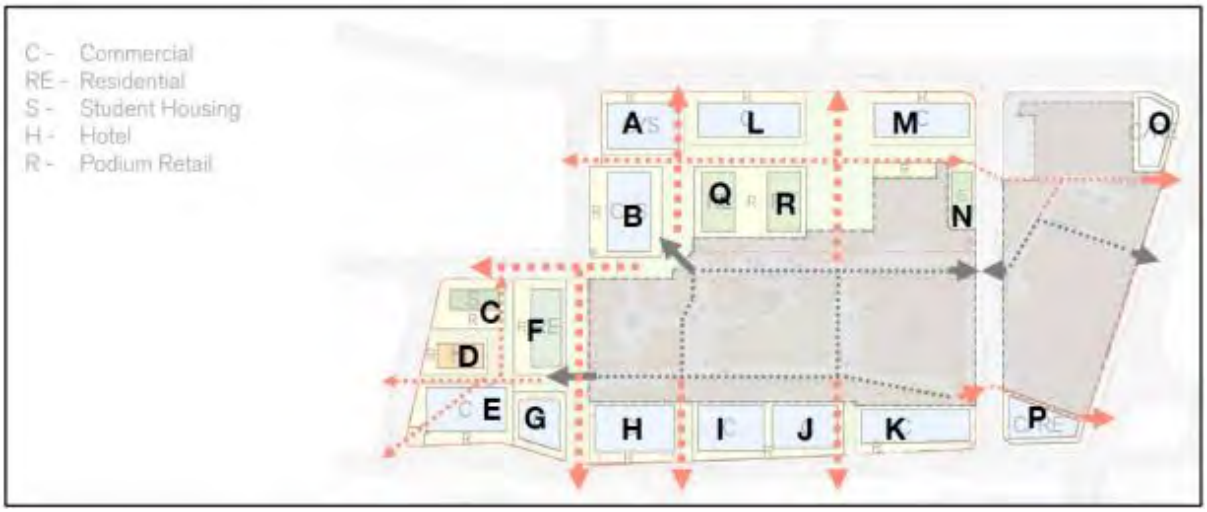
Table 8.1: Indicative Staging Scheme

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 4,000m² 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
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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.

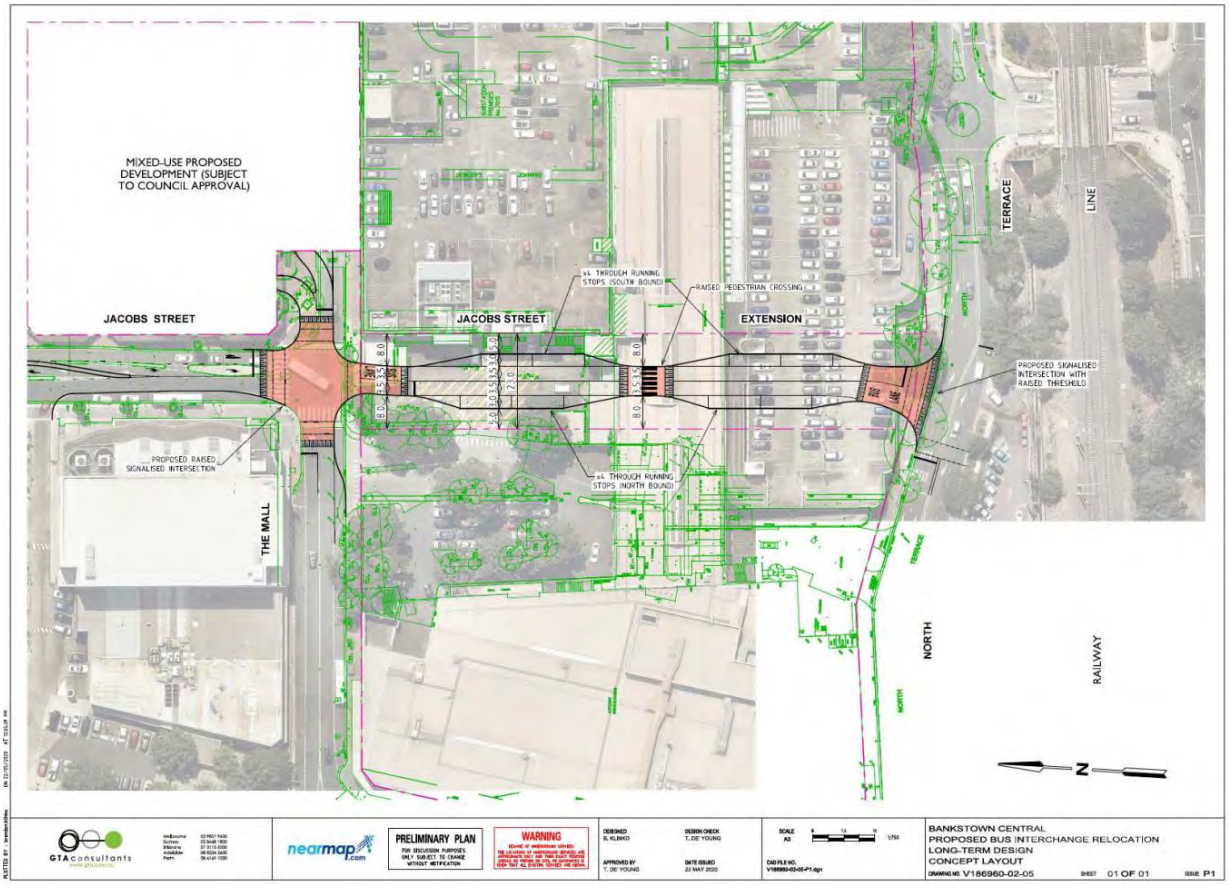
The July 2020 TIA contains extensive discussion on the impacts and opportunities with respect to the bus network, including (most notably) the construction of the Jacobs Street extension to provide an on-street bus interchange.

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.

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).

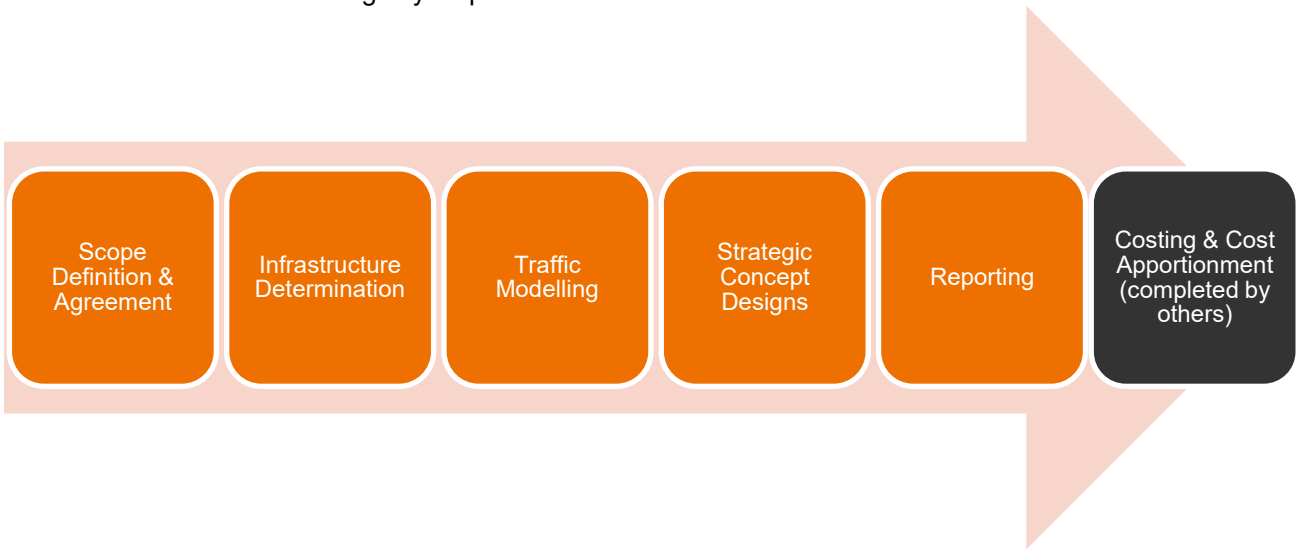
In the absence of this collaboration or without an approach that deals with likely conflicts and differences of opinion at an early stage, we expect that the transport study may have limited benefit, as key inputs, assumptions, and/or modelling outputs may become debated amongst the stakeholders.

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.)